



Agenda Item 8A

Approvals:

City Manager [Signature]

Dept. Head [Signature]

Attorney [Signature]

Finance [Signature]

AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING
Meeting Date: May 20, 2014

Department: Public Works
Prepared By: William E. Cameron, Director/City Engineer

Subject: ***NORTH BEACH /EL CAMINO REAL BEACH PARKING DESIGN PROJECT No. 14806.***

Fiscal Impact: Fiscal impact will be determined after the City Council's direction for design. Design services agreement funding limit with Gable Engineering Inc. and total project budget may need to be increased.

Summary: The purpose of this report is to receive further Council direction concerning the design of the proposed North Beach/El Camino Real Beach Parking Design.

Background: On February 19, 2013 staff presented site and conceptual design alternatives to the City Council to obtain direction to provide additional beach parking at North Beach. The City Council directed staff to proceed with development of construction/bid documents for the vacant City-owned El Camino Real lot, based on the proposed conceptual plan developed by RRM Design Group. Subsequent to the City Council's direction, Ricardo Nicol appeared under oral communications and presented the City an alternative design for the El Camino Real lot. On May 7, 2013 staff presented the conceptual plan (Option A) approved on February 19, 2013 and the conceptual plan (Option B) prepared by Ricardo Nicol for further direction from the City Council. Options A and B are provided as Attachment 2. The City Council directed staff to proceed with issuance of a design services proposal request (RFP) and provided guidance criteria for the design to include: safety, ease of access to beach, creating a sense of entry, landscaping, integration with surrounding properties and accentuated view corridor. The RFP attached to the Agenda Report was based on Option A. Staff obtained design proposals and the City Council approved a design services agreement with the Gable Engineering Inc. on August 20, 2013 based on Option A, including the guidance criteria.

Gable prepared a site survey, geotechnical study, and the preliminary design based on the conceptual plan approved by the City Council. The Planning Commission reviewed the preliminary design and recommended the City Council's approval of the discretionary permits for the project. After staff's presentation of the project on April 1, 2014, the City Council approved the discretionary permits and provided direction to the staff to consider value engineering, address circulation alternatives, including one-way versus two-way circulation and the possibility of a bus turnout, and further consider the project's integration with neighboring properties.

Discussion: Gable developed additional conceptual plans for the parking lot showing: 1) diagonal parking for the proposed preliminary design, and 2) a revised site layout with one-way

circulation and a bus turnout on El Camino Real. The bus turnout concept will require removal and reconstruction of the existing concrete paver sidewalk, curb and gutter and storm drain inlet, lighting along EL Camino Real, and pavement reconstruction on El Camino Real for a bus stop meeting Orange County Transportation Authority (OCTA) standards.

Conceptual plans 1 & 2 and the current preliminary design the City Council reviewed on April 1, 2014 are provided as Attachment 3.

A matrix of estimated construction costs for the current preliminary design and the conceptual plan 2 (Bus Turnout), along with value engineering for each design is provided as Attachment 4. The estimated construction cost for the current preliminary design is \$745,000. Estimated construction cost for the conceptual plan 2 is \$773,000. Value engineering identifies potential deletions and alternate materials that can be used to reduce construction costs. If all value engineering proposals are implemented, potential estimated construction cost savings for the preliminary design and the conceptual plan 2 are \$148,000 and \$39,000, respectively. Potential cost savings for the preliminary design include:

- Replacement of the concrete unit pavers with asphalt.
- Deletion of the architectural entry portal, kiosk, benches, electrical car charging station, bike rack, and the fence along Ichibari.
- Replacement of concrete paver crosswalk on Calle Deshecha with striped crossing.
- Replacement of terra cotta and flagstone pavers with concrete within the parking lot and the sidewalk along Calle Deshecha.

Potential cost savings for the conceptual plan 2 include deletion of the architectural entry portal, benches and bike rack. Conceptual plan 2 parking lot is proposed to be asphalt with concrete terra cotta insert walkway within the lot and a concrete sidewalk along Calle Deshecha. Kiosk, concrete paver crosswalk on Calle Deshecha, and electrical car charge are not included in conceptual plan 2.

Cost estimates provided are preliminary and will be further reviewed for the selected design upon completion of final design.

Staff has discussed bus route operations in the vicinity of the proposed parking lot with OCTA. City staff does not recommend a bus turnout at this location. The existing bus stops include a location 280 feet to west and 200 feet east of the property. The location 280 feet west of the property serves routes 191 and 193 is located at the corner of Calle Deshecha and Avenida Estacion. This is a preferred location considering the slower speeds on Avenida Estacion and the proximity to the Metrolink station and coffee shop. The existing bus stop 200 feet east of the property is adjacent to the 7-11 store and serves routes 191 and 1. Past problems with OCTA buses near the El Camino Real and Avenida Pico intersection involved bus drivers stopping for extended periods of time in front of 7-11 and were addressed with OCTA operations. The bus stops only when customers are waiting to ride or depart the scheduled buses, which run in approximate 30-minute intervals for each route. There

are no other bus turnouts on El Camino Real and the infrequent stopping of buses does not cause significant traffic concerns. Without the bus turnout, the parking lot will provide more area for access and parking spaces.

The design alternatives all conform to City parking standards and are equally safe. Staff is requesting City Council's direction regarding its preference for one or two access points and diagonal or perpendicular parking.

The preliminary design alternative provides 32 parking spaces. Conceptual plan 1 provides for 28 parking spaces. Conceptual plan 2 provides for 27 parking spaces. If Conceptual Plan 2 is modified to allow only one-way circulation, the two driveways can be narrowed to allow two additional parking spaces, for a total of 29 spaces. Ease of access to beach for all design alternatives is addressed from the parking lot through addition of a pedestrian crossing at Calle Deshecha connecting to the existing pedestrian path.

Sense of entry elements are provided for each design to match surrounding architecture and character of the City. Value engineering will remove or replace these improvements with more traditional concrete and or asphalt paved surfaces. Low plastered walls for all concepts generally block the view of the vehicles within the parking lot while providing views out to the oceanfront, however, a covered bus stop would impact some views.

Safety is considered for all alternatives with adequate down lighting consistent with existing North Beach parking. Landscape design shall not create concealment areas and provide open views throughout. Direct walkway connections from El Camino Real to Calle Deshecha and along Calle Deshecha are provided. All drive aisles are 24 feet wide, consistent with City Std ST-15.

Landscaping is designed to meet the City's Parking Lot Standards and fit within the village character and meet the Water Quality Management Plan requirements for the project. Placement of trees is limited to areas outside of the channel easement and are scaled to maintain the Avenida Pico view shed corridor.

Integration with surrounding properties is achieved to the extent possible, considering adjacent grades and improvements. Ichibari to the east of the City's site includes mature palm trees on Ichibari property along the City's lot and the site is elevated above the City's lot. No potential to integrate the parking lots exists. Existing tree and building improvements on Ichibari do not allow for extension of the sidewalk along Calle Deshecha toward Ichibari. There is a retaining wall located on Kaylani property along the west side of the City's property. Removal of this wall is not feasible and will require extensive grading on private property. Staff also met with the Kaylani property owner and reviewed the preliminary design. No further integration opportunity was identified and the Kaylani property owner stated support for the proposed design.

Gable's additional cost for value engineering and conceptual plans is \$4,700. Once a design alternative is selected a scope change will be negotiated with Gable. Staff recommends that the Council direct staff to proceed with changes to the design with funds remaining in Gable's agreement and prepare an amendment for the City

Council's approval. There is approximately \$42,000 remaining of the original \$89,290 budget. Additional design and construction costs could result in the need to increase the total project budget of \$835,000, contingent upon the project construction bids received.

After the City Council's direction for the project design, the City Planner will determine if the project remains within the substantial conformance of the City discretionary permits approved on April 1, 2014, Resolution No. 14-09, for Conditional Use Permit 13-478 and Minor Cultural Heritage Permit 14-004. If project is within conformance, staff will proceed with applying for the California Coastal Commission development permit for the project.

Recommended

Action: STAFF RECOMMENDS THAT the City Council;

1. Approve preliminary design with selected value engineering items to be implemented, and proceed to final design, regulatory permitting and public construction bidding of the project for the City Council's approval of a construction contract award or;

Approve a conceptual plan differing from the preliminary design and direct staff to complete final design, regulatory permitting, and public construction bidding of the project for the City Council's approval of a construction contract award; and

2. Authorize staff to proceed with design changes as directed by the City Council within the remaining funds of the Gable Engineering Inc.'s agreement, and direct staff to submit an amendment to the agreement.

Attachments:

1. Location Map
2. Options A and B
3. Conceptual Plans 1, 2, and Preliminary Design
4. Preliminary Design and Conceptual Plan 2 Estimated Construction Costs and Value Engineering

Notification: Ricardo Nicol



City of San Clemente

910 Calle Negocio, Suite 100
San Clemente, CA 92673
Tel (949) 361-8100
Fax (949) 361-8318

LOCATION MAP

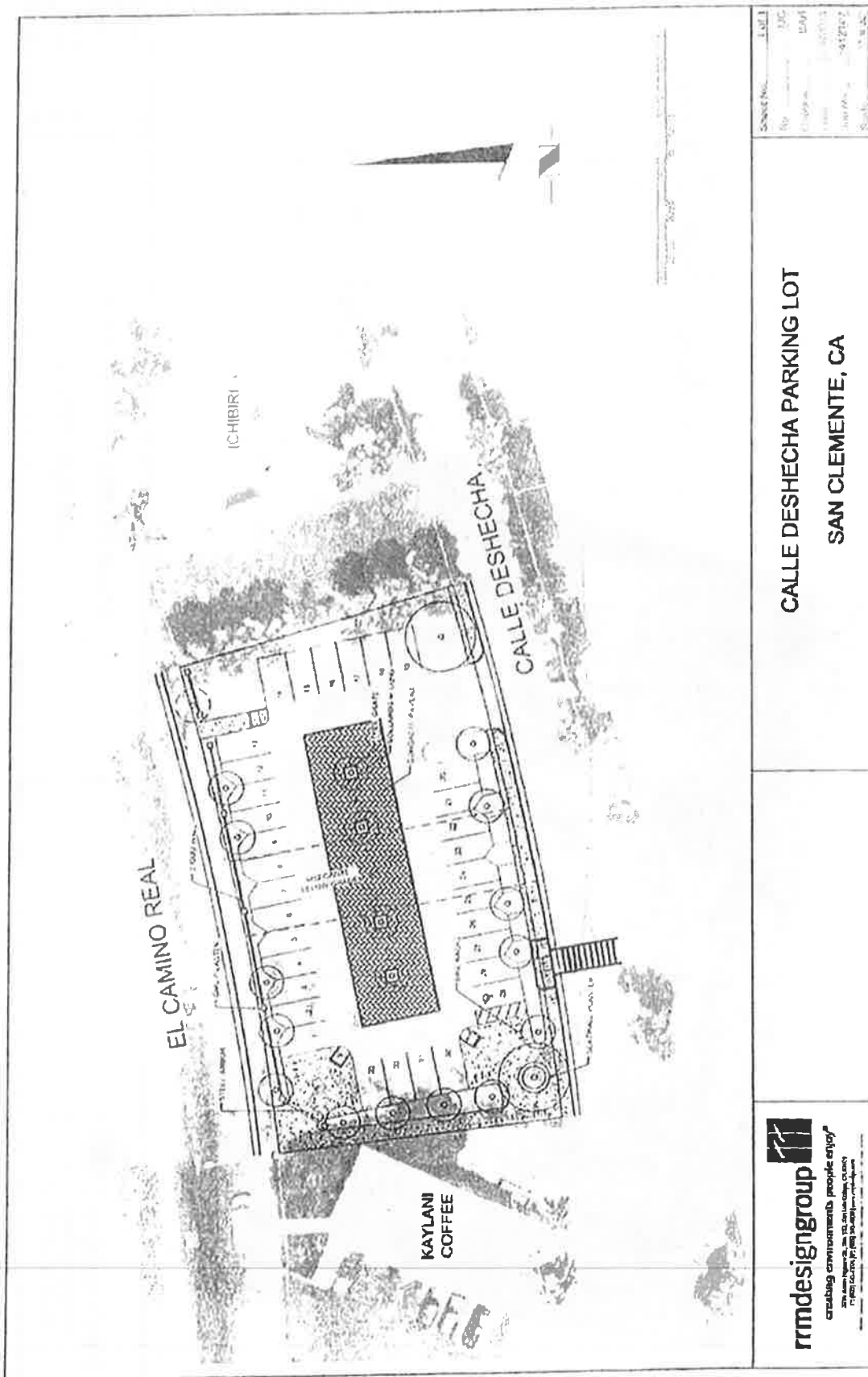
**North Beach /
El Camino Real Parking Lot**

Option A: (May 7, 2013 City Council Meeting)

- Site Plan
- Colored Plan
- Example of Landscape Wall
- Elevation

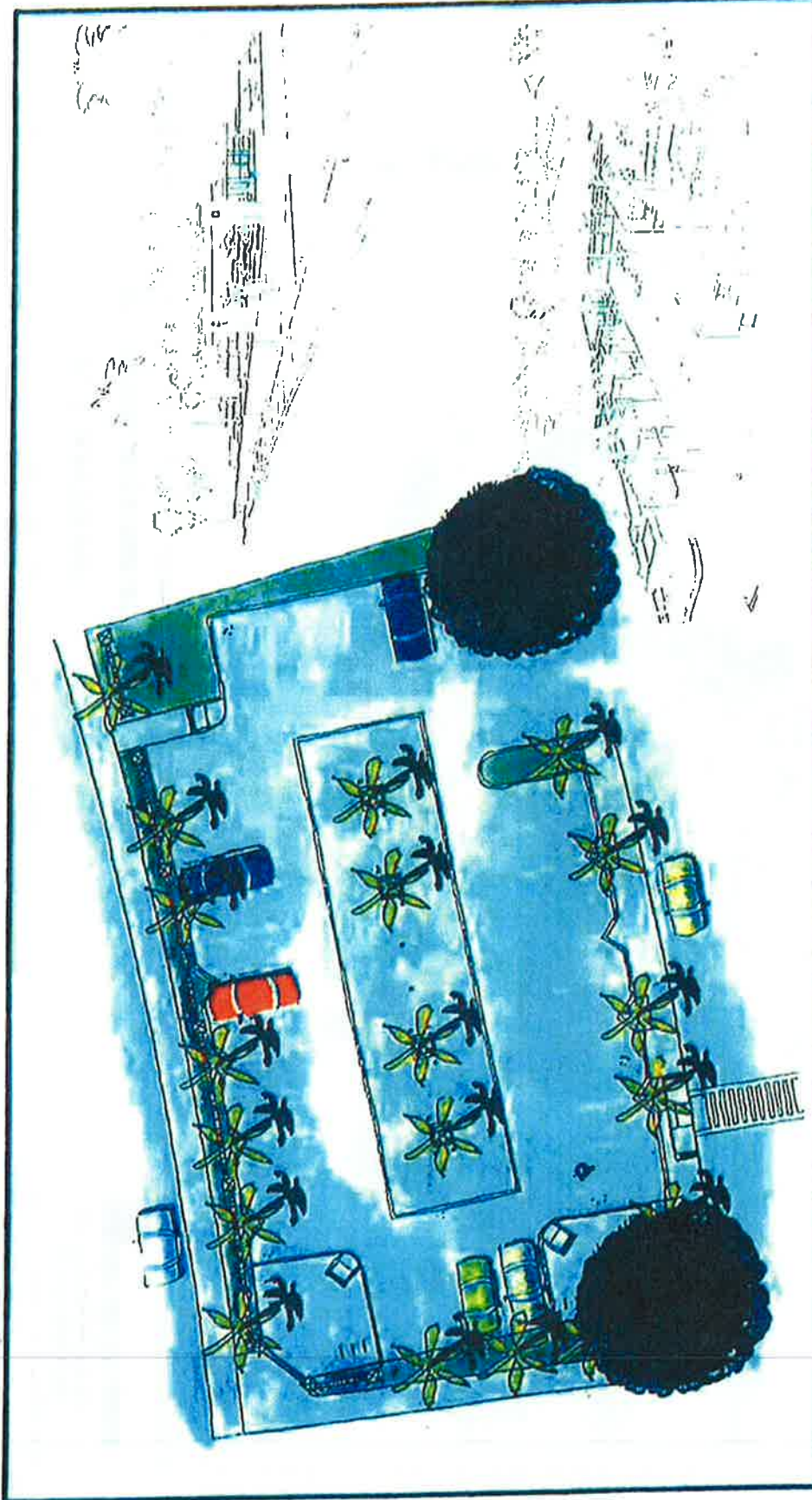
Option B: (May 7, 2013 City Council Meeting)

- Ricardo Nicol Plan




CALLE DESHECHA PARKING LOT
SAN CLEMENTE, CA

rrm design group
 creating environments people enjoy
 2700 Calle Arroyo, San Jose, CA 95128
 Tel: (408) 261-1111 | Fax: (408) 261-1112

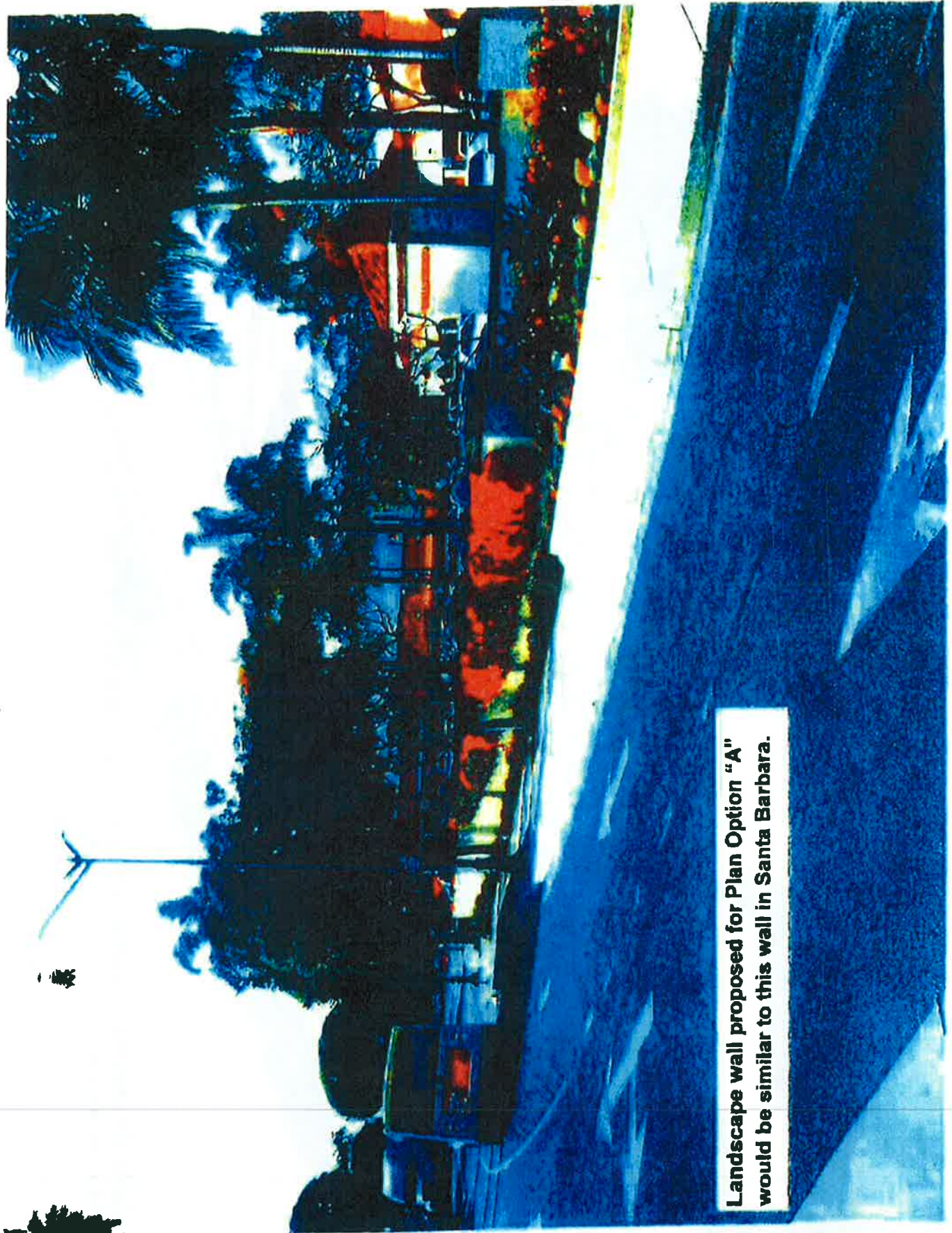


Sheet No. 1 of 1
 By JJC
 Checked BAH
 Date 12/12/13
 Job No. 1412107
 Scale 1" = 30'

CALLE DESHECHA PARKING LOT
SAN CLEMENTE, CA


rmdesigngroup
 creating environments people enjoy

 10000 N. Main Street, Suite 100
 San Clemente, CA 92673



Landscape wall proposed for Plan Option "A" would be similar to this wall in Santa Barbara.



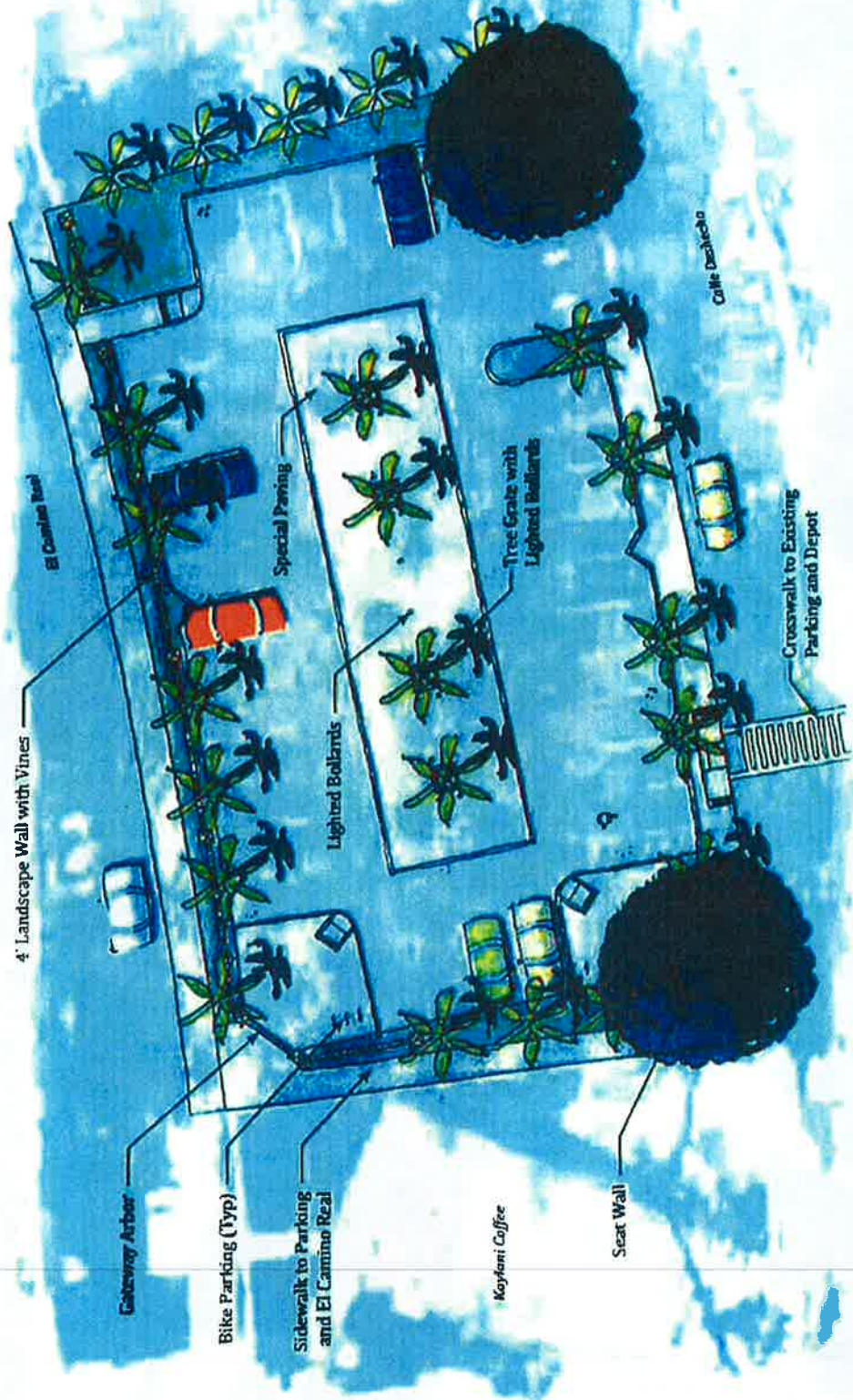
Calle Deshecha Parking Lot
City of San Clemente

View from Southbound El Camino Real



Calle Deshecha Parking Lot
City of San Clemente

rm group
creating environments people enjoy



Calle Deshecha Parking Lot
 City of San Clemente

Conceptual Site Plan

Option B:

- Ricardo Nichol Plan

April 25, 2013

James S. Holloway
Community Development Director
City of San Clemente
910 Calle Negocio
San Clemente, CA 92672

Hi Jim.

Here is the same material I submitted to the city at the council meeting of March 19 and which is available from Joanne Baade:

- My letter to the council, dated March 18
- rrm design group plan of Calle Deshecha Parking Lot
- R. Nicol and Richard Price two plans and one section of Puerta del Norte Plaza & Parking Lot

Essentially, the idea is not just to provide the parking but also to start creating an attractive north gateway to the city. The plaza could be very simple- just something that happened to the sidewalk- as shown in my concept sketch, or more developed as shown in Richard Price's sketch. These are just observations and suggestions intended to advance the design process, and we didn't have enough information such as grade elevations to confirm their viability.

I hope this helps in the preparation of your staff report, please let me know if I can be of further assistance.

Ricardo Nicol AIA
San Clemente

P.S. The correct name is Architectural Guild of Southern Orange County *not* Southern Orange County Architectural League as written in my March 18 letter to the City Council.

March 18, 2013

To: San Clemente City Council
From : Ricardo Nicol, AIA, San Clemente
Subject: Parking lot on city-owned property at North Beach
between Ichibiri and Kaylani restaurants.

As an interested and long time resident, I have looked at the Calle Deshecha Parking Lot draft plan by irm design group, dated 1-14-2013, and offer the following comments which I hope will be helpful to the city for further design review and development of this project.

- The enhanced-paving area intended for special events in the middle of the lot is also the maneuvering aisle for parking. The result is that using the area for special events preclude parking, and parking precludes conducting special events.
- It is not efficient to have two maneuvering aisles for two rows of parking, it wastes 24' of the lot depth.
- The trees and bollards in the middle of the lot are subject to damage by cars backing out of parking spaces.
- The lot's highest grade elevation is next to ECR, cars parked along there are more likely to block public views of coast and ocean than cars parked along Calle Deshecha which is at a lower elevation.
- This scheme doesn't offer much in the way of improved aesthetic quality to the city's northern gateway.

I have drawn a tentative alternate plan dated 3-7-2013, included here, to address some of the above comments and to expand the design process. It loses 3 parking spaces but 2 could be recovered by eliminating the dedicated walk to/from the plaza through the parking lot. Also, I passed both plans by some of my colleagues at a recent meeting of the South Orange County Architectural League; they mostly concurred with my comments and offered these additional suggestions that merit consideration:

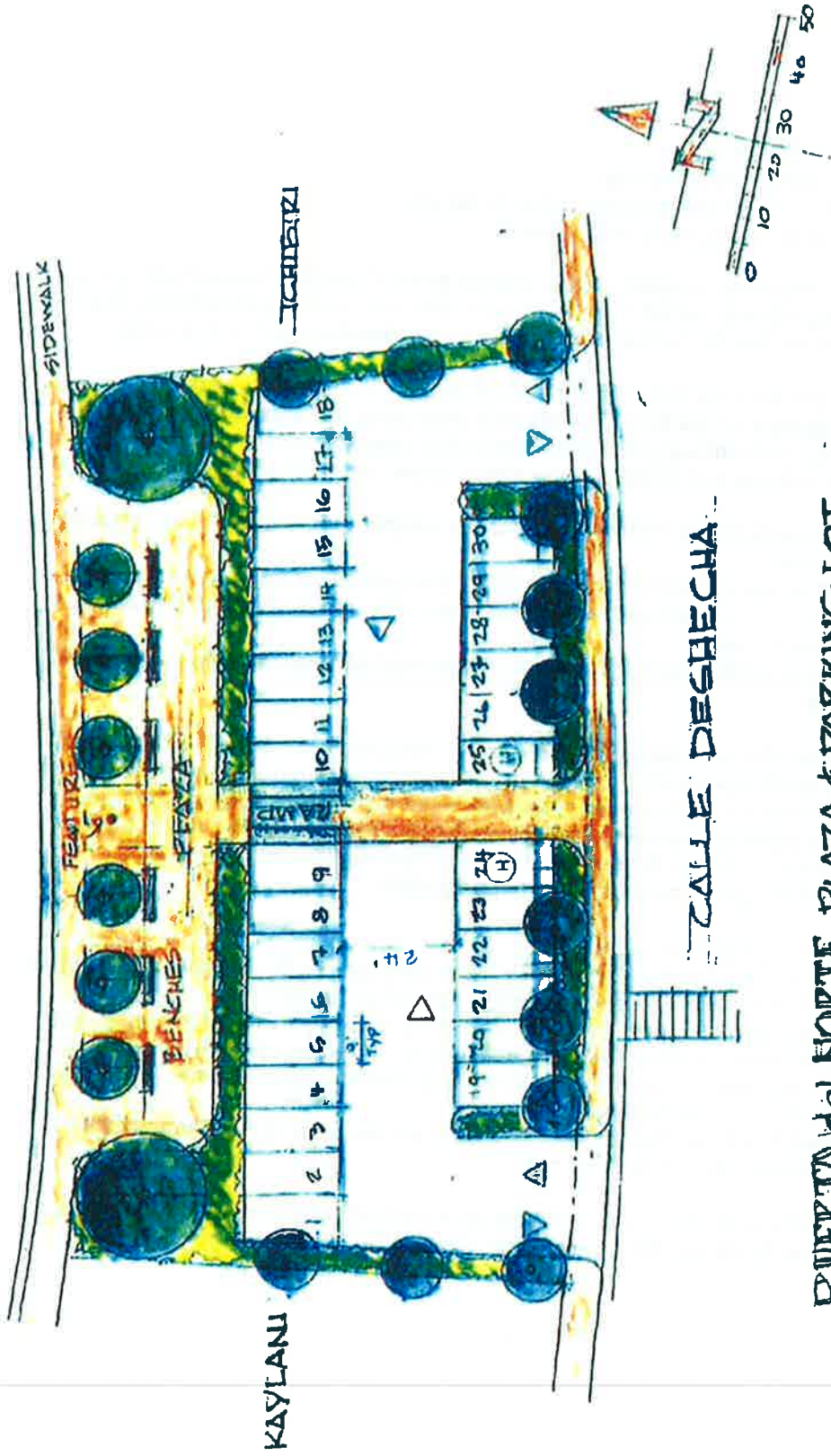
- Create a bus stop on ECR along the plaza.
- Incorporate and reconfigure the Ichibiri restaurant parking into the city lot and eliminate its access from ECR for possibly more efficient overall circulation and parking. This could also create a continuous, uninterrupted open street frontage from the Kaylani to the Ichibiri buildings, an opportunity for increased pedestrian use, and provide space for enhanced landscape and other aesthetic improvements to the city's northern gateway (La Puerta del Norte).
- Colleague Richard Price, landscape architect, had some ideas for refinement of the plaza concept. Please see his sketch.

Thank you for your attention to this project not just as a parking lot but as an important part of the revitalization of North Beach for a better San Clemente.

Monday, March 18, 2013 AOL: RNicolArch

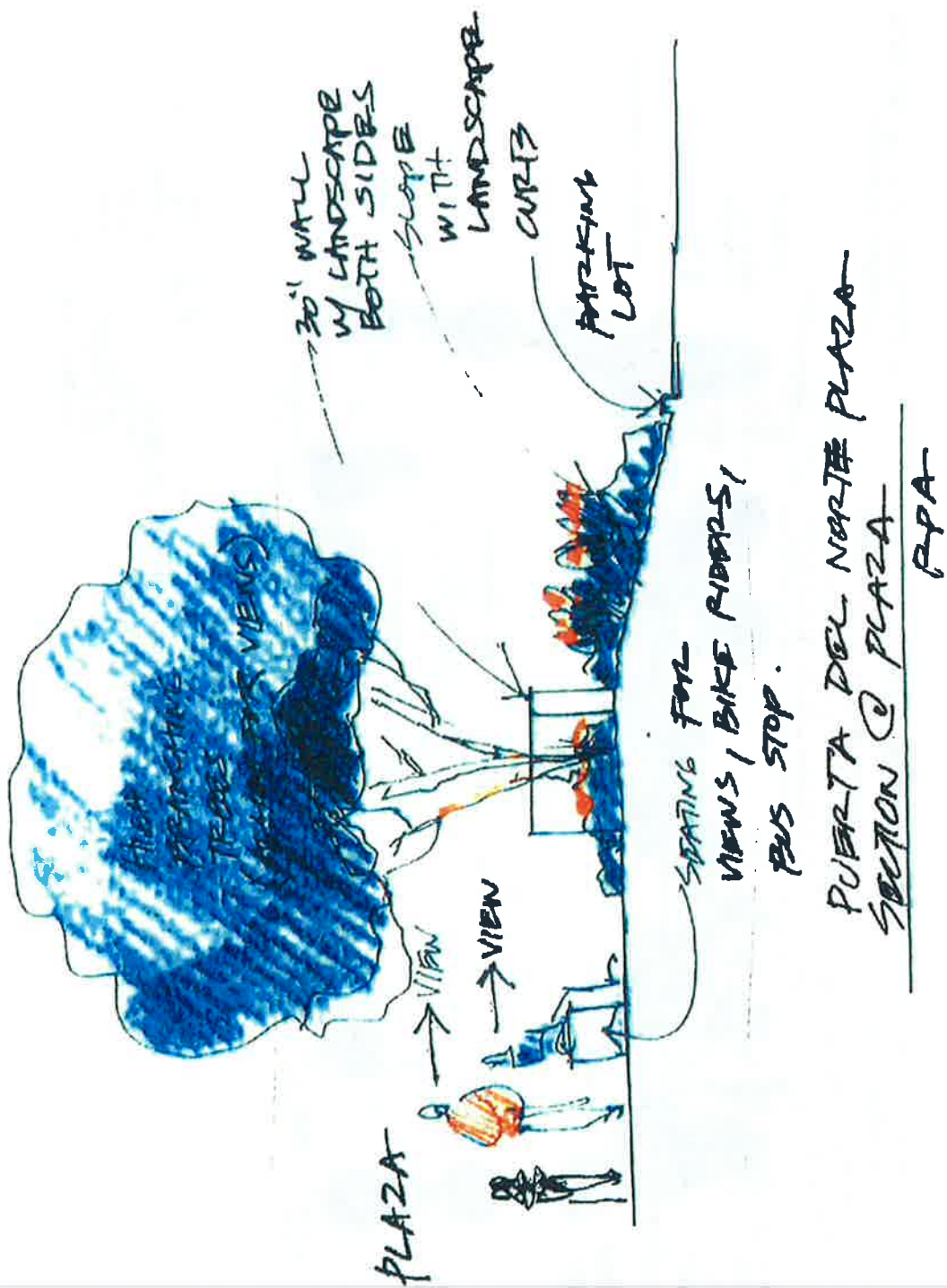
8-A-15

EL CAMINO REAL



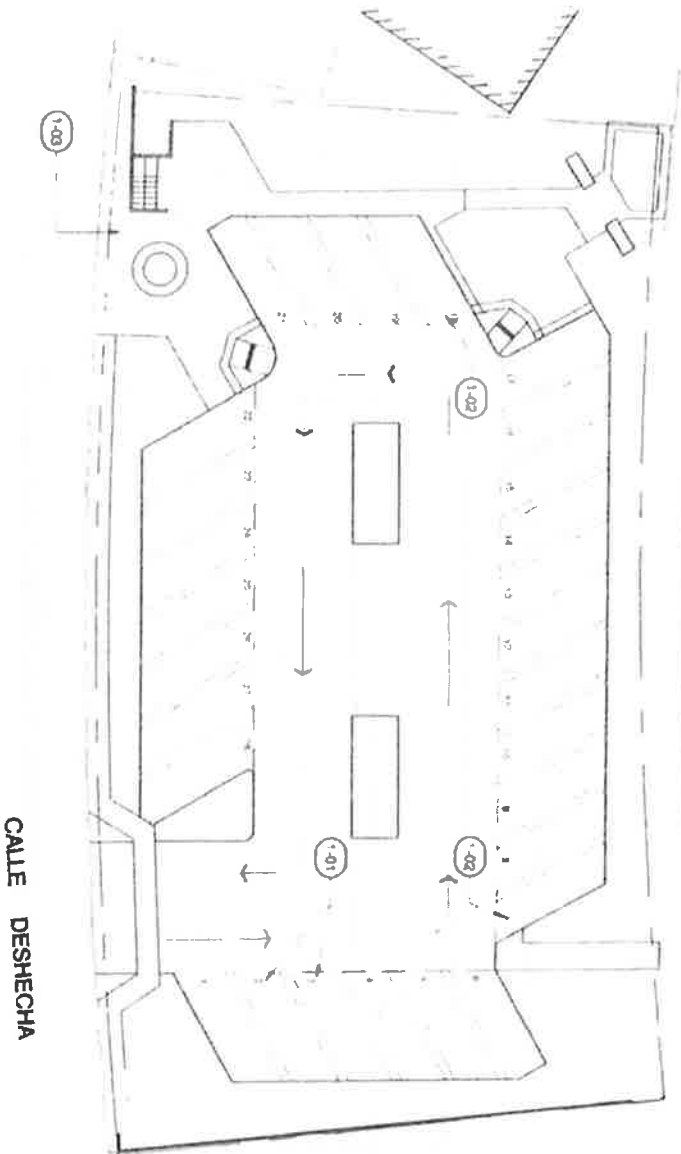
PUERTA del NORTE PLAZA & PARKING LOT

- ELEVATION DIFFERENCE BETWEEN ECR & CALLE DESHECHA ALLOWS VIEWS, OVER PARKER CARS, LOCOSEAN & GUNGET'S FROM PLAZA.
- PLAZA & PARKING USES ARE COMPLEMENTARY & USED SIMULTANEOUSLY.
- PEDESTRIAN & HANDICAPPED ACCESS CONNECTS PLAZA TO REST OF AREA.
- PLAZA PROVIDES AT TRACTIVE FEATURE @ CITY'S NORTH GATEWAY.
- NO BARRIER BETWEEN SIDEWALK & PLAZA.



CONCEPTUAL PLAN 1

NORTH EL CAMINO REAL

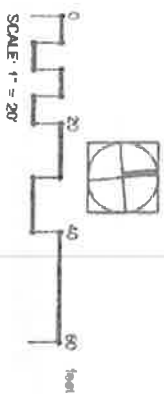


DIAGONAL PARKING ALTERNATIVE
 North Beach Parking Lot
 SAN CLEMENTE, CA

- SUMMARY**
- DIAGONAL PARKING PROVIDES FOR ONE-WAY CIRCULATION.
 - STALLS PROVIDED = 28
 - AMENITY ELEMENTS ARE OPTIONAL AT CITY DISCRETION
 - STALL EXITS INTO ADJACENT STALL
 - ANGULAR PARKING CREATES ODD SHAPED OPEN SPACE AREAS

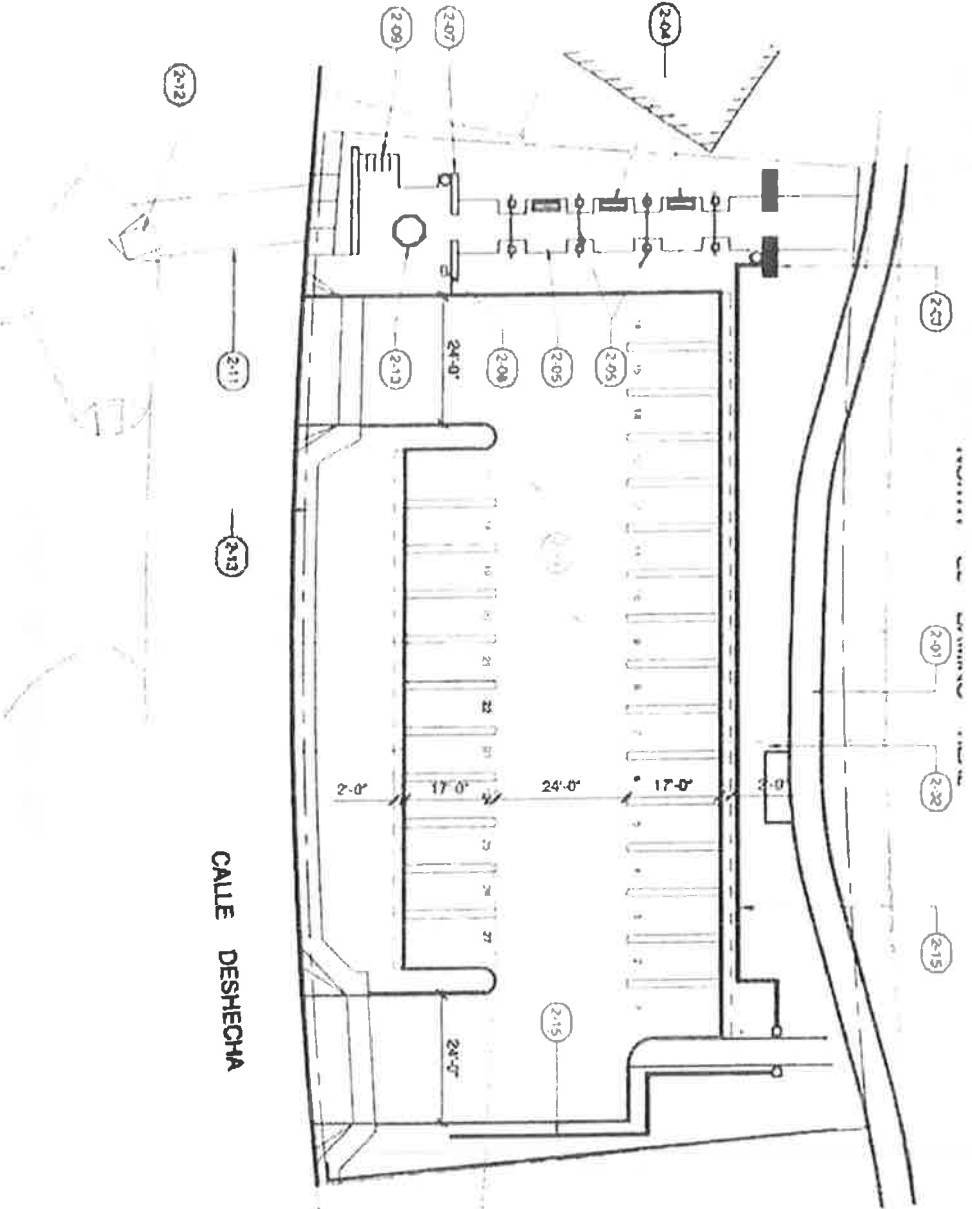
REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
(1-01)	STALL EXITS WITHIN THROAT
(1-02)	STALL EXITS INTO STALL ADJACENT STALL
(1-03)	ANGULAR PARKING CREATES ODD SHAPED OPEN SPACE AREAS



ROBINWISSE OUTREACH INC.
 2440 Serrano Drive, Suite 100, Costa Mesa, CA 92626
 714.440.9400
 www.robinwisse.com

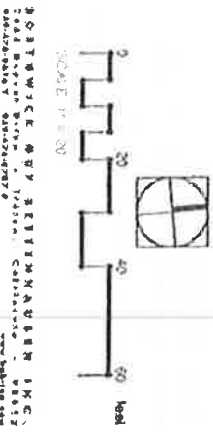
CONCEPTUAL PLAN 2 (BUS TURNOUT)



REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
2-01	OCTA STD TURNOUT
2-02	BUS SHELTER
2-03	OPTIONAL ENTRY ARCH
2-04	BENCH LOCATION
2-05	OPTIONAL WOOD OR STEEL ARBOR ELEMENT
2-06	ENHANCED CONCRETE PAVING W/ 12X12 TERRAZZO COITIA INSERTS
2-07	LOW STUCCO WALL
2-08	PAV STATION
2-09	BIKE RACK
2-10	MOSAIC OR PRECAST EDGED PLANTER
2-11	STRIPPED CROSSWALK
2-12	NEW ADA RAMP/ SIDEWALK CONNECTION
2-13	CITY SIDEWALK
2-14	ASPHALT PARKING
2-15	LOW MASONRY RETAINING WALL

CONCEPTUAL PLAN 2 (OCTA BUS TURNOUT)
 North Beach Parking Lot
 SAN CLEMENTE, CA

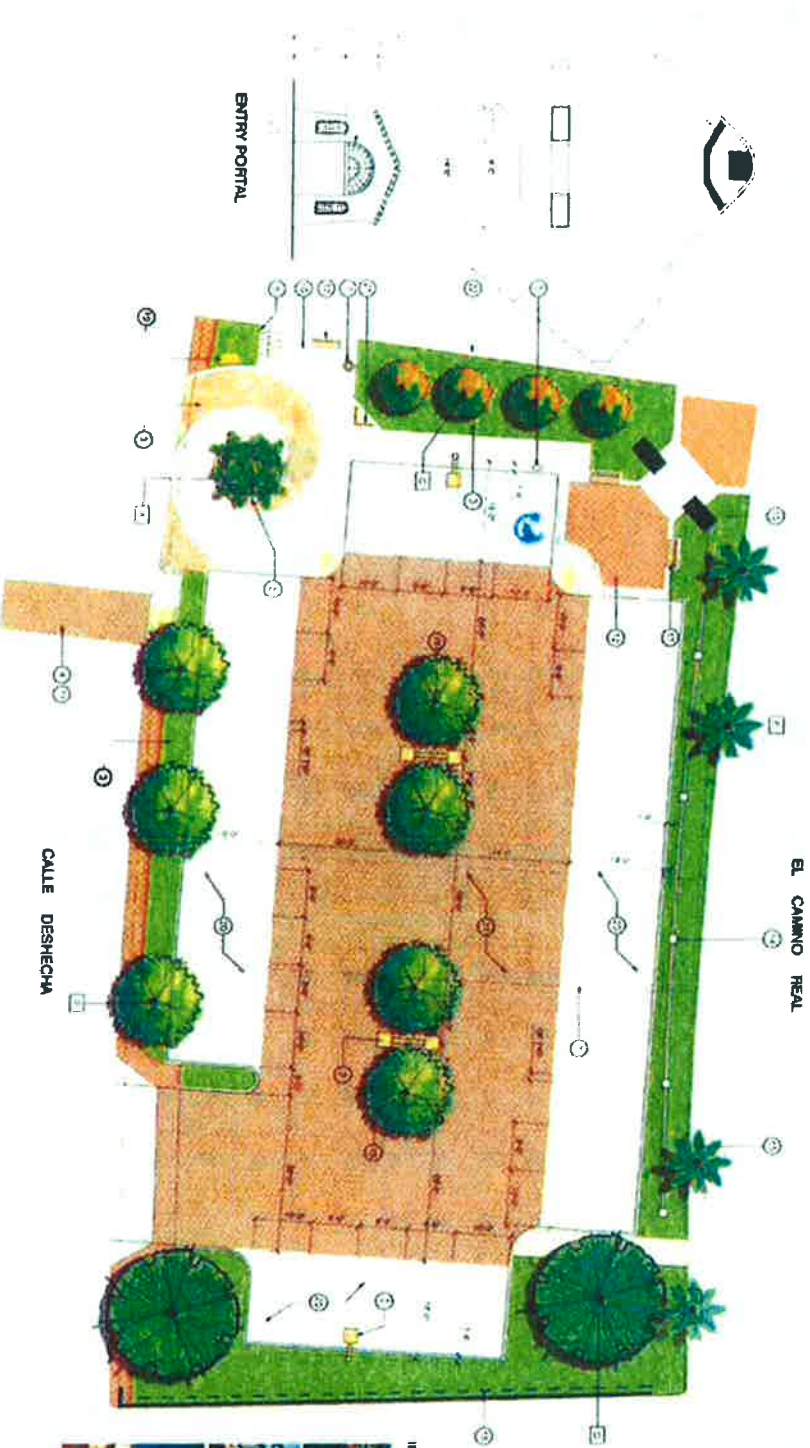


PRELIMINARY DESIGN

SPRING PALETTE



TRIEB PALETTE OPTIONS



Conceptual Landscape Plan
 NORTH BEACH / EL CAMINO REAL PARKING LOT
 CITY OF SAN CLEMENTE

NOTES

1. SECTION 1 DESNECHA CHANNEL
2. PARKING LOT LIGHT STANDARDS
3. ALTERNATIVE SPECIAL PLANTER / ACCENT PLANTER
4. ADA ACCESS WALK
5. ELECTRIC CHANGING STATION
6. BIKE RACK
7. TRASH RECEPTACLE
8. ACCENT SEATWALL PLANTER
9. ACCENT PLASTER FINISH (E BEACH TRAIL ENTRY)
10. SAND FINISH CONCRETE FINISH
11. COLORED CONCRETE CURB MARKING
12. 12' x 12' TERRAZZO PAVEMENT
13. ENTRY PORTAL (SEE LEFT)
14. 1.5" x 6" x 8" VANDERBILT WALL WITH ACCENT FINISH OR STUCCO BUILDUP CAP
15. ALTERNATE PLANTER TO MATCH EXISTING
16. MINIMUM 4' SQUARE TREE PLANTER W/ 4' CURB
17. BEACH
18. CABLE RAIL BARRIER FENCE OR OTHER
19. PAV. STATION
20. ASPHALT PARKING STALLS
21. POTENTIAL BIKE LOCATION
22. EXISTING PROPERTY LINE (MAY HAVE BEING REVISION SITE FOR COORDINATION)

NOTE: IN ADDITION TO AREALIGHT STANDARDS, LANDSCAPE ACCENT LIGHTING TO BE RECOMPONENTED

INSPIRATION IMAGES



Scale: 1/8" = 1'-0"

ATTACHMENT C
PRELIMINARY DESIGN ESTIMATED CONSTRUCTION COST AND VALUE ENGINEERING

Prelim Design Plan Key Note	NO.	DESCRIPTION	PRELIMINARY DESIGN			VALUE ENGINEERING			REVISD UNIT COST (\$)	REVISD COST (\$)	SAVINGS (\$)	Comment
			QTY	UNIT	UNIT COST (\$)	TOTAL (\$)	UNIT COST (\$)	REVISD COST (\$)				
	1	Concrete Walkway Pavement	1,030	SF	8	8,240						
12	2	12x12" Terra Cotta Pavers	1,010	SF	16	16,160		8	8,080	(8,080)	Concrete	
9	3	Flagstone Pavement	338	SF	26	8,788		8	2,704	(6,084)	Concrete	
11	4	Concrete Unit Pavers (includes subgrade)	7,090	SF	15	106,350		5	35,450	(70,900)	Asphalt	
	5	Masonry Wall 3' high	125	LF	85	10,625						
	6	Masonry Wall Pilaster	5	EA	1,000	5,000						
13	7	Architectural Entry Portal	1	EA	45,000	45,000				(45,000)	Delete	
	8	Stucco / Cap @ existing property wall (Kalani)	102	LF	30	3,060						
	9	Accent Seatwall Planter	35	LF	125	4,375						
18	10	CableRail Barrier Fence or similar	92	LF	60	5,520				(5,520)	Delete	
5	11	Electric Charging Station (allowance)	1	EA	5,000	5,000				(5,000)	Delete	
6	12	Bike Rack	1	EA	2,500	2,500				(2,500)	Delete	
	13	Trash Receptacle	1	EA	1,200	1,200						
17	14	Bench	4	EA	1,200	4,800				(4,800)	Delete	
	15	Pay Station (allowance)	1	EA	10,000	10,000						
	16	Light Standards	4	EA	4,000	16,000						
21	17	Kiosk	1	EA	5,000	5,000				(5,000)	Delete	
	18	Trees (24" box)	4	EA	275	1,100						
	19	Trees (36" box)	7	EA	750	5,250						
	20	Trees (48" box)	2	EA	1,800	3,600						
	21	Washingtonia Palm Trees	3	EA	2,000	6,000						
	22	Specialty Palm Tree	1	EA	3,000	3,000						
	23	Shrub / Groundcover area	4,200	SF	8	33,600						
	24	Soil Preparation	4,200	SF	0	1,260						
	25	Finish Grading	4,200	SF	0	1,050						
	26	Mulch	4,200	SF	1	2,520						
	27	Irrigation System	4,200	SF	3	12,600						
	28	1 yr. Plant Establishment Program	4,200	SF	1	5,040						
	29	New Commercial Driveway (per city standards)	270	SF	12	3,240						
	30	Relocation of existing "NO PARKING" sign	1	EA	500	500						
	31	Portion of existing concrete curb at sidewalk to be removed	4	LF	10	40						
4 & 11	32	Remove Existing AC Paving. Interlocking paver crosswalk	247	SF	25	6,175				(6,175)	Delete-Stripe	
	33	ADA accessible ramp (per city standards)	205	SF	18	3,690						
12	34	12 X 12 Terra Cotta Pavers	430	SF	16	6,880		8	3,440	(3,440)	Concrete	

ATTACHMENT 4

ATTACHMENT C
PRELIMINARY DESIGN ESTIMATED CONSTRUCTION COST AND VALUE ENGINEERING

PRELIMINARY DESIGN VALUE ENGINEERING

Prelim Design Plan Key Note	NO.	DESCRIPTION	QTY	UNIT	UNIT COST (\$)	TOTAL (\$)	REVISED UNIT COST (\$)	REVISED COST (\$)	SAVINGS (\$)	Comment
	35	Remove existing trees	2	EA	500	1,000				
	36	Remove existing trash enclosure	1	LS	1,500	1,500				
	37	Remove existing wall and "NO PARKING" sign	1	LS	1,000	1,000				
	38	Remove existing curb and gutter	60	LF	10	600				
	39	Install new 8" curb and gutter	60	LF	22	1,320				
	40	Remove existing brick wall, pilaster, and steel bollards	1	LS	5,000	5,000				
	41	Install concrete band and repair interlocking paver sidewalk	50	SF	20	1,000				
	42	New tree well cut in existing interlocking paver sidewalk	3	EA	500	1,500				
	43	Remove existing "NO PARKING" sign	2	EA	250	500				
	44	6" concrete parking lot curb (per city standards)	275	LF	14	3,850				
	45	24" wide parkway drain	15	LF	50	750				
	46	4" AC over 6" AB over compacted subgrade	4,685	SF	5	23,425				
	47	6" concrete parking lot curb and gutter (per city standards)	135	LF	18	2,430				
	48	6" concrete header	300	LF	12	3,600				
	49	Remove existing driveway	1	LS	750	750				
	50	3'x6' modular wetland storm water filtration system	1	EA	12,000	12,000				
	51	12" RCP	45	LF	45	2,025				
	52	Connect new 12" RCP to existing 25'x9' RCB	1	EA	6,500	6,500				
	53	18" x 18" brooks products concrete catch basin	1	EA	1,500	1,500				
	54	2' wide concrete "U" channel	15	LF	20	300				
	55	8" dia. ABS pipe	55	LF	25	1,375				
	56	Reconstruct ADA ramp	1	LS	10,000	10,000				
24	57	Remove existing water meter	1	EA	500	500				
	58	New 1" water meter & Service	1	EA	1,500	1,500				
	59	1" FEBCO 850 backflow device	1	EA	500	500				
	60	Striping (allowance)	1	LS	1,500	1,500				
	61	Mobilization	1	LS	15,000	15,000				
	62	Clear & Grub	22,000	SF	0	5,500				
	63	Subgrade Preparation	22,000	SF	2	44,000				
	64	Export Excess Soils (allowance)	550	CY	18	9,900				
	65	Erosion Controls (allowance)	1	LS	7,500	7,500				
	66	Traffic Control (allowance)	1	LS	5,000	5,000				
	67	Misc items (walls/surfaces/stripping to replace arch etc.)								
		SUBTOTAL				525,988		15,000	15,000	Misc add (147,499)

ATTACHMENT C
PRELIMINARY DESIGN ESTIMATED CONSTRUCTION COST AND VALUE ENGINEERING

Prelim Design Plan Key Note	NO.	DESCRIPTION	PRELIMINARY DESIGN			VALUE ENGINEERING			Comment
			QTY	UNIT	UNIT COST (\$)	TOTAL (\$)	REVISD UNIT COST (\$)	REVISD COST (\$)	
68		General Conditions, Profits and Overhead	15.00%			78,898			
69		Bonds and Insurance	3.00%			15,780			
		TOTAL				620,666			
		Contingency 20% (Construction & Construction Inspection)				124,133			
		GRAND TOTAL				744,799			

ATTACHMENT C
CONCEPTUAL PLAN 2 ESTIMATED CONSTRUCTION COST AND VALUE ENGINEERING

CONCEPTUAL PLAN 2 BUS TURN-OUT							VALUE ENGINEERING		
NO.	DESCRIPTION	QTY	UNIT	UNIT COST (\$)	TOTAL (\$)	REVISI UNIT COST (\$)	REVISI COST (\$)	SAVINGS (\$)	COMMENT
1	Concrete Walkway Pavement	986	SF	8	7,888				
2	12x12" Terra Cotta Pavers	0	SF	16	-				
3	Flagstone Pavement	0	SF	26	-				
4	Concrete Unit Pavers (includes subgrade)	0	SF	15	-				
5	Masonry Wall 3' high	182	LF	85	15,470				
6	Masonry Wall Pilaster	5	EA	1,000	5,000				
7		1	EA	45,000	45,000	0	-	(45,000)	Delete
8	Stucco / Cap @ existing property wall (Kalani)	102	LF	30	3,060				
9	Accent Seatwall Planter	32	LF	125	4,000				
10	CableRail Barrier Fence or similar	0	LF	60	-				
11	Electric Charging Station (allowance)	0	EA	5,000	-				
12	Bike Rack	1	EA	2,500	2,500	0	-	(2,500)	Delete
13	Trash Receptacle	2	EA	1,200	2,400				
14	Bench	3	EA	1,200	3,600	0	-	(3,600)	Delete
15	Pay Station (allowance)	1	EA	10,000	10,000				
16	Light Standards	2	EA	6,000	12,000				
17	Kiosk	0	EA	5,000	-				
18	Trees (24" box)	4	EA	275	1,100				
19	Trees (36" box)	7	EA	750	5,250				
20	Trees (48" box)	2	EA	1,800	3,600				
21	Washingtonia Palm Trees	3	EA	2,000	6,000				
22	Specialty Palm Tree	0	EA	3,000	-				
23	Shrub / Groundcover area	5,050	SF	8	40,400				
24	Soil Preparation	5,050	SF	0	1,515				
25	Finish Grading	5,050	SF	0	1,263				
26	Mulch	5,050	SF	1	3,030				
27	Irrigation System	5,050	SF	3	15,150				
28	1 yr. Plant Establishment Program	5,050	SF	1	6,060				
29	New Commercial Driveway (per city standards)	540	SF	12	6,480				
30	Relocation of existing "NO PARKING" sign	1	EA	500	500				
31	Portion of existing concrete curb at sidewalk to be removed	4	LF	10	40				
32	Remove Existing AC Paving. Interlocking paver crosswalk	0	SF	25	-				
33	ADA accessible ramp (per city standards)	205	SF	18	3,690				
34	12 X 12 Terra Cotta Pavers	368	SF	16	5,888	8	2,944	(2,944)	Concrete

CONCEPTUAL PLAN 2 ESTIMATED CONSTRUCTION COST AND VALUE ENGINEERING

NO.	DESCRIPTION	CONCEPTUAL PLAN 2 BUS TURN-OUT				VALUE ENGINEERING			
		QTY	UNIT	UNIT COST (\$)	TOTAL (\$)	REVISD UNIT COST (\$)	REVISD COST (\$)	SAVINGS (\$)	COMMENT
35	Remove existing trees	2	EA	500	1,000				
36	Remove existing trash enclosure	1	LS	1,500	1,500				
37	Remove existing wall and "NO PARKING" sign	1	LS	1,000	1,000				
38	Remove existing curb and gutter	60	LF	10	600				
39	Install new 8" curb and gutter	60	LF	22	1,320				
40	Remove existing brick wall, pilaster, and steel bollards	1	LS	5,000	5,000				
41	Install concrete band and repair interlocking paver sidewalk	50	SF	20	1,000				
42	New tree well cut in existing interlocking paver sidewalk	3	EA	500	1,500				
43	Remove existing "NO PARKING" sign	2	EA	250	500				
44	6" concrete parking lot curb (per city standards)	264	LF	14	3,696				
45	24" wide parkway drain	15	LF	50	750				
46	4" AC over 6" AB over compacted subgrade	9,390	SF	5	46,950				
47	6" concrete parking lot curb and gutter (per city standards)	213	LF	18	3,834				
48	6" concrete header	0	LF	12	-				
49	Remove existing driveway	1	LS	750	750				
50	3'x6' modular wetland storm water filtration system	1	EA	12,000	12,000				
51	12" RCP	45	LF	45	2,025				
52	Connect new 12" RCP to existing 25'x9' RCB	1	EA	6,500	6,500				
53	18" x 18" brooks products concrete catch basin	1	EA	1,500	1,500				
54	2' wide concrete "U" channel	15	LF	20	300				
55	8" dia. ABS pipe	55	LF	25	1,375				
56	Reconstruct ADA ramp	1	LS	10,000	10,000				
57	Remove existing water meter	1	EA	500	500				
58	New 1" water meter & Service	1	EA	1,500	1,500				
59	1" FEBCO 850 backflow device	1	LS	15,000	15,000				
60	Striping (allowance)	22,000	SF	0	5,500				
61	Mobilization	22,000	SF	2	44,000				
62	Clear & Grub	550	CY	18	9,900				
63	Subgrade Preparation	1	LS	7,500	7,500				
64	Export Excess Soils (allowance)	1	LS	15,000	15,000				
65	Erosion Controls (allowance)	1	LS	15,000	15,000				
66	Traffic Control (allowance)	1	LS	15,000	15,000				
67	Misc items (walls/surfaces/stripping to replace arch etc.)								
68	Relocate Storm Drain on ECR	1	EA	10,000	10,000				
							15,000	15,000	Misc add

ATTACHMENT C
CONCEPTUAL PLAN 2 ESTIMATED CONSTRUCTION COST AND VALUE ENGINEERING

NO.	DESCRIPTION	CONCEPTUAL PLAN 2 BUS TURN-OUT				VALUE ENGINEERING			
		QTY	UNIT	UNIT COST (\$)	TOTAL (\$)	REVISD UNIT COST (\$)	REVISD COST (\$)	SAVINGS (\$)	COMMENT
69	Concrete curb & gutter on ECR	185	LF	18	3,330				
70	Replace unit paver sidewalk (ECR) per City stds	1,560	SF	20	31,200				
71	Concrete Bus Turnout Pad	1,488	SF	20	29,760				
72	Street Light & Misc Utility relocation on ECR	1	LS	5,000	5,000				
73	Bus Stop Structure	1	EA	20,000	20,000				
74	Relocate Fire Hydrant on Calle Deshecha	1	EA	5,000	5,000				
75	Arbor Structure	1	LS	20,000	20,000				
76	Retaining Wall (east end of Project)	65	LF	100	6,500				
	SUBTOTAL				545,674				(39,044)
77	General Conditions, Profits and Overhead				81,851				
78	Bonds and Insurance				16,370				
	TOTAL				643,895				
	Contingency 20% (Construction & Construction Inspection)				128,779				
	GRAND TOTAL				772,674				