

REQUEST FOR PROPOSALS

Preliminary Architectural Design for 1551 Market Street, Redding, CA

Issued May 29, 2015

Submittals are due by 5:00 PM on June 19, 2015

Shasta Regional Transportation Agency

1255 East Street, Suite 202

Redding, CA 96001

(530) 262-6190



INTRODUCTION

The Shasta Regional Transportation Agency (SRTA) is seeking proposals from qualified consultants to provide architectural services for 1551 Market Street in Redding, CA. This is an exciting opportunity to be involved in the revitalization – and redefining – of Downtown Redding.

The selected architectural consultant will coordinate with the K2 Development (K2) engineering team to deliver preliminary building schematics (i.e. the basic form, mass, location, construction type, and loading) within the context and parameters of the existing subfloor parking garage and city plans for the reintroduction of streets within the Market Street Promenade. Once all site-specific design constraints have been identified and defined, the selected architectural consultant will perform building design development, estimate construction costs, and produce renderings of the completed project with surrounding improvements.

Deliverables will be used to: 1) ready the proposed redevelopment project for local planning review processes and 2) prepare a grant application for the Affordable Housing & Sustainable Communities (AHSC) program.

The selected consultant will enter into a technical services agreement with SRTA. The owner/developer of the property, K2, will serve as project manager responsible for workflow management, communications, and evaluating all interim and final deliverables. Attached to this RFP for reference are preliminary work scopes to be completed by K2's engineering team.

Funding for this project is provided by the Proposition 84 Sustainable Communities Planning Grants & Incentives Program and is subject to all terms and conditions thereof.

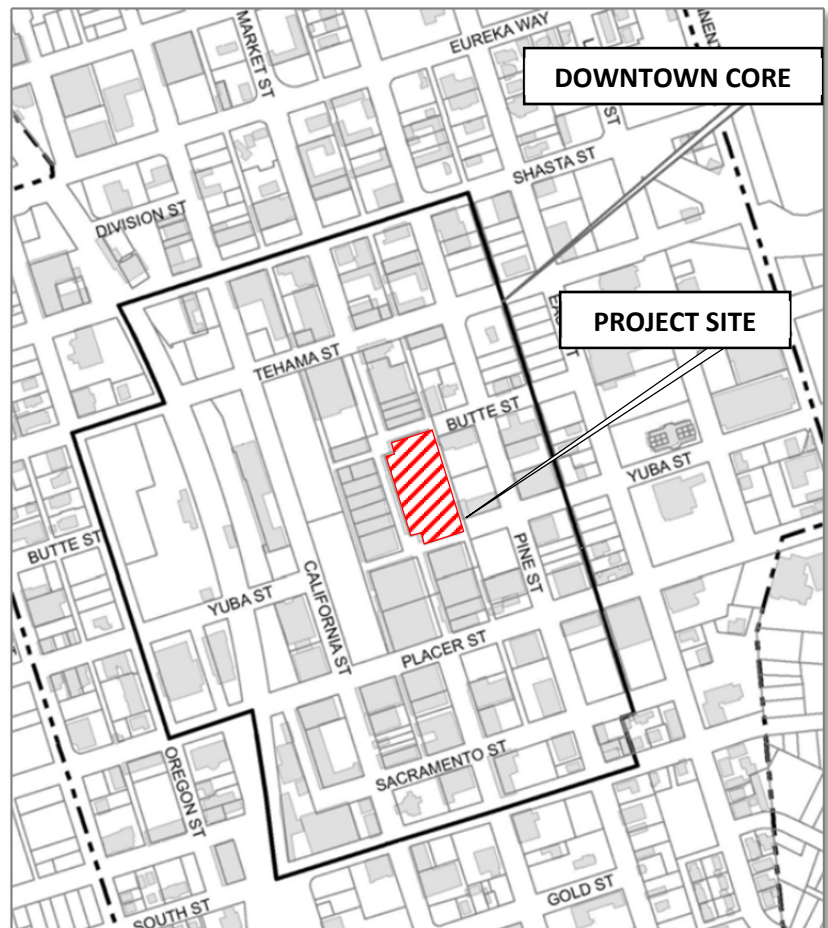


Figure 1: Project location

SITE BACKGROUND

In June 2014, K2 acquired the 65,000 square foot building at 1551 Market Street in Downtown Redding. Constructed in 1964, the building housed Dicker's Department Store until 1992 (see Figure 2). In 1972, Market Street businesses were connected and enclosed by a roof to become the Downtown Mall (see Figure 3). Several buildings, including Dicker's Department Store, expanded into the previous right-of-way.

In 2008, the roof was removed and the atrium was converted into the Market Street Promenade. Below ground is a city-owned parking garage comprised of 144 parking spaces. The first floor footprint of the current commercial space matches the garage footprint.

In April 2015, Shasta Regional Transportation Agency (SRTA) awarded a \$122,085 technical assistance grant to K2 to assist with the redevelopment of this property.

The City of Redding is in the process of completing The Downtown Redding Transportation Plan (www.downtownreddingtransportationplan.com/) and will begin a comprehensive update to the Downtown Redding Specific Plan later in 2015. The future of this property and the community's vision for the downtown core is (or soon will be) addressed in these documents.



Figure 2: Market Street looking south. Note Dicker's Department Store on the left and first phase of the Downtown Mall roof construction (February 1972).



Figure 3: Market Street, after Downtown Mall opens (August 1972).

PROJECT OVERVIEW AND VISION

The project site is located in Redding's downtown core, at the center of several recent redevelopment efforts of Downtown Redding. Blight, however, would best describe the currently vacant 65,000 square foot structure. It is the largest building on the Market Street Promenade, yet has little if any appeal or functionality to end users in its current form. The building has three 40 foot wings that encroach on what could be a public right-away on the south, west, and north ends of the building. Aesthetically and functionally, the present structure is arguably the greatest obstacle (and opportunity) for the revitalization of Downtown Redding.

The proposed project will incorporate a combination of first floor commercial office/retail space with floors 2-5 incorporating 50 residential units. Reducing the building footprint over the existing downtown parking garage will likely require structural modification and/or reconstruction to accommodate the new structure. Doing so, however, will permit Butte, Yuba, and Market streets to be reopened, yielding the following benefits:

- Complete streets friendly to pedestrians and cyclists;
- Angled vehicle parking on the north, south and west side of the building; and
- Increase access and pass-by visibility for local businesses.

By increasing the number of downtown housing units, the project will add substantially to the downtown population. Luxury living in Downtown Redding will be an option – something not currently available. Residents will live, work, shop, hang out, invite friends and family, and be the eyes and ears that will deter crime and transient activity. Within a short walking distance is the largest concentration of job sites in the region as well as Shasta College's Downtown Health Sciences Building, Shasta Regional Medical Center, Redding Area Bus Authority Downtown Transit Center, and the Amtrak train station. Other nearby destinations include Turtle Bay Exploration Park, the Sacramento River Trail, and Caldwell Park. The onsite parking and circulation plan will take advantage of recently added downtown bike lanes to better access these destinations. The project will also include provisions for electric vehicle charging stations.

The architectural design shall conform to the downtown area but also add modern design elements and features that will attract business, restaurants, and residential tenants alike. New, fresh, luxurious and warm come to mind. Special consideration to green building features and techniques will be incorporated, creating a highly energy efficient building.

Most utmost importance, the project will be designed to address program objectives and project evaluation criteria outlined in the Affordable Housing & Sustainable Communities Program administered by the California Strategic Growth Council (see www.sgc.ca.gov/s_ahscprogram.php for program

information and guidelines). Work performed by way of this procurement will directly inform the grant application.

THE DEVELOPER: K2 LAND AND INVESTMENT, LLC

K2 is a family-owned and operated company localized to California's North State region. Investments range from single-family homes and small to midsize multi-family complexes, to solar power purchase agreements and mid-size commercial, office and warehouse spaces. K2 Land specializes in acquisition rehabilitation, partnering in affordable housing and new construction.

K2's longstanding partnerships with the City of Redding and Shasta County have resulted in various redevelopment projects in the single family, commercial, and multi-family sectors. More information K2 can be found online at www.k2dci.com.

PROJECT TIMELINE

Deadline to submit questions	June 12, 2015
Response to questions posted online	June 15, 2015
Proposals due	June 19, 2015
Recommended consultant selection	June 23, 2015
SRTA Board of Directors approval	June 30, 2015
Project start date	July 1, 2015
Concept/Rough Draft Due By:	August 30, 2015
Final Drawings/Studies Due By:	November 15, 2015

RELATED WORK TASKS (INFORMATION ONLY, SEE ATTACHMENT A)

The following additional work tasks will be performed outside of the scope of this project and must be coordinated with architectural services outlined in this RFP. Further detail is provided by Attachment A.

Civil Engineering

- Preliminary Structural Section
- Right of Way and Utilities Analysis
- Preliminary Civil Report

Traffic Engineering

- Downtown Street Preliminary Design
- Traffic Impact Analysis
- Parking Impact Analysis

Structural Engineering

- Analysis of Existing Structure
- Preliminary Structural Design of Parking Garage

SCOPE OF WORK

K2, owner of 1551 Market Street in Downtown Redding, is the recipient of a Shasta Regional Transportation Agency (SRTA) grant for the purpose of performing engineering and architectural studies for the redevelopment of a vacant 65,000 square foot department store. The purpose of SRTA's grant is to assist K2 with studies necessary to move a quality mixed-use downtown project forward. The mixed-use project is desirable in order to reduce vehicular travel, reduce greenhouse gases, catalyze additional development, and increase healthy lifestyles. It is important to quantify feasibility and costs for the redevelopment of the existing building and to generate data necessary to position K2 and the City of Redding for Affordable Housing and Sustainable Communities (AHSC) Program grants.

Task 1 – Structural Design Coordination

Objective: Coordinate with K2 engineering team and the City of Redding in the development of preliminary building schematics needed by the engineering team to perform feasibility work prior to commencement of Task 2. Schematics shall address the context and physical parameters of the existing subfloor parking garage as well as city plans for the reintroduction of streets within the Market Street Promenade.

1.1	Site visit and document existing conditions.
1.2	Meet and exchange information with K2 engineering team, City of Redding, and other identified stakeholders.
1.3	Deliver preliminary coordination, addressing the basic form, mass, location, construction type, and loading of future proposed improvements.
Deliverable(s):	Documentation of site visit, agendas and minutes of coordination meetings, preliminary building coordination design documents.

Task 2: Building Design Development

Objective: Preliminary level site and building design of an 80,000+ square foot mixed use building reflective of site-specific physical constraints and roadway.

2.1	Deliver preliminary level site plans, including the reincorporated public right-of-ways immediately adjacent to building site. Plan shall include 'complete streets' principles and featuring patio seating areas, electric car charging stations, bicycle-parking facilities, and shaded common areas. The design shall specifically address all feasible scoring elements and criteria found in the AHSC program guidelines.
2.2	Deliver preliminary level architectural plans and documents consistent with findings of structural analysis and addressing the following design criteria: • Minimum of 28,000 SF building footprint. • 1st Floor to accommodate for flexible layout and use of retail/restaurant or office use. • Floors 2-5 to be residential space accommodating 50+ residential units. 12 Units to be assumed rent restricted and be a combination of 1/1's and 2/1's. Remaining units to be assumed market rates and be a mix of primarily 2/2 + Office/Bonus. • Type III construction to be of primary consideration (consult with project developer to consider change of construction type and/or change number of floors equally according to feasibility if Type III construction proves to not be feasible in this application). • Design should blend with existing architecture, take advantage surrounding views, and reflect the nostalgia of historic downtown Redding while incorporating a modern element. • Design shall incorporate rooftop common area to be shared by tenants and host special town and corporate events. • Design consideration to be given to access to subfloor parking garage serviced a lobby elevator for residential floors.
Deliverable(s):	Preliminary level site plan, preliminary level building floor plans of each story and exterior building elevations, narrative description of key design features corresponding to AHSC Program evaluation criteria.

Task 3: Cost Analysis

Objective: Develop cost estimates with sufficient detail for AHSC Program grant application and construction finance applications.

3.1	Quantify the project costs for all building and site related improvements, broken down by phase or major category. Special consideration to be given to green building and other features consistent with AHSC Program criteria. Note: Excludes any structural modification and/or reconstruction of the below ground parking garage.
Deliverable(s):	Building costs analysis.

Task 4: Project Renderings

Objective: Produce project renderings for use in K2 and/or City of Redding grant proposals, preliminary planning review processes, and construction finance applications.

4.1	Deliver full-color renderings illustrating each of the following key component of the project design and impacts to downtown: • One (1) key building angle elevation. Rendering should include key exterior site feature, i.e. outdoor seating. • One (1) bird's eye perspective full-color rendering of project site inclusive of all proposed improvements to adjacent public right-of-ways. • One (1) full-color rendering of a key market rate apartment featuring a perspective view looking out of top story unit across city landscape. • One (1) full-color rendering of an affordable apartment. • One (1) full-color rendering of anchor commercial space from of space look out into common area.
Deliverable(s):	Five (5) project renderings.

PROPOSAL CONTENTS

Consultants interested in providing the services specified in this RFP must submit a written proposal, not to exceed 35 pages (excluding attachments). At a minimum, the following information should be included and clearly labeled:

1. **Transmittal letter**, signed by an officer who may contractually bind the business.
2. **Project understanding statement**, including a discussion of project management and the consultant's proposed technical approach for meeting the project objectives.
3. **Description of firm**, including a list of personnel on the project team. A summary of individual qualifications and work experience (resumes may be included as an attachment) and their hours by work task should be included. The same information should be provided for any sub-consultant(s).
4. **Representative list of similar projects** completed within the last ten years. The following information should be provided for each project: project description; scope of services provided; project budget; and contact information for clients.
5. **Work plan and schedule** for completing the project scope of work.
6. **Cost proposal worksheet**, including: 1) hourly fee schedule; 2) materials fee schedule; and 3) cost breakdown by task and total not to exceed cost to complete the project. The cost proposal shall be fully inclusive of all indirect overhead expenses.

RFP QUESTIONS AND CONTACT PERSONS

Questions concerning this RFP may be submitted via email to Daniel Wayne, Senior Transportation Planner, at dwayne@srta.ca.gov. Questions must be received by June 12, 2015. Questions will be responded to collectively and made available for all interested applicants via the SRTA website (www.srta.ca.gov) no later than June 15, 2015. Interested applicants are encouraged to subscribe to SRTA's bid posting webpage at <http://www.srta.ca.gov/bids.aspx> to receive notices when information and possible RFP addenda become available.

PROPOSAL EVALUATION

The proposal evaluation panel will include individuals representing K2, SRTA, and the City of Redding. The SRTA executive director will forward findings and provide a recommendation to the SRTA Board of Directors approval. The proposal evaluation process will be based on the following scoring criteria:

Evaluation Criteria	Scoring/ Weighting
Comprehension, understanding of the project	10
Thoroughness of proposal	10
Qualifications and credentials of the consulting firm and project team	10
Experience with redevelopment, including projects similar to that which is proposed	20
References	15
Value provided for proposed fees	10
Total	75

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION LEVEL

Participation of qualified DBE firms is strongly encouraged. Consultants must fill out Exhibit 10-02 Consultant Contract DBE Information, from the Caltrans Local Assistance Procedures Manual (see Attachment B).

CONTRACT AMOUNT AND AWARD PROCEDURE

\$45,000 has tentatively been budgeted for this project. The actual contract amount will be determined based on proposed fees and funding availability.

The proposal shall be signed by an individual authorized to bind the offer of said proposal. The proposal shall be a firm offer for a minimum of 90 days, and contain a statement to that effect. The proposal shall contain a statement that all work will be performed at a not-to-exceed price.

The executive director of SRTA will schedule the proposed contract for consideration by the SRTA Board of Directors on June 30, 2015. The contract is not in force until approved by the SRTA Board of Directors and written authorization to proceed is provided.

PROTEST PROCEDURE

All protests must be in writing within three (3) business days from the results notification. . Send protests signed by the protesting party or an authorized agent to the SRTA executive director. Include a

description of the relief or corrective action in the protest. The protest should stipulate an issue of fact concerning the following points:

- A matter of bias, discrimination, or conflict of interest on the part of an evaluator(s);
- Errors in computing the score; and/or
- Non-compliance with procedures described in this RFP or SRTA's established policies.

SRTA will only consider protests based on the above matters. SRTA will reject protests without merit if they address issues such as: 1) an evaluator's professional judgment on the objective quality of a proposal; or 2) SRTA's assessment of its own and/or other agencies needs or requirements. SRTA will review and respond to protests in a timely manner.

PROPOSAL SUBMITTAL

Please submit one original proposal, signed by an officer of the firm authorized to bind the firm contractually, and four (4) copies (total of 5) to:

**Shasta Regional Transportation Agency
Attn: Daniel Wayne, Senior Transportation Planner
1255 East Street, Suite 202
Redding, CA 96001**

Submittals must be received before **5:00 PM on June 19, 2015**. No proposals will be accepted after this time.

TERMS AND CONDITIONS

Costs Incurred: The cost of preparing and submitting a proposal, pre-contract meetings, and participating in an interview—if held—are at the sole expense of the proposer. SRTA reserves the right to reject any or all proposals, and to waive any informality, technical defect, or clerical error in any proposal at SRTA's discretion. Solicitation of proposals in no way obligates SRTA to contract with any firm or individual. The decision to approve and award a contract is at the discretion of SRTA.

Public Records Act: All proposals submitted in response to the RFP will become the exclusive property of SRTA. At such time the SRTA executive director recommends a proposal to the board of directors and such recommendation appears on the board agenda, all proposals submitted in response to the RFP shall become a matter of public record and shall be regarded as public records. **If there are any trade or proprietary secrets included by the consultant, the consultant may provide a different copy of the proposal that would be acceptable to release to the public. If an alternate document is not made available to SRTA by the consultant, then the original proposal, as submitted, will be released as requested.** Proprietary information can include secret formulas, processes, and methods used in production. It can also include a company's business and marketing plans, salary structure, customer lists, contracts, and details of its computer systems. In some cases, the special knowledge and skills that an employee has learned on the job are considered to be a company's proprietary information.

Modification or Withdrawal of Proposal: Any proposal received prior to the deadline may be withdrawn or modified either personally, through e-mail, or by written request of the consultant. To be considered, the modification must be received in writing, with the same number of copies as the original proposal, prior to the deadline. Negligence on the part of a proposer in preparing the proposal confers no right of withdrawal of the proposal after the proposal has been opened. No proposal may be withdrawn for a period of 60 days following the proposal deadline.

RFP Addendum(a): Any changes to the RFP will be made by written addendum(a) issued by SRTA, and shall be considered part of the RFP. The RFP deadline may be extended dependent upon the nature of the changes issued. Upon issuance, such addenda shall be incorporated into the agreement documents, and shall prevail over inconsistent provisions of earlier issued documentation and be forwarded to prospective consultants and posted on-line. It will be the consultant's responsibility to assure that all addenda are incorporated into the proposal as required according to all the terms and conditions for submittal of the proposal. In no event will SRTA modify the RFP with less than five (5) days remaining to the deadline, without extending the RFP deadline.

Verbal Agreement or Conversation: No prior, current, or post-award verbal conversations or agreement(s) with any officer, agent, or employee of SRTA shall affect or modify any terms or obligations of this RFP, or any contract resulting from this procurement.

Special Funding Considerations: Any contract resulting from this RFP will be financed with funds available to SRTA. The contract for this service is contingent upon the provision of these funds to SRTA. In the event these funds are reduced or eliminated, SRTA reserves the right to terminate or revise any contract.

Alternatives: Consultants may not alter any requirement of the RFP in the response to the RFP. If the consultant brings to SRTA's attention, at least fifteen (15) days before the RFP deadline, a more efficient and/or alternative way to reach the end product than the scope delineates, SRTA reserves the right to cancel the RFP and re-bid the project. Since SRTA desires to enter into one contract to provide all of the intended services, only those proposals to provide all services will be considered.

DBE Requirement: SRTA has determined that disadvantaged business enterprises, as defined in 49 CFR Part 26, will have the opportunity to compete fairly for contracts financed, in whole or in part, with federal funds. SRTA has established a disadvantaged business enterprise (DBE) goal of 9% for federal fiscal years 2012/2013/2014 beginning October 1, 2011 through September 30, 2014.

Buy America: Buy America regulations apply to federally assisted procurements, typically development and/or construction activities subject to a NEPA determination, exceeding certain amounts. Buy America Regulations require the consultant to provide goods produced or manufactured in the US, unless the federal government has granted a waiver authorized by those regulations.

Equal Employment Opportunity/Affirmative Action: In awarding a contract to a consultant, SRTA includes language within the contract which requires the consultant to certify their compliance with federal regulations.

Attachment A:

DRAFT additional anticipated Components of Preliminary Design/Feasibility

Traffic Engineer Scope

Traffic Impact Analysis

Parking Impact Analysis

Civil Engineer Scope

Downtown Street Preliminary Design

Preliminary Structural Section

Right of Way and Utilities Analysis

Preliminary Civil Report

Structural Engineer Scope

Analysis of Existing Structure

Preliminary Structural Design

Draft Traffic Engineering Scope

for 1551 Market Street, Redding CA

Draft Prepared by: K2 Land and Investment, LLC.

May 22nd, 2015

Task 1: Parking Impact Analysis

Consultant will review the existing City-owned parking structure under the Dicker's building as well as available parking in the immediate vicinity. Consultant will make recommendations regarding modifications that will be necessary to meet the parking needs of a new 5-story building over the existing structure.

1.1 Existing Conditions Analysis

Consultant will quantify existing Dicker's building parking and available parking in the immediate vicinity and document the findings in a brief written memorandum. The quantification shall include an assessment of existing demand and an approximation of which businesses are benefiting from the available parking.

Work Products/Actions: Parking quantification technical memorandum.

1.2 Parking Demand Analysis

Consultant will prepare an analysis of the demand for parking that will result from the redevelopment of the Dicker's building and summarize the findings in a brief memorandum. The analysis will consider the mixed-use downtown context, market/societal trends, and access to transit. The analysis will document the latest available Institute of Transportation Engineer's (ITE) parking generation rate for the project and compare the ITE rate to the recommended parking supply identified in the previous task. ITE rates should be adjusted to reflect site-specific characteristics. In addition, the analysis should make recommendations regarding the inclusion of electric vehicle charging facilities, including ground level public access stations and parking garage stations for tenants.

Work Products: Parking demand analysis & electric vehicle charging technical memorandum.

1.3 Pricing Parking

Consultant will make recommendations regarding requiring users to pay for the use of the Dicker's building parking structure and adjacent on-street parking facilities and summarize the findings in a brief memorandum. Recommendations will be made for both employee and non-employee parking pricing and cash-out incentives for employees that opt-out of using a parking space.

Work Products: Pricing parking technical memorandum.

Task 2: Traffic Impact Analysis

Consultant will prepare an analysis of the traffic impacts of the proposed project and quantify the VMT expected for the project. The analysis will be summarized in a technical memorandum that documents the potential project impacts and benefits as compared to the average project in the Shasta County area.

The traffic engineering analysis shall be prepared in accordance with the City of Redding Traffic Impact Analysis Guidelines. Consultant will estimate the project vehicular trip generation, estimate trip distribution and identify any significant CEQA impacts. If significant CEQA impacts are identified, mitigation measures will be identified to reduce the project's impact to less than significant under CEQA.

The results of the above analysis will be summarized in a memorandum.

Work Products: Traffic engineering technical memorandum.

Draft Civil Engineering Scope for 1551 Market Street, Redding CA

Draft Prepared by: K2 Land and Investment, LLC.

May 22nd, 2015

Scope

Identify appropriate public street design to facilitate the development of roadways through The Promenade in Redding's downtown. The work will include the appropriate planning level structural section design, roadway and intersection geometrics, street section, lane configurations, utility location and capacity and a phasing plan for re-establishment of Market Street (Tehama to Placer), Butte Street (California to Pine) and Yuba Streets (California to Pine) through the Promenade.

Task 1: Downtown Street Preliminary Design

For each street section identified in the project scope, develop the proposed street typical sections and alignment for each roadway within the public right of way:

- Identify alternatives to allocate public space for parking, sidewalk, street furniture, lighting, bicycle lanes and one or two way vehicular lanes. Given limited right of way and that the new roadways will serve the primarily function of access (vs. a thruway), shared space alternatives should be considered.
- Determine alternative sidewalk section designs to account for stairwell entrance to subsurface parking garage. This may include concrete bulb outs around the stairwells or backfilling and abandoning one or two if building and fire code allows.

With the development of the proposed parcel, three road sections will be restored to the full 80' right of way section. This includes Butte and Yuba Streets from the Pine/Market Alley to Market Street and Market Street from Butte to Yuba Street (herein after referred to as Project Frontages). However, the Downtown Specific Plan contemplates opening up Butte and Yuba Streets from Pine Street all the way to California Street and Market Street from Tehama to Placer Street. Consequently, existing constraints must be identified to restore these street sections for vehicular, bicycle and pedestrian traffic. To achieve this goal, the following sub tasks are needed:

- Develop the roadway geometrics along the centerline and at each intersection to determine how vehicular traffic will tie into existing roadways and cross alleys. This will include proposed lane configurations, curb return radius, roadway centerline radius, proposal for one or two way traffic lane and lane widths (with or without bicycle lanes).
- With any proposed lane configuration change at Tehama/Market, identify any signal phasing impacts needed for Caltrans approval.

- Develop a conceptual roadway phasing plan. This will determine priority and constraints for establishing the roadway connections identified above. Identify priority factors, constraints and sequences of improvements or acquisitions needed to establish the proposed connections.

Task 2: Preliminary Structural Sections

2.1 Structural Sections

Determine Existing and Proposed Roadway Structural Section for Project Frontages:

- For each street section, determine existing structural section through either as-built drawing review or pavement core drill test for each roadway. This will include multiple locations if suspected sections may differ.
- For each street section, determine the appropriate structural section based on expected traffic loading. This may be determined by calculating the appropriate traffic index or using the City of Redding Construction standards identifying appropriate assumptions. This will include evaluation of traffic-loaded roadway to develop a curb, gutter and sufficient structural section. This must include determining appropriate drainage solutions.
- Alternatively, if existing concrete pavement is sufficient to handle traffic loading, identify appropriate safety measures to physically protect pedestrians and building facades from errant vehicles. This may include curbing, planters, bollards or some other appropriate device.

Task 3: Right of Way and Utilities

For Project Frontages, identify and assess any and all right of way needs and public and private utilities within the proposed public right of way:

- Determine existing and proposed roadway right of way consistent with the preliminary roadway design identified with Task 1.
- Determine approximate location, approximate depth, and size of each utility and any corresponding appurtenances.
- Determine the ability of each subsurface utility to carry proposed traffic loading both on the surface (traffic rated utility covers, grates, etc) as well as sub-surface.
- Identify any surface utilities that need to be replaced or relocated (fire hydrants, valves, etc) for roadway establishment.
- Prepare a preliminary drainage report that includes existing drainage facilities, analysis of increases/changes in drainage patterns, recommended LID and other MS4 compliant preliminary design features, and proposed preliminary roadway drainage system ensuring the storm drain system has sufficient capacity to handle the appropriate design flows for the new public right of way.
- Identify options to remove/modify the stairwell on Market Street leading to the RPD Investigations office so it does not impact safety, accessibility or violate any other building or safety code.

Task 4: Preliminary Civil Report

Prepare a preliminary report summarizing the Tasks 1- 3.

Work Products: Summary report including but not limited to

- Roadway Geometrics
 - Final
 - Phasing
 - Discussion with each
- Typical and Structural Section
- Right of Way Summary
 - Summary of proposed needs
- Utilities
 - Summary of each utility and related constraints
- Preliminary Cost Estimates
 - Each Phase and Stage
 - Capital and Project Development

Attachment A

Draft Structural Engineering Scope

for 1551 Market Street, Redding CA

Draft Prepared by: K2 Land and Investment, LLC.

May 22nd, 2015

Task 1: Conceptual Building Design

Consultant will analyze the existing 67,000 SF building with the intention of rehabilitation of existing building foundation to support the new construction of a five-story building of existing parking garage. New construction will consist of a reduced project foot print of approx.. 40,000 SF and a reduced building footprint of approx.28,000 SF.

1.1 Structure Analysis

Consultant will review all available original building plans, as-builts and structural studies to make the final recommendation of the feasibility of structural modification of parking structure to accommodate future construction. Study shall include but not be limited to limits of current column and footing structure to support proposed new construction, limits of existing floor system to accommodate retail/restaurant use of 1st floor, limits of existing retaining wall system to support future proposed public right-of-way improvements and building improvements. Study shall include necessary testing on current structure should it be of practical use in analysis.

Work Products/Actions: Structure Modification/Reconstruction recommendation technical memorandum.

1.2 Structure Modification/Reconstruction Recommendations

Consultant will review available information and make recommendations regarding structure modifications necessary to meet the redevelopment uses and summarize the findings in a brief memorandum.

Work Products: Structure Modification/Reconstruction recommendation technical memorandum.

Task 2: Cost Analysis

Consultant shall work with architect to produce schematic level structural plans following the recommendation made in Task 1.2.

2.1 Preliminary Design of Structural Modifications

Consultant shall work with K2's architect to produce schematic level plan and cross-section conceptual designs for recommended structural modifications made in 1.2. If the recommendation in 1.2 is for a total reconstruction consultant shall commence work in Task 2.2.

Work Products/Actions: Preliminary Structural Design, Cost Estimate of Structural Modifications

2.2 Preliminary Design of Parking Reconstruction

Consultant shall seek direction from project architect and parking garage consultant to produce preliminary level drawings of garage level of structure and schematic level drawings and produce estimate of project costs for garage level reconstruction.

Work Products/Actions: Preliminary Structural Design of Garage, Schematic Level Design of Building, Cost Estimate of Parking Garage

Attachment A

EXHIBIT 10-O2 CONSULTANT CONTRACT DBE INFORMATION

(Inclusive of all DBEs listed at contract award. Refer to instructions on the reverse side of this form)

Consultant to Complete this Section			
1. Local Agency Name: _____			
2. Project Location: _____			
3. Project Description: _____			
4. Total Contract Award Amount: \$ _____			
5. Consultant Name: _____			
6. Contract DBE Goal %: _____			
7. Total Dollar Amount for <u>all</u> Subconsultants: \$ _____			
8. Total Number of <u>all</u> Subconsultants: _____			
Award DBE/DBE Information			
9. Description of Services to be Provided	10. DBE/DBE Firm Contact Information	11. DBE Cert. Number	12. DBE Dollar Amount
Local Agency to Complete this Section		13. Total Dollars Claimed	12. DBE Dollar Amount
20. Local Agency Contract Number: _____		\$ _____	14. Total % Claimed _____ %
21. Federal-aid Project Number: _____			
22. Contract Execution Date: _____			
Local Agency certifies that all DBE certifications are valid and the information on this form is complete and accurate:			
23. Local Agency Representative Name (Print) _____			
24. Local Agency Representative Signature _____	25. Date _____		
26. Local Agency Representative Title _____	27. (Area Code) Tel. No. _____	15. Preparer's Signature _____	
		16. Preparer's Name (Print) _____	
Caltrans to Complete this Section		17. Preparer's Title _____	
Caltrans District Local Assistance Engineer (DLAE) certifies that this form has been reviewed for completeness:		18. Date _____ 19. (Area Code) Tel. No. _____	
28. DLAE Name (Print) _____	29. DLAE Signature _____	30. Date _____	

Distribution: (1) Copy – Email a copy to the Caltrans District Local Assistance Engineer (DLAE) within 30 days of contract award. Failure to send a copy to the DLAE within 30 days of contract award may result in delay of payment.
 (2) Copy – Include in award package sent to Caltrans DLAE
 (3) Original – Local agency files

INSTRUCTIONS - CONSULTANT CONTRACT AWARD DBE INFORMATION**Consultant Section***The Consultant shall:*

1. **Local Agency Name** – Enter the name of the local or regional agency that is funding the contract.
2. **Project Location** – Enter the project location as it appears on the project advertisement.
3. **Project Description** – Enter the project description as it appears on the project advertisement (Bridge Rehab, Seismic Rehab, Overlay, Widening, etc).
4. **Total Contract Award Amount** – Enter the total contract award dollar amount for the prime consultant.
5. **Consultant Name** – Enter the consultant's firm name.
6. **Contract DBE Goal %** – Enter the contract DBE goal percentage, as it was reported on the Exhibit 10-I *Notice to Proposers DBE Information* form. See LAPM Chapter 10.
7. **Total Dollar Amount for all Subconsultants** – Enter the total dollar amount for all subcontracted consultants. SUM = (DBE's + all Non-DBE's). Do **not** include the prime consultant information in this count.
8. **Total number of all subconsultants** – Enter the total number of all subcontracted consultants. SUM = (DBE's + all Non-DBE's). Do **not** include the prime consultant information in this count.
9. **Description of Services to be Provided** – Enter item of work description of services to be provided. Indicate all work to be performed by DBEs including work performed by the prime consultant's own forces, if the prime is a DBE. If 100% of the item is not to be performed or furnished by the DBE, describe the exact portion to be performed or furnished by the DBE. See LAPM Chapter 9 to determine how to count the participation of DBE firms.
10. **DBE Firm Contact Information** – Enter the name and telephone number of all DBE subcontracted consultants. Also, enter the prime consultant's name and telephone number, if the prime is a DBE.
11. **DBE Cert. Number** – Enter the DBE's Certification Identification Number. All DBEs must be certified on the date bids are opened. (DBE subcontracted consultants should notify the prime consultant in writing with the date of the decertification if their status should change during the course of the contract.)
12. **DBE Dollar Amount** – Enter the subcontracted dollar amount of the work to be performed or service to be provided. Include the prime consultant if the prime is a DBE, and include DBEs that are not identified as subconsultants on the Exhibit 10-O1 *Consultant Proposal DBE Commitment* form. See LAPM Chapter 9 for how to count full/partial participation.
13. **Total Dollars Claimed** – Enter the total dollar amounts for column 13.
14. **Total % Claimed** – Enter the total DBE participation claimed for column 13. SUM = (item "14. Total Participation Dollars Claimed" divided by item "4. Total Contract Award Amount"). If the Total % Claimed is less than item "6. Contract DBE Goal", an adequately documented Good Faith Effort (GFE) is required (see Exhibit 15-H *DBE Information - Good Faith Efforts* of the LAPM).
15. **Preparer's Signature** – The person completing this section of the form for the consultant's firm must sign their name.
16. **Preparer's Name (Print)** – Clearly enter the name of the person signing this section of the form for the consultant.
17. **Preparer's Title** – Enter the position/title of the person signing this section of the form for the consultant.
18. **Date** – Enter the date this section of the form is signed by the preparer.
19. **(Area Code) Tel. No.** – Enter the area code and telephone number of the person signing this section of the form for the consultant.

Local Agency Section:*The Local Agency representative shall:*

20. **Local Agency Contract Number** – Enter the Local Agency Contract Number.
21. **Federal-Aid Project Number** – Enter the Federal-Aid Project Number.
22. **Contract Execution Date** – Enter the date the contract was executed and Notice to Proceed issued. See LAPM Chapter 10, page 23.
23. **Local Agency Representative Name (Print)** – Clearly enter the name of the person completing this section.
24. **Local Agency Representative Signature** – The person completing this section of the form for the Local Agency must sign their name to certify that the information in this and the Consultant Section of this form is complete and accurate.
25. **Date** – Enter the date the Local Agency Representative signs the form.
26. **Local Agency Representative Title** – Enter the position/title of the person signing this section of the form.
27. **(Area Code) Tel. No.** – Enter the area code and telephone number of the Local Agency representative signing this section of the form.

Caltrans Section:*Caltrans District Local Assistance Engineer (DLAE) shall:*

28. **DLAE Name (Print)** – Clearly enter the name of the DLAE.
29. **DLAE Signature** – DLAE must sign this section of the form to certify that it has been reviewed for completeness.
30. **Date** – Enter the date that the DLAE signs this section the form.