



# TOWN OF FAIRFAX

## STAFF REPORT

### November 7, 2018

**TO:** Mayor and Town Council

**FROM:** Garrett Toy, Town Manager GT

**SUBJECT:** Authorize the Town Manager to secure professional design services for ADA and parking lot improvements for the Parkade in downtown

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NOTE: This is a "place holder" report. A supplemental staff report will be issued prior to the Council meeting to identify the design approach and estimated costs for the design services.

### **RECOMMENDATION**

Authorize the Town Manager to secure professional design services for ADA and parking lot improvements for the Parkade in downtown.

### **BACKGROUND**

At its May 2, 2018 meeting, the Council considered and confirmed the conceptual accessibility (ADA) and parking lot improvements for the Parkade in downtown. Specifically, after much discussion the Council decided to continue to consider the following improvements:

- Replace curb ramps at five (5) crosswalk locations around the Parkade to make them ADA compliant
- Replace curb ramps at the crosswalks across from the Parkade at the corners of Bolinas and Broadway (i.e., in front of Coffee Roastery and Grilly's)
- Remove and construct new Parkade stairway across from the theater
- Explore closing Parkade stairway across from theater and create path from Taylor/Sir Francis Drake to remaining crosswalk stairs (i.e., Siam Lotus) and install flashing light system for the crosswalk
- Reconstruct the existing ADA ramp in the same location
- Reconstruct walkway between Sir Francis Drake and Broadway on the western edge of the Parkade
- Add two more ADA parking stalls and restripe the spaces
- Grind and repave the parking lot
- Explore treatments for storm water runoff (e.g., rain gardens)
- Add a bus shelter along Broadway
- Explore renovation of the existing bus shelter in the Parkade using local residents

The preliminary construction cost estimate for the proposed ADA and parking lot improvements is approximately \$630,000 including design and project contingencies. The type of improvements and preliminary cost estimates were developed by a professional cost estimator and civil engineering firm. The proposed ADA improvements are required to meet current ADA

standards. In addition, the grant for the Parkade was specifically awarded to enhance pedestrian safety including ADA improvements.

While the Council discussed the entire reconstruction of the parking lot and permeable pavement, the Council determined that the additional cost of approximately \$390,000 was prohibitive and decided not to pursue those two options at this time. *The Council also reiterated staff's intention to retain as many existing trees as possible with the acknowledgement that much of the damage to the parking lot pavement is probably caused by tree roots.*

## **DISCUSSION**

As reported at the May meeting, staff had to apply to the California Transportation Commission (CTC) for the allocation of construction funding for FY18-19. The CTC approved the funds in July with a December 28, 2018 deadline to award a construction contract. The final paperwork from Caltrans, who administers the funding for the CTC, was received in late September. Needless to say, we are up against a tight timeframe for proceeding with this project. Caltrans staff indicates the CTC hasn't been granting extensions for projects lately, without a reason beyond the applicant's control.

Staff is discussing with the engineering firm, who developed the conceptual plans, approaches to awarding a construction project by December 28<sup>th</sup>. The firm is preparing cost estimates for their design services as well as an expedited approach for bidding out the project to meet the grant deadline. This information will be included in supplemental staff report prior to the Council meeting.

## **FISCAL IMPACT**

The Town received a grant for \$300,000 with a \$100,000 match (25% match requirement of the total cost) in 2013.

## **ATTACHMENTS**

- A. Conceptual Plan from May meeting
- B. Conceptual Cost Estimate from May meeting







3/6/2018

**Fairfax Parkade  
Conceptual Statement of Probable Cost**

	COMPONENT		COMMENTS
1	<b>A/E SERVICES</b>		
	Design Development	58,000	Allowance
	Construction Documents	Incl	
	Bidding	Incl	
	Construction Administration	Incl	
	Reimbursables	Incl	
2	<b>GEOTECHNICAL</b>		
	Soils Reports (Parking Areas)	7,500	Allowance
3	<b>ENVIRONMENTAL</b>	N/A	Not Included
4	<b>DEPUTY TESTING AND INSPECTION</b>		
	Soils Testing	10,000	
	Materials Testing	5,000	
5	<b>DIRECT COSTS</b>		
	ADA Upgrades	144,700	
	Parking Lot Upgrades	303,686	Assumes asphalt grind and overlay
		448,000	
6	<b>CONSTRUCTION MANAGEMENT</b>		
	Overhead, Fee & Administration costs	25,000	Not to exceed T&M services
	Reimbursables, Legal, Insurance	incl above	
		25,000	
7	<b>TOWN OF FAIRFAX FEES AND ADMINISTRATION</b>		
	Plan Check, Permit Fees, and Building Inspections	N/A	Assumes Town will not bill project
8	<b>CONTINGENCY: TOWN OF FAIRFAX</b>	45,000	10% Course of Construction Contingency
	<b>CONCEPTUAL STATEMENT OF PROBABLE COST</b>	<b>\$599,000</b>	

  

	ADDITIVE ALTERNATIVES (INCLUDING SOFT COSTS)		
A	CURB RAMPS AT OPPOSITE SIDE OF STREET	23,000	
B	RECONSTRUCT PARKADE LOT	191,000	Demo and repave option
	<b>CONCEPTUAL COST + ADD ALTERNATIVES</b>	<b>\$813,000</b>	

**NOTES:**

1. Construction Costs are based on March 2018 values and identify future escalation reflecting the anticipated start of October 2018 with a midpoint of construction of December 2018.
2. Griffin Structures, Inc. is offering this Conceptual Statement of Probable Cost based on current information available. Griffin has used its reasonable best efforts to assess identified project specific program requirements, geographic considerations, construction methods, current labor rates and material costs, and local market conditions to generate an opinion of possible project specific costs. Griffin cannot be held responsible for adjustments to this estimate which could produce amendments to subsequent and future project budget updates based upon changes in project specific requirements or unforeseen adjustments in local market conditions affecting both direct and indirect costs.