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**AGENDA**  
**College Park University Heights Redevelopment Advisory Board**  
**Wednesday, February 3, 2010**  
**5:00 P.M.**

**University of Florida Foundation Building**  
**2012 West University Avenue**  
**Wadsworth Board Room**

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**A. ROLL CALL**

**B. ADOPTION OF THE AGENDA**

**C. APPROVAL OF THE MINUTES – *December 2, 2009***

**D. ELECTION OF OFFICERS**

Nomination for all offices will take place. The current Chair, Vice-Chair and Secretary/Treasurer are eligible for re-election (Members Wild, Harnsberger and Haisley respectively). Elections will follow nominations and the elected member will serve immediately.

**E. REQUEST TO ADDRESS THE BOARD**

**F. COMMUNICATIONS**

**1. Chair's Report**

**2. Liaison Report: Linda Dixon – University of Florida**

**G. OLD BUSINESS**

**1. SW 13<sup>th</sup> St Overpass RFQ (NB)**

**..Explanation**

The overpass that stretches across SW 13<sup>th</sup> Street near the intersection of Archer Rd presents itself as a unique redevelopment opportunity. It has the potential to serve as both a striking gateway feature into the College Park/University Heights Redevelopment Area and provide an important connection for multi-modal commuters traveling along the Depot Ave Rail-Trail and SW 13<sup>th</sup> St. The current aesthetics and access to the overpass do not embrace these opportunities, however. Instead the old railway bridge is topped with a chain-linked cage structure, as an FDOT requirement when it was converted into a component of the Rails-to-Trails system. This cage structure is purposeful of providing safety to users of the bridge and motorists below, but its appearance is insensitive to the urban form and context of the surrounding community. Furthermore, accessing the overpass is difficult. As a component of the Rails-to-Trails shared-use path system, it has enormous potential to serve as a vital link for users of the system. At its current configuration, users are required to travel out of their way to access the bridge, either by traveling several blocks east, or crossing congested roadways. For these reasons, the CRA initiated a Request for Qualifications (RFQ) to address these challenges, and re-align the overpass functions with the aesthetic form and redevelopment goals of the community.

In August 2007 the CRA Board authorized Staff to address the aesthetics of and access to the SW 13<sup>th</sup> Street pedestrian overpass by creating an RFQ for design services. The overpass stretches across 13<sup>th</sup> Street near the intersection of Archer Road and has the potential to serve as both a striking gateway into the CPUH Redevelopment Area and provide an important connection for commuters traveling along the Depot Avenue Rail-Trail and SW 13<sup>th</sup> Street.

In November 2008 CRA Staff gave a presentation on the latest developments on the SW 13<sup>th</sup> Street overpass project. The presentation highlighted new construction in the surrounding area, shared images of similar pedestrian bridge projects in the U.S. and abroad and stressed the importance of the overpass redevelopment in function and form to the CPUH area and the community at large.

In August 2009, a brief presentation was made to the CRA Board to re-introduce the project and describe the RFQ process to solicit qualified design firms. The RFQ was structured to solicit design teams to create a new “face” of Gainesville by redesigning the existing SW 13<sup>th</sup> Street pedestrian overpass. The team’s RFQ submittals included: services to be provided, certifications and accreditations, past project experience (up to five relevant projects for which the firm provided design and construction administration services), proposed project team and references.

Upon selection as a shortlisted firm, the team’s oral interviews also incorporated a conceptual design which addressed the following:

- A. Overpass Enhancement – a design that will celebrate the transportation history of the exiting bridge while enhancing the contemporary architecture that echoes the present-day technological advances that are occurring within the City of Gainesville. It was also specified that the design should be distinctive and memorable, visionary in form, composed of simplistic and sustainable materials.
- B. Shared-Use Path Access-way – design new vertical access to the shared-use path and overpass for pedestrians and bicyclists traveling along SW 13<sup>th</sup> Street.
- C. Context Sensitive Design – a design that considers the environmental, scenic, aesthetic, historic, community and preservation impacts of a design project. The design should have, at a minimum, three different scales: the board neighborhood level, at the scale of the bridge itself, and at the scale of the access-way.
- D. Guidelines – 1) Cannot change the bridge’s structural integrity or its capacity. 2) Must be able to accommodate the existing utilities located on the underside of the bridge. 3) Cannot pose any obstructions (physical or viewing) to either pedestrians or the motor public below. 4) Must maintain protective cage to protect the pedestrians and motorists below. 5) Must be designed in accordance with construction budge of \$1.5 million. 6) Must comply with all FDOT requirements.

In October 2009, the RFQ was posted on the City of Gainesville’s Purchasing website for solicitation. Interested respondents had until November 12<sup>th</sup>, 2009 to submit to the City. Ten professional qualifications packages were submitted to the City and the Selection Committee met November 30, 2009 and five firms were shortlisted. The five shortlisted firms were: DAG Architects, Dix.Lathrop, T.Y. Lin International, Garcia Bridge Engineers and Reynolds, Smith & Hill.

January 13, 2010 oral interviews were held. In addition to the Selection Committee, an Advisory Committee and the general public were invited to attend the interviews. The interviews started at 8:00 am and ran until 3:00 pm. The Selection Committee and Advisory Committee deliberated after the conclusion of the last interview and the Selection Committee’s final rankings indicated Reynolds, Smith & Hill as the selected firm. An “Award Recommendation” was forwarded to the City’s Purchasing Department for posting and the award will become final upon approval of the CRA Board on February 15, 2010.

Upon final approval of the CRA Board, CRA staff will begin working with the selected firm to design the overpass with an anticipated three to four month design schedule. During the design phase, CRA Staff will work with the City’s Purchasing Department to begin to solicit Construction Management firms to serve as the CM on the project.

..Fiscal Note

\$1.5M has been budgeted in account 618-W735-W22. The CRA project number is CPUH-03-RP-2007.

..Recommendation

CRA Staff to the CPUH Redevelopment Advisory Board: 1) Hear summary of RFQ design process. 2) Hear recommendations from Selection Committee. 3) Provide input.

## 2. SW 13<sup>th</sup> Street Improvements (NB)

..Explanation

During the CPUH Strategic Planning process, the SW 13<sup>th</sup> Street Corridor was identified as an area within the CPUH District that would be addressed in the 3 year redevelopment plan. Specifically, project 36 was identified for the 3-year plan.

*Project 36 (NW 13<sup>th</sup> Street (SW 16<sup>th</sup> Avenue to University Avenue) – Streetscape project to include general upgrades to medians, lighting, curbs, etc. to CRA standards.*

While project 36 addresses the 13<sup>th</sup> Street Corridor from SW 16<sup>th</sup> Avenue to University Avenue, the Phase I scope will include SW 16<sup>th</sup> Avenue to Archer Road and coincide with the Pedestrian Overpass project and the recent Shands garage streetscape project that included brick paving, pedestrian lighting and street trees.

For the design of Phase I, Brown & Cullen, Inc. has been engaged as the engineer for this project. Their scope includes not only designing the streetscape for this corridor but also looking at the retaining wall at the SE corner of the Archer Road/SW 13<sup>th</sup> Street intersection. Actual construction of Phase I will occur in FY 2011 as this first phase is not completely funded. Total construction costs are estimated to be \$1.26 million.

Upon completion of Phase I, design will begin summer 2010 to complete the streetscape from Archer Road to University Avenue. In addition to the streetscape, the CRA will work with DOT to introduce traffic calming infrastructure to slow motorist speeds along NW 13th Street at NW 7th Ave as they enter the University Area (*Project 37*). *Note: The 3 medians along SW 13<sup>th</sup> Street from 5<sup>th</sup> Avenue to the Overpass are a separate project and will be coordinating with the Overpass reconstruction.*

...Fiscal Note

\$60,000 is budgeted in CPUH account #2010-618-790-W86-W749-6021-5520 for CPUH Primary Corridor – SW 13<sup>th</sup> Street Bus Shelter and \$350,000 is budgeted in CPUH account #2010-618-790-W85-W749-6031-5520 for CPUH Primary Corridor – SW 13<sup>th</sup> Street Lighting.

..Recommendation

CRA Staff to the CPUH Redevelopment Advisory Board: 1) Hear staffs recommendation 2) Approve Brown & Cullen Scope

### 3. CPUH Strategic Planning – 2010 Update (B)

..Explanation

Last year, the College Park/University Heights Redevelopment Area underwent the CRA strategic planning process. The purpose of strategic planning is to ensure that all CRA initiatives are well aligned to the Community Redevelopment Plan and that the CRA is pursuing and implementing projects which support and further the goals and objectives identified in that Plan. Strategic planning also produces the 3-Year Roadmap, which allows for high-level coordination of projects with respect to funding, staff time, and other CRA resources. The Gainesville CRA's strategic planning process has been recognized by the American Planning Association as an exemplary and innovative system that implements the vision defined in the Community Redevelopment Plan, maximizing efficiency and timeliness in bringing projects to fruition.

It has been approximately one year since the adoption of the original 3-Year CPUH Strategic Planning Roadmap. Many projects are underway and it is time to update this strategic planning tool. Staff plans to spend approximately 3 months working through the strategic planning update, with the process beginning at the February CPUH Advisory Board meeting. At the meeting, CRA staff will provide updated information regarding timelines for current/known projects. Updating existing projects is the first step in the strategic planning update. Future steps will involve brainstorming potential future projects, evaluating these potential projects through the strategic planning system, and formalizing an updated 3-Year Roadmap for the Redevelopment Area.

..Fiscal Note

None at this time

..Recommendation

CRA Staff to the CPUH Redevelopment Advisory Board: (1) Receive update from staff; and 2) Provide input as necessary

### 4. Guaranteed Maximum Price for Construction – SW 7<sup>th</sup> Avenue Improvements (B)

..Explanation

Key objectives of the CPUH Redevelopment Plan include the addition of sidewalks, improved parking, and curb and stormwater improvements.

March 20, 2006, the CRA Board approved improvements to SW 7<sup>th</sup> Avenue, from SW 9<sup>th</sup> Street to SW 12<sup>th</sup> Street, due to the corridor serving as a heavy pedestrian connector to the CPUH district and the University of Florida. The project was approved for 2 phases. Phase I of the proposed project included surveying the area and the addition of curb and gutter, sidewalks, angled parking to the north side and parallel parking to the south side of the corridor. In addition, stormwater improvements would assist in the flow of water and in the removal of sediment. Phase II of the proposed project includes undergrounding the electrical lines and installing Domus light fixtures.

In 2007, JMJ Engineering was hired to complete a feasibility study for underground exfiltration at SW 7<sup>th</sup> Avenue. The incentive for selecting this site was to create a synergistic project that addressed upgrading roadway amenities and installation of Gainesville's first sub-regional exfiltration system. The study indicated that the site was amenable to exfiltration of stormwater but due to topography, utilities locations, building setback requirements and design, the exfiltration project was eliminated from this project.

In November 2009, Scherer Construction was chosen as the Construction Manager for the SW 7<sup>th</sup> Avenue Improvement project. The design team completed 100% construction documents January 7, 2010 and Scherer used this information to develop a GMP. The GMP represents the maximum amount that can be paid by the CRA, assuming no major changes in the scope of the project. The opportunity does exist; however, that the CRA may pay less than the GMP as the actual bids for trade packages may be less than proposed in the GMP, resulting in savings that are returned to the CRA. Additionally, if any contingency remains after project closeout, that amount is returned to the CRA as well. In contrast, if the actual bids for trade packages are more than proposed in the GMP, the CRA will not pay more than the amount in the GMP.

The Guaranteed Maximum Price for the project is \$566,543 (plus \$29,725 for GRU light fixtures – installation cost is included in the GMP). The budget for this project is \$769,472.

..Fiscal Note

The GMP for this project is \$566,543 (plus \$29,725 for GRU light fixtures), \$769,472 is currently available in account number 618-790-289-W734-6010-5520.

..Recommendation

CRA to the CPUH Redevelopment Advisory Board: 1) Approve the Guaranteed Maximum Price of \$566,543 (plus \$29,725 for GRU light fixtures) for SW 7<sup>th</sup> Avenue Improvements as designed.

## 5. **Guaranteed Maximum Price for Construction – SW 8<sup>th</sup> Avenue Improvements (B)**

..Explanation

SW 8<sup>th</sup> Ave serves as a heavily utilized pedestrian and vehicular corridor to the University of Florida. However, the corridor lacks complete sidewalks, safe crosswalks, and is currently not in compliance with ADA requirements. These safety issues, as well as general roadway geometry, parking, storm water conveyance and collection, were recognized as priority issues for the Public Works Department (PWD) to address. Thus the corridor was listed as a PWD capital improvement project. Engineering design work began within the PWD and approximately 30% plans were produced in 1999. However, due to the re-prioritization of capital improvement projects and limited funding availability, the project was put on hold indefinitely.

The importance of this roadway as a corridor to campus gave reason for the CRA to adopt the project in the agency's capital improvement project list. The College Park / University Heights (CPUH) Redevelopment Advisory Board has allocated funding to the project through annual budgetary processes for FY 2006, 2007, and 2008. During the 2008 strategic planning sessions with the CPUH Advisory Board, the project was ranked number 55 out of 62 total projects, and was listed in the 3-year redevelopment plan as a project to initiate in FY 2009 and be constructed by FY2010.

Below is a summary of recent project activities:

August 2008: Strategic planning sessions completed with CPUH Advisory Board. 3-Year redevelopment roadmap prioritizes and schedules projects to match project budgets and staff resources. SW 8<sup>th</sup> Ave is ranked #55 out of 62 total projects and is to be initiated during FY 2009.

October 2008: CRA staff gave a presentation to the CPUH board to discuss the scope of proposed improvements, review existing conditions of the corridor, and distributed preliminary plans that were completed by the City of Gainesville Public Works Department in 1999. An engineering design scope and fee was negotiated with consultants on retainer within the PWD and the CRA Board approved the fiscal expenditure. Contract routing and execution process begins in the PWD.

December 2008: The contract for DRMP to complete 30% design plans is fully executed. A Notice-to-Proceed is issued to DRMP to begin the work and a project kick-off meeting is held.

February 2009: The project survey and first draft of the 30% design plans are completed and presented to the CPUH board as an update.

April 2009: Final 30% design documents are completed. A scope and fee proposal for DRMP to produce 100% construction documents for the project was reviewed and the fiscal expenditure was approved by the CPUH and CRA boards. Contract amendment routing and execution process begins in the PWD.

June 2009: The contract documents for DRMP to produce 100% construction documents (CDs) are fully executed. A notice-to-proceed (NTP) was issued to DRMP to complete 100% CDs by January 2010.

July 2009: Project management reorganization; CRA becomes lead project manager with PWD oversight.

August 2009: Stormwater permitting is required due to roadway reconstruction. Options and feasibility analysis for stormwater locations begin.

September 2009: A neighborhood workshop was held to discuss the project scope with the abutting properties and to review the 60% design plans. Preliminary discussions with the SJRWMD take place regarding permitting feasibility for underground stormwater management facility.

October 2009: Roadway geometry is finalized and identification of easements begins. A contract amendment for the stormwater scope and fee is drafted and routed through the PWD.

November 2009: On-going project coordination with utility providers and stakeholders. Easements are identified, drafted, and routed for approvals.

December 2009: 90% construction documents are completed and a final utility coordination meeting is held with the utility providers.

January 2010: The contract amendment for stormwater is fully executed. A NTP is issued to DRMP to begin the design and permitting work for the stormwater management facility. Utility provider coordination continues and 100% CDs for the roadway project are on-schedule for completion with the stormwater management facility design expected to lag 4-weeks. A first draft Guaranteed-Maximum-Price for construction is produced with Scherer Construction.

#### Guaranteed Maximum Price for Construction:

The CRA has received a second draft Guaranteed Maximum Price (GMP) for Construction of the SW 8<sup>th</sup> Ave Improvements Project from Scherer Construction Management based on 90% construction documents. The GMP represents the maximum amount to be paid directly to the construction manager for their work on the project, assuming no major changes in the scope of the project (work performed by others such as the material cost for lighting and overhead to underground electrical service transitions to existing properties is not represented in the GMP). The opportunity does exist, however, that the CRA may pay less than the GMP as the actual bids for trade packages may be less than proposed in the GMP, resulting in savings that are returned to the CRA. Additionally, if any contingency remains after project closeout, that amount is returned to the CRA as well. In contrast, if the actual bids for trade packages are more than proposed in the GMP, the CRA will not pay more than the amount in the GMP.

The GMP for construction of the SW 8<sup>th</sup> Ave Improvements project is not-to-exceed \$999,104.00. Additional project elements to be performed by GRU are estimated not-to-exceed \$105,000. CRA staff will present an overview of the project scope, schedule, and budget at the February CPUH meeting.

CRA Project # CPUH-06-SC-2008

..Fiscal Note

There is \$994,942.71 available in CPUH account #618-W754-W19. The GMP for construction of SW 8<sup>th</sup> Ave is not-to-exceed \$999,104.00. Work performed by GRU for the SW 8<sup>th</sup> Ave project is estimated to not-exceed \$105,000. Thus, the estimated total cost for construction of the SW 8<sup>th</sup> Ave Improvements project is \$1,104,104.00, leaving a funding gap of approximately \$109,161.29.

..Recommendation

CRA to the CPUH Redevelopment Advisory Board: 1) Hear presentation, 2) Approve the not-to-exceed amount of \$999,104.00 as the Guaranteed Maximum Price for Construction, 3) Approve the not-to-exceed expenditure amount of \$105,000 for work performed by GRU, and 4) request staff to transfer funds as appropriate to cover the project funding gap of approximately \$109,161.29.

## **H. NEW BUSINESS**

**No new business**

## **I. STAFF REPORT**

Buxton Retail Study – On March 3<sup>rd</sup> agenda.

SW 13<sup>th</sup> Street Medians – Final design for 3 medians being developed. Design coordination with 13<sup>th</sup> Street Overpass and SW 13<sup>th</sup> Streetscape Improvements being incorporated into design and installation timeline. Installation of medians anticipated to begin Spring 2010.

SW 13<sup>th</sup> Street Improvements – On this agenda

SW 7<sup>th</sup> Ave Roadway Improvements – On this agenda

SW 8<sup>th</sup> Ave Roadway Improvements – On this agenda

6<sup>th</sup> Street Improvements – Design to begin January 2010.

6<sup>th</sup> Street Rail Trail Enhancements – Dix.Lathrop has been engaged and is currently working on sign bases for al Rail-Trail signage as well as design for an interpretive pedestal sign for Trail. Design anticipated taking 30-45 days. Installation will be coordinated with City's Public Works Department.

Budget Transfer to Correct FY09 Budget Oversight – In FY09 the CRA adopted a budget for CPUH that included \$428,338 of un-appropriated fund balance for the CPUH Trust account, as reported in the City's financial statements ending September 30, 2008. The City's finance/budget department discovered an outstanding budget transaction that was not in balance because it had not been completed. The result of the correction was that the un-appropriated fund balance as of September 30, 2009 was (\$303,992). The negative balance was discovered during FY10 budget process, but the City's budget staff was not able to explain the negative balance prior to the adoption of the FY10 budget. Therefore, we assumed an un-appropriated fund balance of \$0 for the FY10 budget. After the FY10 budget was adopted the City's budget staff was able to pinpoint the correction to the aforementioned budget transaction as the reason for the discrepancy. To correct this CRA staff prepared and executed a budget transaction to reduce budget appropriations for \$303,992 for the following accounts:

NW 13<sup>th</sup> Street Streetscape – (\$150,000)

Stormwater Management – (\$50,000)

Acquisitions & Options – (\$103,992)

The FY10 Amendatory budget will be discussed during the March CPUH Advisory Board meeting, but this issue is now resolved.

13<sup>th</sup> Street Overpass Design – On this agenda

**J. REPORT OF OFFICERS AND COMMITTEES**

**K. BOARD MEMBER COMMENTS**

**L. PUBLIC COMMENT**

**M. ADJOURNMENT**