

Clear Form

Print Form

CONTRACT ROUTING FORM

Original Contract Amendment/Renewal/Change Order Grant Subdivision Agreement Other

Council approval required? Yes No If no, provide account # 342-7378-640.20-61
(Council approval required for contracts over \$30,014 for FY 09/10. SN0008)

Scheduled/ Approved by Council on:

Resolution No: _____

Copy Attached

Notary Required? Yes No Recordation Required? Yes No

Contract Title: Amendment to the Prof. Serv. Master Cont. Fire St. No. 3

Vendor/Other Party LDA Partners

Contract Amount: \$ 480,000

routing order

Fire DEPARTMENT: Fire

DEPARTMENT HEAD contract submission approval [Signature] (sig.) 8/21 (date)

Project Mgr: Gary Ingraham ext: 5091 Staff: _____ ext: _____

Forwarded to: _____ on: _____ by: G. Ingraham

LDA VENDOR/OTHER PARTY

The following documents shall be submitted with the signed contract when required:

Business License Required? Yes No Business License No. 10-91830

Insurance Required? Yes No

Bonds Required? Yes No

Signed () Originals on 8/21/09

(Construction Contracts signed after Council Approval)

Forwarded to: C/A on: 8/21 by: G. Ingraham

2 CITY ATTORNEY

Approved as to Form and Content on: 8/12/09 by: LSW

Forwarded to: RISK on: 8/21/09 by: PC

3 RISK SERVICES RM # 09-752 Risk Services Review exempted (attached)

Insurance Approved on: 8-26-09 by: [Signature]

Bonds Approved on: _____ by: _____

Forwarded to [Signature] on: 8/27/09 by: [Signature]

4 CITY MANAGER

Signed by City Manager on: 4/25

Forwarded to _____ on: _____ by: [Signature]

5 CITY CLERK

City Clerk attested on: 08-26-09

Returned one original(s) to Originating Dept. on: 08-26-09 by: Karann

Retained two original(s) for City's file, if appropriate pending Risk

6 ORIGINATING DEPARTMENT

Requisition No. 64035 Original sent to vendor on: 9/1/09 by: G. Ingraham

Copy of contract sent to Purchasing on: 9/1/09 by: A. Thomas

PURCHASING: Purchase Order # _____

PUR # _____

pending 08-26-09
Send e/c original

AMENDMENT TO
PROFESSIONAL SERVICES MASTER CONTRACT
(DESIGN SERVICES, PLANS, SPECIFICATIONS, AND
CONSTRUCTION DOCUMENTS FOR FIRE HOUSE NO. 3)

This Amendment to Professional Services Master Contract is made and entered into on August 18, 2009, by and between the City of Stockton, a municipal corporation, hereinafter referred to as "CITY," and LDA Partners, LLP, (Formerly known as Lesovsky-Donaldson Architects, LLP), hereinafter referred to as "FIRM," to provide professional services including construction documents the construction of Fire House No. 3 (the "Project").

WITNESSETH:

WHEREAS, CITY and FIRM entered in a Master Professional Service Contract on June 7, 2005, as part of a vendor pool and desire to amend said Contract by specifying Firm to provide CITY with construction design, plans, specifications, and construction documents for the construction of Fire House No. 3.

NOW, THEREFORE, in consideration of these promises and the following terms and conditions, the parties hereto agree as follows:

1. Section 1, Scope of Services, is hereby amended as indicated in Exhibit B, attached hereto and by reference made a part hereof.

Section 1, Scope of Services, is also amended to add the following:

CITY will own all drawings, plans and specifications for this Project and shall notify FIRM if any reuse is being contemplated. CITY shall reserve the right to reuse the plans that will be developed, upon notification of FIRM, with a negotiated fee to compensate FIRM for reuse, requested changes, if any, or necessary Building Code modifications as required.

2. Section 2, Compensation, is hereby amended as indicated in the attached Exhibit B.

3. Section 10, Notices, is hereby amended to identify the Fire Department located at 425 N. El Dorado Street, Stockton, California, 95202, Attention: Fire Chief Ronald L. Hittle as the City party to be contacted.

4 All other terms and conditions of said original Contract shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this Amendment to Contract to be executed on the date and year first written above.

ATTEST.

KATHERINE GONG MEISSNER
City Clerk of the City of Stockton

By: Bonnie Payne



CITY OF STOCKTON, a municipal corporation

By: J. Gordon Palmer, Jr.
J. GORDON PALMER, JR.
City Manager

"CITY"

APPROVED AS TO FORM.
RICHARD E. NOSKY, JR.
CITY ATTORNEY

By: Richard E. Nosky, Jr.
City Attorney

LDA Partners, LLP

By: [Signature]
Principal

"FIRM"

2 June 2009

Chief Ronald Hittle
City of Stockton Fire Department
425 N. El Dorado Street, 3rd Floor
Stockton, California 95202

Re: City of Stockton Fire Station # 3

Dear Chief Hittle:

Thank you for the opportunity to meet with fire department staff and yourself, and to submit the enclosed proposal for architectural design and engineering services for City of Stockton Fire Station # 3 here in Stockton, California.

Project Scope:

The proposed project includes the design and construction document services for a new firehouse facility for the City of Stockton of approx. 10,000 S.F. Based upon our discussions and with the Fire Department, it was determined that the facility will consist of a training room, office, residential dormitory and restrooms, kitchen, day room, apparatus bays, turn-out rooms, extractor/laundry, and other support amenities as referenced in the programming guide issued by the City of Stockton Fire Department.

The center will be accessible to comply with the California Building Code 2007. The proposed project includes the design of California Title 24 compliant restrooms, and path of travel to accessible parking stalls and the public way.

Full building engineering services such as electrical, structural, mechanical and plumbing will be performed, in addition to both on and off-site civil engineering, traffic engineering and landscape & irrigation design.

It is understood that the building will be required to be LEED Certified Silver, as identified by the US Green Building Council.

Phase I - Building Assessment

- Assessment of existing buildings with regard to function & layout, Title 24 accessibility compliance, building code concerns, additional items that may need to be resolved prior to design.
- LEED review of existing site and buildings
- Initial review of traffic modifications to adjacent streets

Phase II - Program Meetings

- Coordination of three meetings and design review with City staff. The purpose of these meetings will be to discuss and develop user program elements and conceptual design of the proposed facilities.

Phase III – Programming & Preliminary Design

- Review and evaluate existing program elements for the Fire Station.
- Based upon findings identified within the building assessment and program meetings, produce a preliminary Conceptual Design.
- Presentation of Conceptual Design to City staff.
- Prepare schematic design drawings based upon the approved Conceptual Plan
- Incorporation of City comments into Schematic Design Documents.
- Incorporate required changes from Schematic Design Review
- Prepare and further develop and approved Schematic Drawings to greater detail.
- Prepare preliminary submittal documents for review by USGBC.

Phase IV - Construction Documents

- Prepare and further develop approved Schematic Drawings to greater detail to achieve complete Construction Document package.
- Assist the City in administration of the Bid.
- Coordinate with City's "Constructability" review of documents and design prior to Bid.
- Presentation of final Construction Documents and Specifications for Bid.
- Project out to Bid.
- Provide clarification to Bid items, respond to bidding inquiries, prepare addenda as required.

Phase V - Construction Administration

- Coordinate with City's Project Manager with regard to Construction Administration and support services.
- Process all submittals, respond to Contractor inquiry's, review Change Order Requests with due diligence to the City.
- Initiate commissioning authority for USGBC certification.
- Proposal limits Construction Administration to 250 hours. Additional Construction Administration to be billed on an hourly basis as identified in this Proposal.

Scope of work for this proposal shall not include:

1. Allowance or administration of art in public places.
2. Hazardous materials surveys or abatement.

Architectural services shall consist of the following:

1. Meet with the City and community representatives to define spatial criteria and facilities. Design program with the City and community representatives to further define space requirements and building systems necessities.
2. Prepare conceptual space plans based upon Owner's program requirements and concepts. Revise conceptual space plan(s) as required to achieve "approved" plan. *Proposal contemplates three (3) plan revisions maximum to achieve "approved" plan.*

3. Based upon an "approved" design, prepare construction documents consisting of the following:
 - Architectural and Construction Documents and Specifications
 - On /Off Site Civil Engineering and Documents
 - Traffic Engineering and Documents
 - Structural Engineering and Documents
 - Mechanical and Plumbing Engineering and Documents
 - Electrical Engineering and Documents
 - LEED templates, credit summary & development
 - LEED Commissioning
4. Assist the Owner during in their solicitation of contractor proposals as necessary to assure accurate interpretation of the drawings.
5. Provide construction administration services. This proposal includes 250 hours of administration services. Should our services be required in addition to this allocation, all additional services will be provided on an hourly basis, in accordance with the enclosed schedule.

Architectural services shall not include:

1. All reproduction costs. (To be included with the indicated allowance.)
2. Any fees required by this work.
3. Revisions to conceptual plans beyond the initial revisions contemplated herein. Any revisions beyond those contemplated will be performed on an hourly basis, in accordance with the schedule listed herein.
4. Construction administration services beyond those listed herein. (See allowance listed above)
5. Additional services beyond those listed herein.
6. On-site verification of utilities, building components etc. *It is our intention to rely on the existing information provided by the City.*
7. LDA Partners, LLP cannot assume responsibility for construction means, methods, techniques, sequences or procedures, safety precautions, programs connected with the work, or for acts and omissions by the Contractor, subcontractors, or others.
8. Preparing as-built documents.
9. Additional services caused by project delays or interruption.
10. Additional services caused by Contractor errors or default in executing the construction project in a proper or timely manner.
11. LDA Partners, LLP will not be providing inspections or testing before, during or after construction.
12. Fire sprinkler design, engineering, and documents. To be design-build by General Contractor.
13. Per our discussions, fire house alerting, traffic communications & control, & connection to the City's network infrastructure will be addressed as a design build allowance within the Bid.

The above services will be performed for a fixed fee as follows:

Proposed Fee Schedule:

Geotechnical Engineering:	10,000
Off-site Civil Engineering:	25,000
On-site Civil Engineering:	20,000
SWPPP:	2,500
Traffic Engineering:	15,000
Landscape Architecture:	15,000
Architecture:	202,000
Structural Engineering:	35,000
Mechanical Engineering:	15,000
Plumbing Engineering:	10,000
Electrical Engineering:	25,000
Rough Communications:	5,500
<u>Proposed Base Design Fee as a Lump Sum:</u>	<u>380,000</u>
LEED Design/Templates:	45,000
LEED Commissioning:	40,000
<u>Proposed LEED Design Fee as a Lump Sum:</u>	<u>\$85,000</u>
<u>Proposed Reimbursable Allowance:</u>	<u>15,000</u>
Total Proposed Fee:	\$480,000

Reimbursable Expenses

Reimbursable expenses are listed as an allowance and are in addition to the compensation for basic services and shall include the actual expenditures made by the Architect and his employees in the interest of the project, at cost plus 10%, which are itemized as follows:

- Reproduction Costs
- Shipping/Postage
- Telephone Charges
- Computer Plotting
- Mileage/Travel

Proposed Reimbursable Allowance: \$15,000

Unused portions of the allowance will be credited back to the City.

Should our services be required in addition to these allocations, all additional services will be provided on an hourly basis, in accordance with the following schedule:

Principal Architect	\$175.00/hour
Project Architect	\$135.00/hour
Draftsman	\$ 105.00/hour
Clerical	\$ 95.00/hour

Should the project be terminated or extended beyond sixty days from the date of this proposal, the Architect shall be compensated for all services performed to date.

All work will be billed on a monthly basis for service performed to date.

All monthly billings not paid within 60 days shall be considered past due, and shall accrue interest from the 61st day at a rate of 1-1/2% per month or 18% per annum.

The Architect, may at his discretion terminate services if payments are not made within 60 days.

Changes to the scope of work shall be subject to renegotiation. This proposal is subject to renegotiation if not agreed upon within sixty (60) days.

The City will own all drawings, plan, and specifications and shall notify the Architect if any reuse is being contemplated. The City shall reserve the right to reuse the plans that will be developed, upon notification of the Architect, with a negotiated fee to compensate the Architect for re-use, requested changes, if any, or necessary Building Code modifications as required.

The Owner agrees to defend, indemnify, and hold the Architect, his employees, and consultants harmless from any claim or third party claim related to services for the investigation of or remedial work related to asbestos, toxic, hazardous, and/or dangerous materials resulting from the services provided by the Architect pursuant to this Agreement.

The Americans with Disabilities Act is Federal legislation, not building code. The law provides for the enforcement through either private lawsuits or Justice Department action. Therefore, the compliance with the ADA is a legal matter, not a design responsibility. The design professional will endeavor to assist the City in their responsibility to comply with the requirements of the ADA throughout the design of the facility through California Title 24. However, the design professional is not responsible for failure to comply with these regulations.

Should any litigation be commenced between the parties hereto concerning any provision of this Agreement or the rights and obligations of either in relation thereto, the party, the Owner, or the Architect, prevailing in such litigation shall be entitled, in addition to such other relief as may be granted, to a reasonable sum as and for attorney's fees and court costs as incurred in such litigation, as determined by a court of competent jurisdiction.

City of Stockton Fire Station # 3
2 June 2009
Page 6

If this proposal is acceptable, please initiate an Agreement in accordance with the "Professional Services Contract, Design and Survey Services," previously endorsed by the City of Stockton. Thank you for your interest in our firm for your project. If you have any questions, please let me know.

Cordially,

A handwritten signature in black ink, appearing to read "Eric Wohle", with a long horizontal flourish extending to the right.

Eric W. Wohle, A.I.A., LEED
Partner

EWW/pm

Environmental Noise Assessment

Fire Station #3 Relocation

City of Stockton, California

Job # 2009-162

Prepared For:

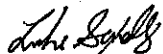
City of Stockton

425 N. El Dorado Street
Stockton, California 95202-1997

Attn: Mr. Gary Ingraham

Prepared By:

j.c. brennan & associates, Inc.



Luke Saxelby
Senior Consultant
Member, Institute of Noise Control Engineering



February 1, 2010

 **j.c. brennan & associates**
consultants in acoustics

Figure 1

**Project Site Plan and Surrounding Land Uses
City of Stockton Fire Station #3 Relocation Project**



△ : Noise Measurement Site

**Table 1
Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. October 1998.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

General Plan Noise Element:

The City of Stockton adopted the 2035 General Plan on December 11, 2007. The specific Policies which relate to this project are provided below.

HS-2.1 Sensitive Receptors

The City shall prohibit the development of new commercial, industrial, or other noise-generating land uses adjacent to existing residential uses, and other sensitive noise receptors such as schools, health care facilities, libraries, and churches if noise levels are expected to exceed 70 dBA Community Noise Equivalent (CNEL) (decibels on A-weighted scale CNEL) measured at the property line of the noise sensitive land use.

HS-2.2 Noise Compatibility Guidelines

The City shall allow the development of noise sensitive land uses (which include, but are not limited to, residential neighborhoods, schools, and hospitals) only in areas where existing or projected noise levels are "acceptable" according to Table HS-11.1 (Table 3 of this report) "Land Use Compatibility for Community Noise Environments." Noise mitigation measures may be required to reduce noise in outdoor activity areas and interior spaces to achieve these levels.

HS-2.11 Limiting Construction Activities

The City shall limit construction activities to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday. No construction shall occur on Sundays or national holidays without a written permit from the city.

HS-2.12 Sound Attenuation Features

The City shall require sound attenuation features such as walls, berming, heavy landscaping between commercial, industrial, and residential uses to reduce noise and vibration impacts.

HS-2.13 Noise Buffering

The City shall require noise buffering or construction treatments (additional insulation, double paned glass, etc.) in new development that includes noise sensitive uses located near major streets, highways, the airport, railroad tracks, or other significant noise sources.

HS-2.14 State Noise Insulation Standards

The City shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code.

City of Stockton Municipal Code:

The City of Stockton Municipal Code Chapter 16, Development Code contains performance standards for new projects, shown in Table 4. Noise generated from the proposed project is considered stationary noise, therefore the following standards would apply to the project.

Table 4		
Exterior Hourly Noise Level Standards for Stationary Noise Sources		
City of Stockton General Plan		
Noise Level Descriptor	Maximum Acceptable Noise Level	
	Daytime (7 am - 10 pm)	Nighttime (10 pm - 7 am)
Hourly Leq, dBA	55	45
Maximum Level (Lmax), dBA	75	65
<i>* Each of the noise level standards specified above shall be reduced by five dBA for simple tone, noise consisting primarily of speech or music, or recurring impulsive noises.</i> <i>Source: City of Stockton General Plan Noise Element, Table 1</i>		

Section 16-340.020 of the Stockton Municipal Code, Chapter 16, Development Code also provides the following exemptions:

The following shall be exempt from the provision of this division:

- A. Emergency exemption.** The emission of sound for the purpose of alerting persons to the existence of an emergency, or the emission of sound in the performance of emergency work. Does not include permanently-installed emergency generators.
- B. Warning Device.** Warning devices necessary for the protection of public safety, (e.g., police, fire and ambulance sirens, properly operating home and car burglar alarms, and train horns).

Based upon review of the City of Stockton noise level standards, the use of warning horns/sirens would be exempt from the City's noise level standards. Therefore, this analysis will consider noise impacts associated with the proposed project, not including warning devices.

Parking Lot Circulation Noise Generation

9th Street Parking Lot Strip:

Based on the project site plan, the 7-space parking lot strip along 9th Street would be located approximately 50 from the nearest residential property line. This analysis assumes that all 7 stalls could fill or empty during a peak hour of use.

As a means of determining the noise levels due to parking lot activities j.c. brennan & associates, Inc. utilized noise level data collected for parking lots. A typical SEL due to automobile arrivals and departures, including car doors slamming and people conversing is approximately 71 dB, with a maximum level of 63 dB Lmax, at a distance of 50 feet. The parking lot Leq noise level can be determined using the following formula:

$$\text{Peak Hour Leq} = 71 + 10 * \log(7) - 35.6, \text{ dB}$$

71 is the mean sound exposure levels (SEL) for an automobile arrival or departure, and $10 * \log(7)$ is 10 times the logarithm of the number of automobile and departures per hour, and 35.6 is 10 times the logarithm of the number seconds in an hour.

Based upon the calculation above, the predicted noise level due to parking lot activities is 44 dB Leq at a reference distance of 50 feet.

The predicted 44 dB Leq and 63 dB Lmax parking lot noise levels would comply with the City of Stockton Development Code exterior noise level standards of 45 dB Leq and 65 dB Lmax during nighttime hours. Therefore, no additional noise reduction measures would be required under the General Plan Noise Element.

CONCLUSIONS

The proposed project is predicted to comply with the City of Stockton exterior noise level standards. Therefore, no noise reduction measures would be required for the proposed project.

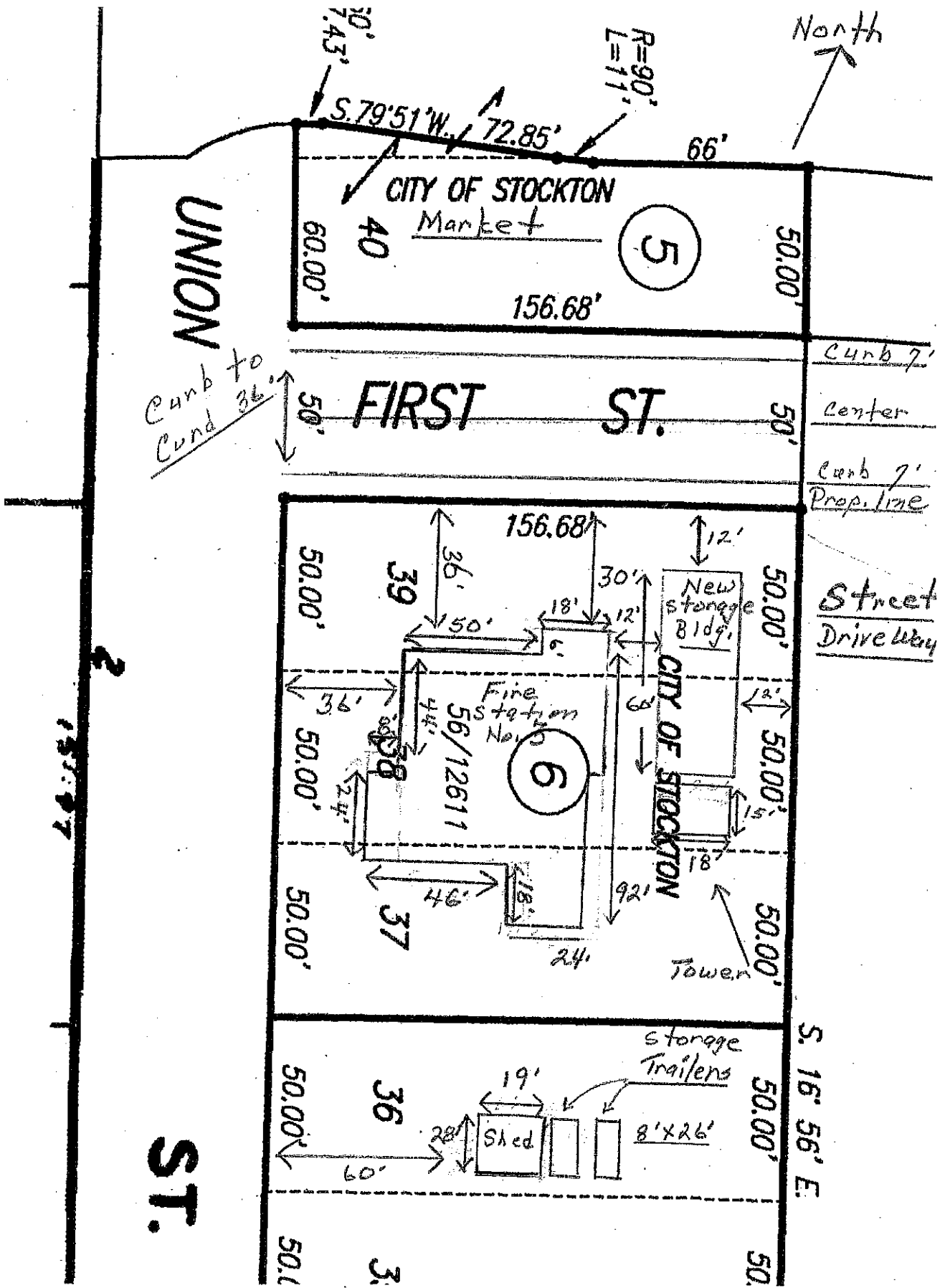
These conclusions are based on the site plan provided by the project applicant and the assumptions stated in this report.

Figure 1

Project Site Plan and Surrounding Land Uses
City of Stockton Fire Station #3 Relocation Project



△ : Noise Measurement Site



Plot Plan - Fire Station No. 3

1" = 40' appr.
Scale



CITY OF STOCKTON REDEVELOPMENT AGENCY Economic Development Study

SUBMISSION DEADLINE: 5 P.M., THURSDAY, _____, 2009

The City of Stockton Redevelopment Agency (Agency) is seeking proposals for an Economic Development Study for the Martin Luther King Boulevard/Airport Way Commercial Corridors. The study must be completed by March 1, 2010.

Deadline: Proposals for the MLK/Airport Economic Development Feasibility Study must be received by the Agency by **5 p.m. on Thursday, _____, 2009.** The Economic Development Study Request for Proposals can be found at: www._____. For questions about application content and procedures, please contact **Sue Marks** at (209) 937-8840 or sue.marks@ci.stockton.ca.us.

A. City of Stockton

Stockton is San Joaquin County's seat and is located in the heart of the fertile Central Valley of California. Just 60 miles from the San Francisco Bay Area and 45 miles from Sacramento, the State Capitol, Stockton has an ideal central location within the state. Stockton has a comfortable, affordable, California lifestyle enriched by the pleasures of metropolitan living without congestion, overcrowding and expense.

The population of the City of Stockton was officially estimated by the California Department of Finance to be 290,409 as of January 1, 2009, although the true population is significantly higher due to unincorporated pockets of residential areas within the city.

The city's retail elements are primarily focused on the north side of town. The primary commercial areas are along March Lane, Pacific Avenue, and Hammer Lane. The south side of town, including downtown, is almost devoid of major retailers.

B. Project Summary

The Agency's goal is to develop a plan for **redevelopment and revitalization of the Martin Luther King Boulevard (MLK) and Airport Way Corridors into active, vibrant**

- 2 Stocktonians Taking Action to Neutralize Drugs (STAND) was founded in 1991 for the purpose of addressing numerous drug and gang problems which were plaguing neighborhoods on the east side of Airport Way, just to the south of the San Joaquin County Fairgrounds. Working with then Mayor Joan Darrah, the group called a town hall meeting. Over 200 community members attended to develop solutions at that first meeting. The group rallied their neighbors into action by reporting license numbers of vehicles involved in suspicious activities to the police and taking pictures of crimes as they were occurring.

The organization has since evolved to providing housing and housing counseling services to many south Stockton residents. STAND's primary housing objective is to acquire deteriorated single-family homes, rehabilitate them and sell them to qualified low income homebuyers.

- 3 The South Stockton Merchants Association is an informal group of business persons with businesses in the South Stockton area who meet on a regular basis to discuss issues of mutual concern.

Other groups that operate within the study area include Community Partnerships for Families (at the CUFF Center), South Stockton Ministers, and People and Congregations Together (PACT).

These groups have not worked together in the past and, in fact, often compete for resources and disagree on strategies. The Agency hopes to create goals with this study that can be embraced by this very diverse community and inspire them to work together in its implementation. Input and buy-in from these groups is imperative for any economic effort to be achieved. The Agency's philosophy is that residents and business owners must get involved to be an integral part of positive change. Working to create economic vitality is the glue that can align these groups and give them a mutually supportive mission. A diverse base of healthy businesses is crucial to creating viable, family wage jobs for local residents that will enable them to achieve a higher quality of life in the community. As such, this study represents a partnership between the South Stockton citizenry and the Agency to build a strong foundation for long-term economic growth.

A previous Revitalization Strategy for the South Airport Way Commercial Area was prepared for the Agency (EDAW, July 2002) which addresses the Airport Corridor. This market study analyzed existing conditions, surrounding residential neighborhood characteristics and commercial competition close by. EDAW concluded that the corridor had a very small service area, a small population, and relatively low per capita and household incomes. In addition, the area faced strong commercial competition from MLK Blvd (formerly Charter Way) and the railroad tracks to the west created a physical and psychological barrier. Despite these obstacles, the area was found to be

industrial parcels can be converted into other productive commercial or retail uses); access to rail and other transportation corridors; access to suppliers and customers; access to local and regional markets; and access to capital. The analysis should be informed by primary and secondary data sources, such as interviews with a representative sampling of existing businesses in the target areas and other parts of the city, as well as relevant business and economic research reports.

3. Identify business, industrial and commercial development opportunities. Results from the baseline findings of the study area's current economic landscape and the SWOT analysis should be used to determine the feasibility of attracting certain businesses to this area.

For example, does the study area have the ingredients (i.e., public policies, financial and other incentives, facilities, etc.) to become a retail center for the city or is the long-term potential to provide services for the immediate neighborhood only? Is it feasible to consider the development of a "green technology" sector that includes both manufacturing and professional services? Are there opportunities for other industries to grow in the study area? How can the city take advantage of federal stimulus dollars under the American Recovery and Reinvestment Act to spur economic development?

In analyzing potential business, industrial and commercial development opportunities, applicants should include in their feasibility analysis: (a) a working definition of the particular industry and its key components (e.g., a description of the potential manufacturing and supplier base, related professional and technical support, financial and legal services needed to support a particular industry); (b) a description of the policies, incentives, capital or infrastructure improvements or business/hospitality services needed to attract them to the study area and an estimate of their associated costs; (c) an overview of job creation potential, based on the major occupational categories in these industries, and the skill sets associated with those job categories; and (d) an analysis of whether local education and job training programs are available and accessible to city residents to qualify for jobs in these industries. This would entail a summary of existing high school, community college and four-year university career technical education and other job training programs to assess whether they are preparing residents for current and future job opportunities.

4. Identify current barriers to business, industrial and commercial expansion and attraction; discuss the policies needed to overcome the barriers; and assess their potential costs and benefits.

oral interviews based upon the proposal content, including, without limitation, the comprehensiveness of the proposal, projected benefits, and compatibility with the project goals. These oral interviews have been tentatively scheduled for _____ day, _____, 2009.

When the selection committee has made a final selection, it will recommend that selection to the Redevelopment Commission and the Redevelopment Agency. A written agreement will be prepared for the approval of the Agency. The terms of this agreement will be the subject of negotiation.

H. Evaluation Criteria for Selecting Consultant

The Agency will use the following criteria in assessing responses to the RFP:

1. Consultant Experience.
 - Experience in economic development planning
 - Experience in facilitating citizen group meetings
 - Success in similar projects
 - Experience working with government agencies
2. Project Proposal
 - Support for South Stockton redevelopment objectives
 - Assessment of work plan's ability to meet project goals

I. Submittal Requirements and Deadline

Submittal in response to the RFP must be received no later than **5:00 p.m. on Thursday, _____, 2009**. The responder shall submit ten (10) bound copies and one (1) unbound copy. The submittal should be addressed to:

City of Stockton Redevelopment Agency
Attn: Sue Marks
425 North El Dorado Street
Stockton, CA 95202-1997

J. Schedule

The following is the schedule for selecting the consultant for the MLK and Airport Corridors Economic Development:

Management Division at (209) 937-7042 for a complete description of the insurance requirements.

- Limitations

1. All responses to the RFP become the property of the Agency.
2. This RFP does not commit the Agency to enter into a contract or to pay any cost incurred in the preparation of the proposal.
3. The Agency reserves the sole right to evaluate each acceptable proposal and to accept or reject any or all proposals received as a result of this RFP.
4. The Agency reserves the right to cancel in part, or in its entirety, this RFP and to waive any minor irregularities in the RFP process.
5. The Agency may require proposers selected to participate in negotiations and to submit such price, fee, technical or other revisions of their proposals as may result from such negotiations.
6. Once a final selection is made, all proposals submitted in response to the RFP become a matter of public record and shall be regarded by the Agency as public records. The Agency shall not in any way be liable or responsible for the disclosure of any such records or portions thereof if the disclosure is made pursuant to a request under the Public Records Act.
7. Information contained in these documents is for informational purposes only. The Agency shall not be responsible for the accuracy of this information.

- Addenda and Interpretation

The Agency will not be responsible for, nor be bound by, any oral instructions, interpretations, or explanations issued by the Agency or its representatives. Any request for clarification of an RFP shall be made in writing and deliverable to :

City of Stockton Redevelopment Agency
Attn: Sue Marks
425 North El Dorado Street
Stockton, CA 95202-1997

Such request for clarification shall be delivered at least ten (10) business days prior to the date for receipt of proposals. Any Agency response to a request for clarification will be made in the form of an addendum to the RFP, will be sent to all parties to whom the RFP has been issued (not later than five (5) calendar days prior to the due date), and will become a part of the RFP. The proponent should await responses to inquiries prior to submitting a proposal.

Fire Station #3 Design / Construction Schedule

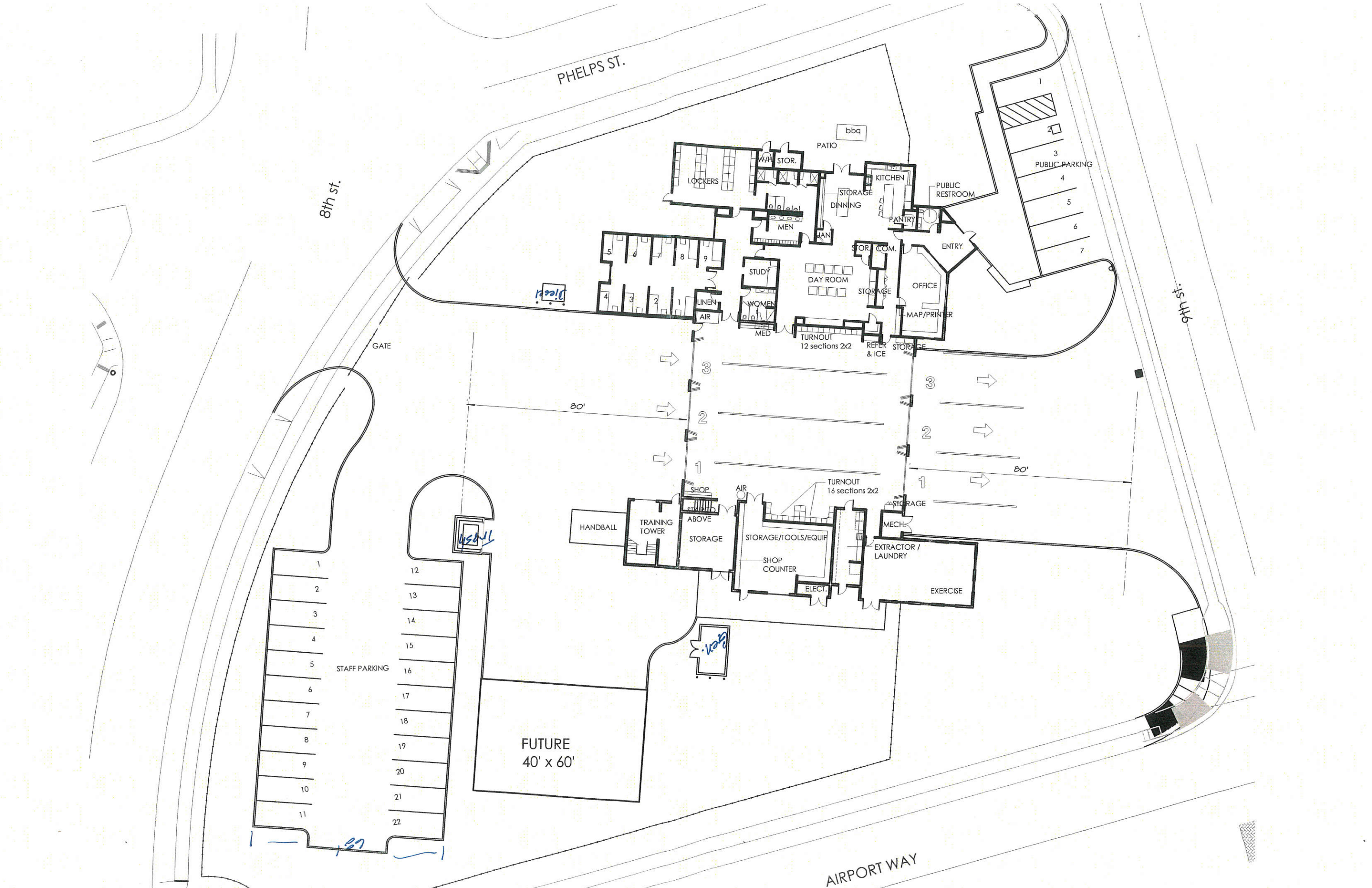
Floor Plan approved:	24 February
Elevations approved:	Week of 8 March
Hazardous Materials Abatement Demolition specifications:	Feb. '10
Award of Demolition of existing structures:	April '10
Presentation of final design to neighborhood:	April '10
Construction Documents:	12 weeks
Bldg Dept. Approvals:	6 weeks
Project out to Bid:	July '10
Project Award:	Sept. '10
Start Construction:	Oct. '10
Project Complete:	Sept. '11

Estimate of Construction Costs for Fire Station No. 3 on Airport and 8th. St.

Demolition of Fire Station No .3 & 8th. Street Properties	\$	200,000
Estimate of Off/On Site Street Improvements		250,000
Plan Check, Permits, Utility Fees by Other Agencies		75,000
Design, Engr. Soils Testing, LEED Cert., Peer Review & Const. Management		600,000
Utility Connection Fees		30,000
Indirect Charges by City/Admin.		120,000
Public Art		90,000
Construction Costs		4,500,000
Communications, Phones, Cameras and Alerting System		65,000
Equipment, Generator, Appliances, Furniture and Fixtures		200,000
Subtotal	\$	6,105,000
Contingencies		<u>295,000</u>
Estimated Total Including Contingencies	\$	6,400,000
Estimated balance in account		<u>2,100,000</u>
Estimated Additional funds needed to construct	\$	<u><u>4,300,000</u></u>

Note:

- 1) Fire Station would be designed and built to LEED Silver Standards
- 2) Current plans & specs are only at 20% of completion as of 3/1/2010.



PHELPS ST.

8th st.

5th st.

AIRPORT WAY

STAFF PARKING

PUBLIC PARKING

FUTURE
40' x 60'

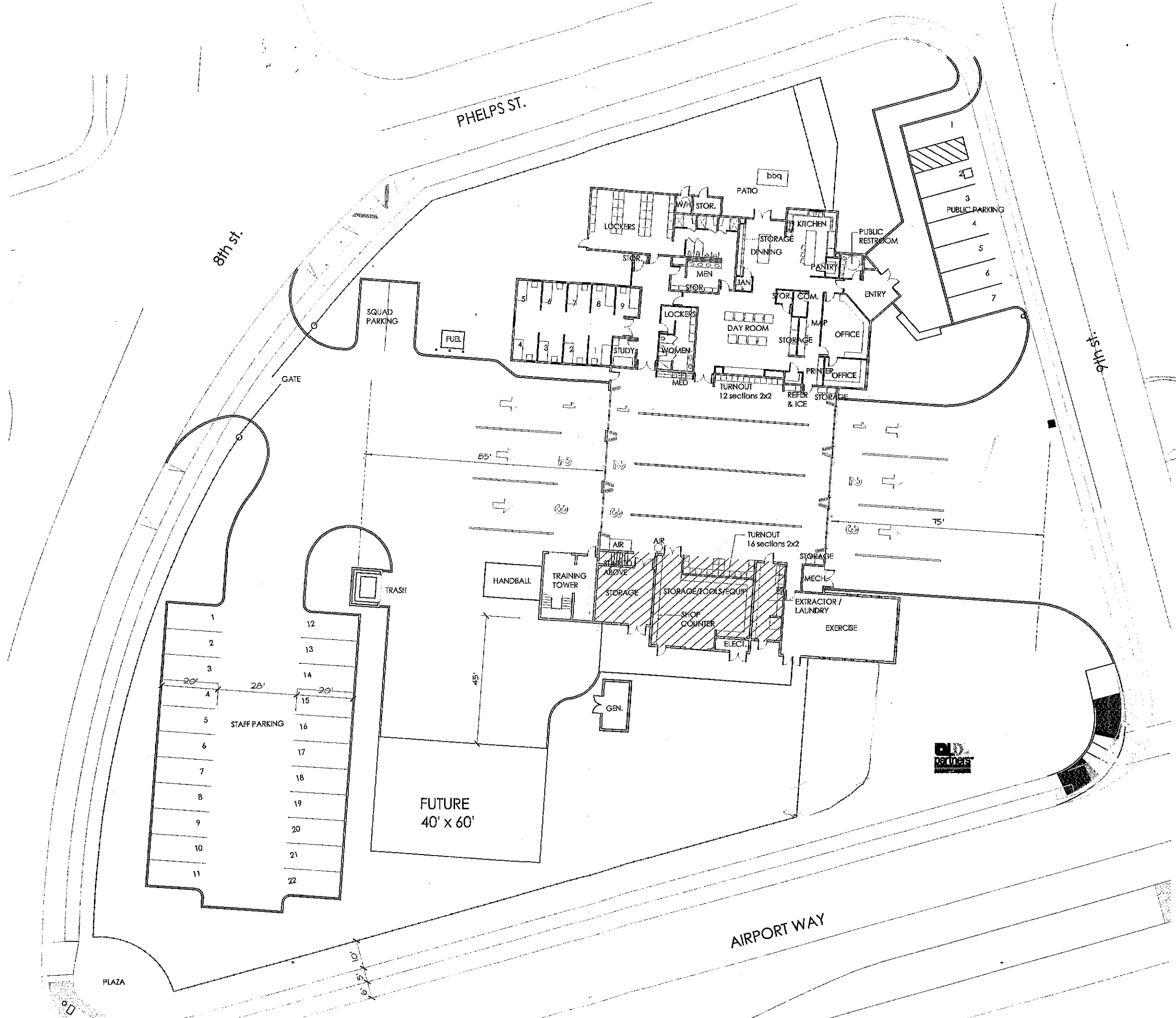
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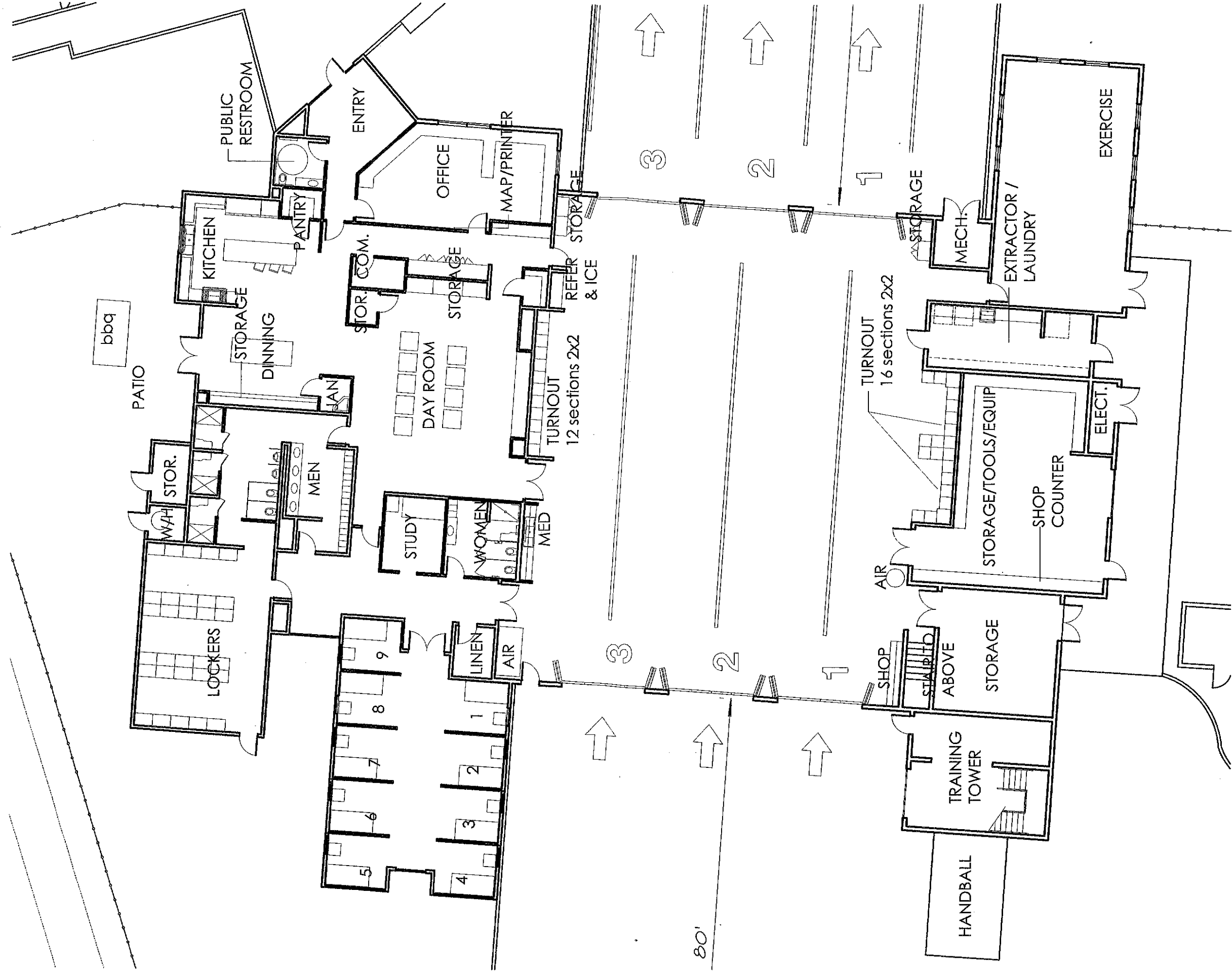
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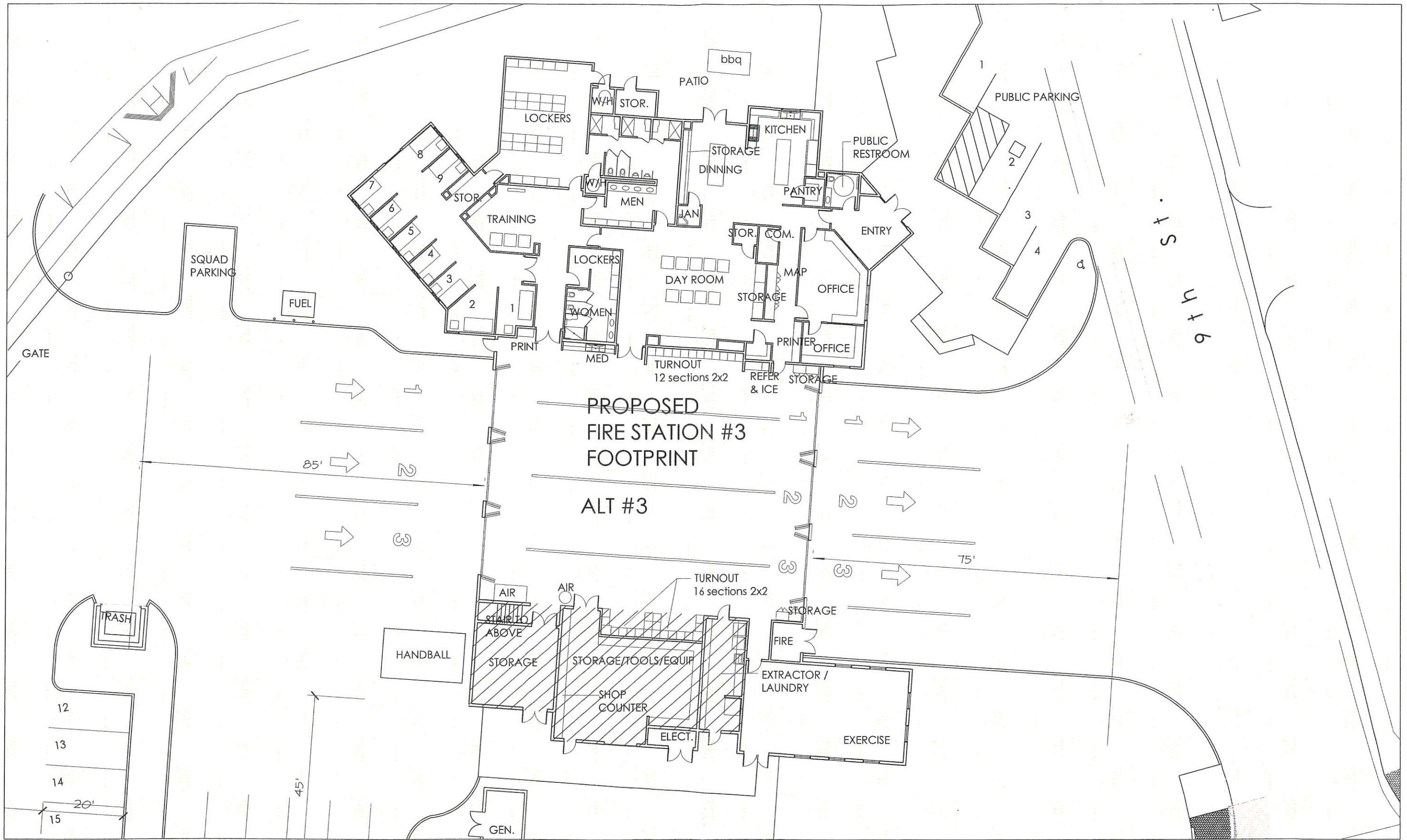
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80'

80'

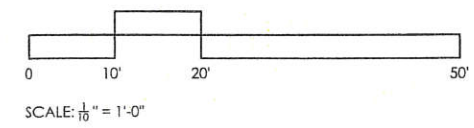
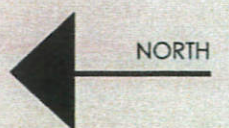


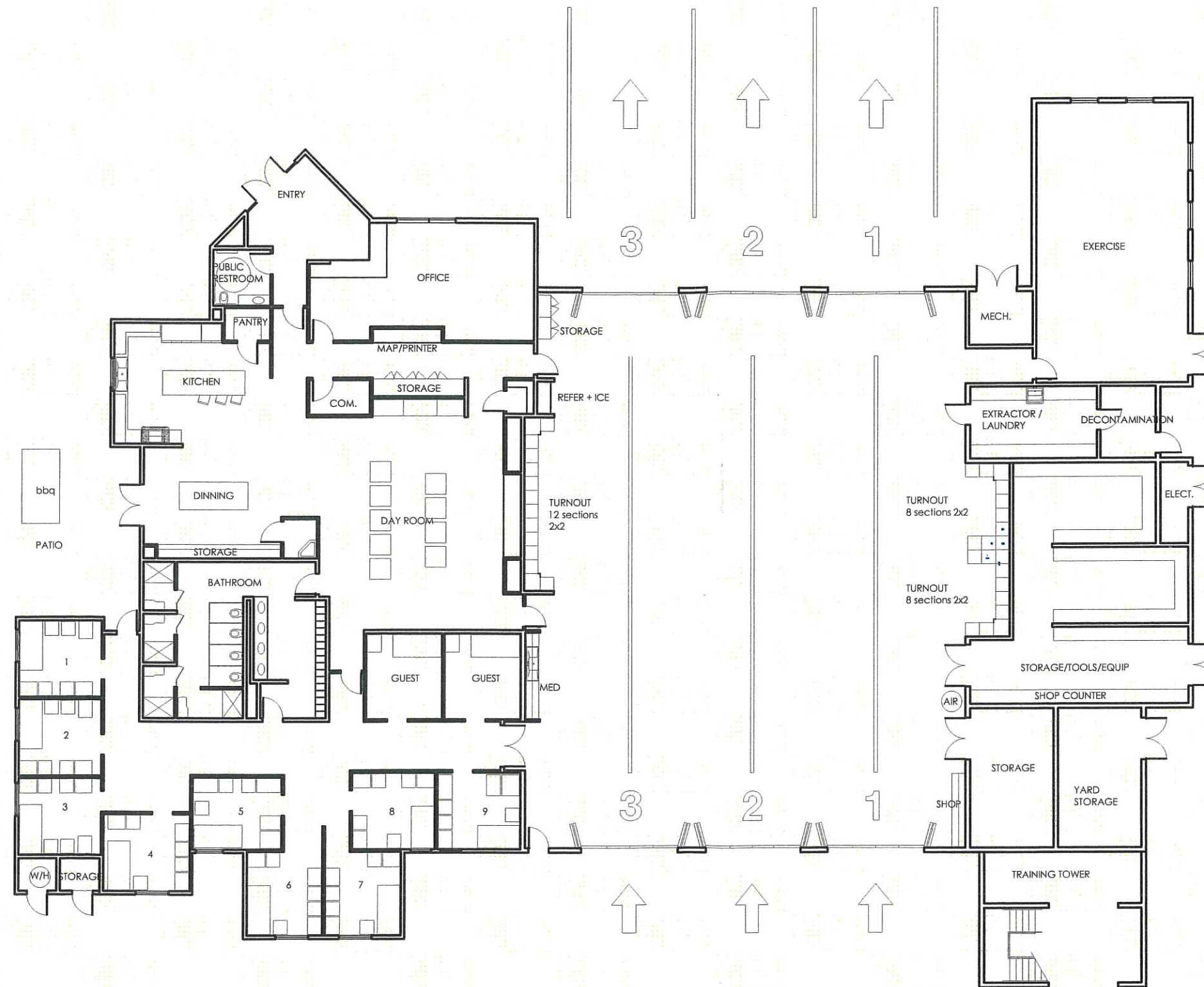




FLOOR PLAN ALT. # 3
 CONCEPTUAL SITE PLAN
 MAR. 2010

FIRE STATION #3
 STOCKTON, CA





FLOORPLAN
CONCEPTUAL DESIGN SCHEME

NOV. 2009

FIRE STATION #3

STOCKTON, CA

