



Building A Better Long Beach

July 19, 2010

REDEVELOPMENT AGENCY BOARD MEMBERS
City of Long Beach
California

RECOMMENDATION:

Approve and authorize the Executive Director to enter into a contract with Belaire-West Landscape, Incorporated in an amount not to exceed \$193,200 for the construction of the Poly Gateway landscaping improvements at 998 East Pacific Coast Highway. (Poly High – District 6)

DISCUSSION

In 2006, the Redevelopment Agency (Agency) acquired the property at 998 East Pacific Coast Highway for the purpose of creating a gateway to Poly High School in the Poly High Redevelopment Project Area (Exhibit A – Site Photograph). The property is a 10,290-square-foot lot previously occupied by an automobile service facility.

Since then, Agency staff has worked collaboratively with the Department of Parks, Recreation and Marine and Melendrez Landscape Architects to develop a gateway design that incorporates sustainable features and accommodates a future Poly High monument sign (Exhibit B – Conceptual Design). Although the landscaping will not be accessible to the public, it will aid in softening the urban edge between Pacific Coast Highway and the adjacent residential neighborhood leading into Poly High School as well as provide the school a presence on a major corridor. The Parks and Recreation Commission approved the design on October 16, 2008.

In December 2008, Sully-Miller Contracting Company was engaged to construct the project; however, limitations in their contract with the City of Long Beach prohibited them from performing the scope of work for the project. As a result, additional time was allotted for the removal of the two underground hydraulic lifts and concrete pad. Removal of the lifts was successfully completed in May 2010.

The Department of Public Works was engaged to administer a public bidding process for the project. The Plans and Specifications for the construction of the project were advertised for bid on May 13, 2010, and bids were opened on June 9, 2010. A total of nine bids were received, and Belaire-West Landscape, Incorporated was identified as the lowest responsible bidder.

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The proposed contract amount of \$193,200 includes a 15-percent contingency to cover any additional work that may become necessary during the course of construction. In the event that additional work is necessary, the contract will provide the Executive Director the ability to approve change orders for additional work not to exceed the 15-percent contingency. Although not anticipated, any contract change orders that would exceed the 15-percent contingency will be brought before the Agency Board for further consideration. Construction is expected to begin in August 2010.

The Agency Board and City Council approved resolutions making the necessary findings of benefit as required by California Redevelopment Law on October 24, 2005, and November 1, 2005, respectively, to provide public improvements on the site.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



AMY J. BODEK
EXECUTIVE DIRECTOR

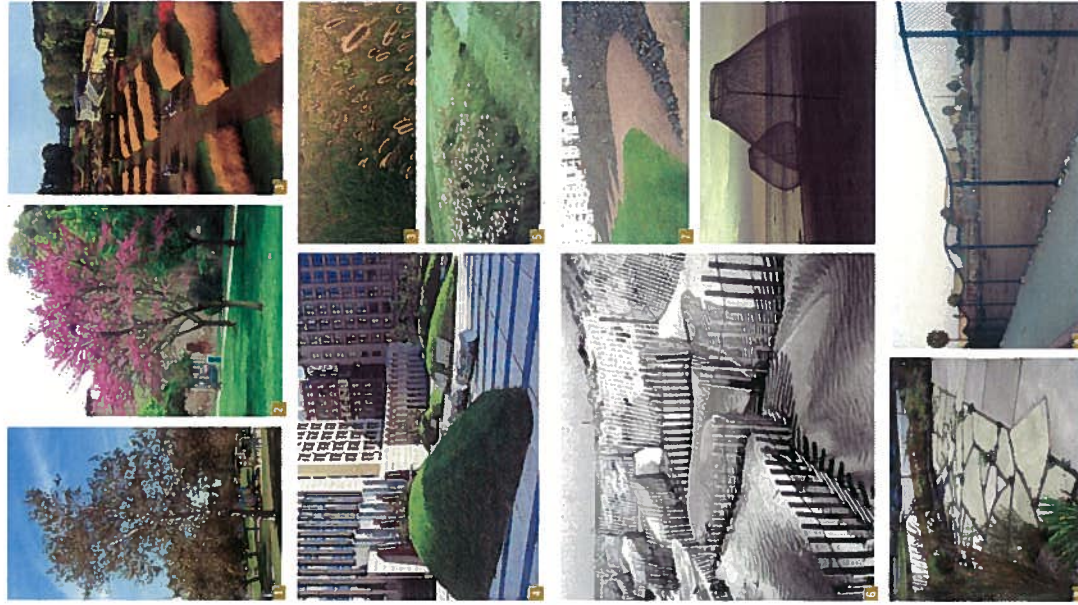
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AJB:LAF:DSW:EM

Attachments: Exhibit A – Site Photograph
Exhibit B – Conceptual Design

998 E. Pacific Coast Highway
Long Beach CA 90806





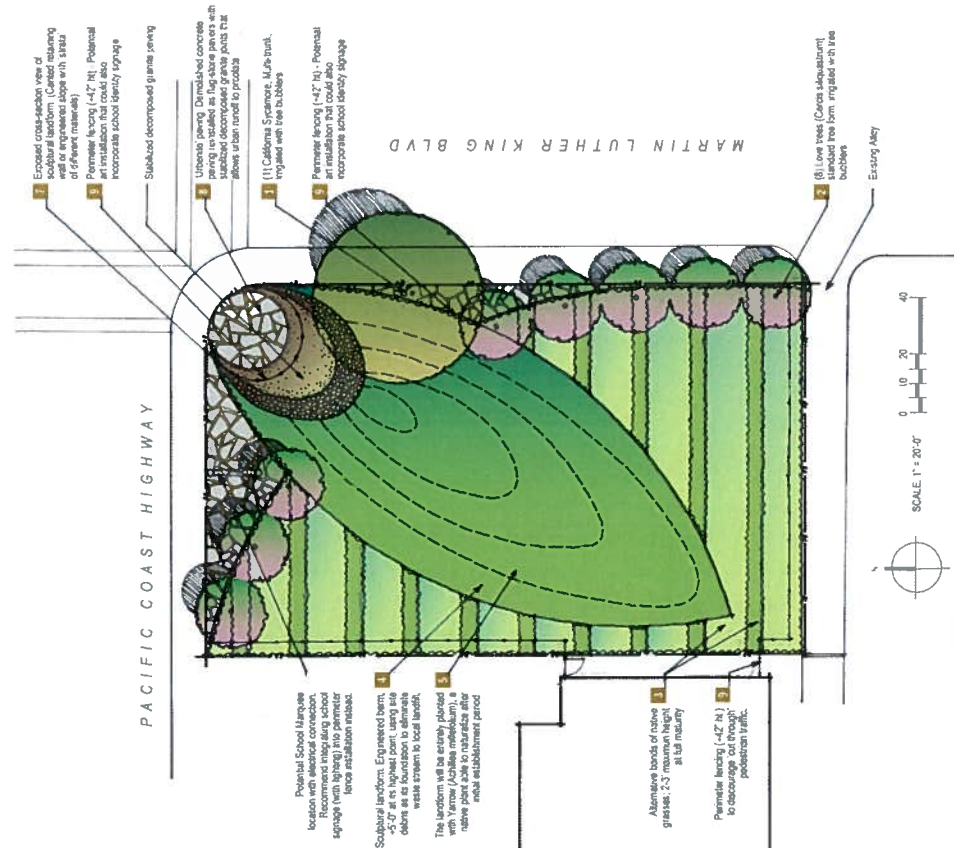
The landscape concept transforms a vacant lot into a community amenity that communicates a rich, multi-layered story of environmental renewal and sustainability.

A simple, civic-scaled design engages viewers who experience the site in the few seconds it takes to drive past it in a motor vehicle, while more intricate and ephemeral elements of the site capture the attention of those who are able to experience the landscape at a more leisurely pace. Regardless of how the installation is viewed, the desired outcome is a heightened awareness and appreciation of the site, its community context, the environmental issues associated with its installation, and the ongoing natural processes of its growth and evolution over time.

A scripted landform emerges from behind an arc of trees to engage the intersection of Pacific Coast Highway and Martin Luther King Boulevard. The dynamic profile of the hilllock implies movement and direction toward the viewing public: a whimsical environmental 'messenger' carrying within it the story of its origins. Waste and debris generated from site demolition stays on-site as the core of this landform, eliminating the waste stream to local landfills. The leading edge of the hilllock is sliced off to reveal strata of site debris, composed of layers of concrete, asphalt, crushed aggregates, compacted soil, and decomposed granite, exposing a cross-sectional view of human impact on the land. Fertile top soil blankets the rest of the landform, planted with a meadow of native Yarrow, a symbolic message of healing the denuded earth, utilizing a plant that was of medicinal significance to native human culture. After an initial establishment period, the Yarrow would be left to 'naturalize' on-site, without significant inputs of natural resources and human labor, showcasing the passage of time with its cycle of life, death and rebirth.

Native grasses and reeds, mass-planted in alternating rows, highlight the organic form of the sculptural landform. They also pay homage to the now scarce coastal dune and marshland ecosystems that were once commonplace in Long Beach. Interpretive signage and graphics will explain the significance of the selected species, and call attention to the need for local environmental restoration.

An undulating perimeter fence made of colored chain-link frames the site and protects the installation from litter, vandalism and other undesirable urban problems. Chain-link, a ubiquitous component of the city landscape, relates to the site to its urban context, but the chain-link's layout and appearance is new, artistic and unexpected. The fence follows the leading edge of the landform, highlighting its organic form and implying a dynamic interaction between land and fence that encloses it. At the corner of Pacific Coast Highway and Martin Luther King Boulevard, the fence promotes into the site, defining a small round space paved with 'urbanite' where pedestrians can pause at the corner prior to crossing the street, or wait for transit.



998 East Pacific Coast Highway Landscape

11-17-07