

RESOLUTION NUMBER R- 286798

ADOPTED ON JAN 09 1996

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO AUTHORIZING THE NEGOTIATION, EXECUTION AND ADMINISTRATION OF AN AGREEMENT WITH NORTH COUNTY TRANSIT DISTRICT (NCTD) TO IMPLEMENT CERTAIN ISTEAFUNDED IMPROVEMENTS AT THE SANTA FE DEPOT BY CHANGE ORDER TO AN EXISTING NCTD CONTRACT, AND MAKING CERTAIN FINDINGS WITH RESPECT TO PAYMENTS FOR THESE IMPROVEMENTS.

WHEREAS, in March, 1994, the Redevelopment Agency of The City of San Diego (the "Agency") was awarded a \$3.2 million ISTEAFUND grant by the California Transportation Commission for the enhancement of the outdoor public areas at the Santa Fe Depot; and

WHEREAS, in March, 1995, the Agency approved the final concept drawings for enhancement of the outdoor public areas at the Santa Fe Depot; and

WHEREAS, on December 1, 1995, the Centre City Development Corporation ("CCDC") Board of Directors approved a recommendation that the Agency support the request to Caltrans to implement certain ISTEAFUNDED improvements at the Santa Fe Depot by change order to an existing North County Transit District ("NCTD") contract, and authorize the Executive Director to take all actions necessary to implement the change order if Caltrans approval was secured; and

WHEREAS, the Council of The City of San Diego (the "Council") has duly considered all conditions of the proposed action to implement certain ISTEA-funded improvements and believes that the implementation of certain ISTEA-funded improvements by a change order to an existing contract of NCTD is in the best interest of the City and the health, safety, morals and welfare of its residents, and in accord with the public purposes and provisions of applicable State and local law and requirements; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, as follows:

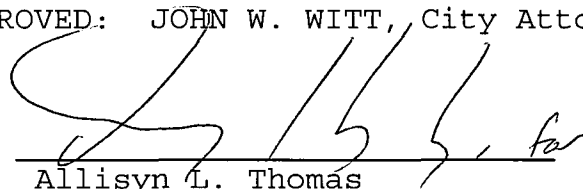
1. That the Council hereby finds and determines that the improvements for the Santa Fe Depot Transit Courtyard for which the Agency proposes to pay are of benefit to the Columbia Sub Area of the Centre City Redevelopment Project area and the immediate neighborhood in which the Project area is located, that the Council hereby finds and determines that no other reasonable means of financing the proposed improvements for which the Agency proposes to pay are available to the community, and the Council hereby finds and determines that the proposed improvements will assist in the eliminating of one or more blighting conditions inside the Project area, all as described in Attachment No. 1.

2. That the Council hereby finds and determines that the improvements for the Santa Fe Depot Transit Courtyard are consistent with the Implementation Plan adopted for the Project by the Agency on June 21, 1994, as Document No. 2141, on file in

the office of the Secretary to the Agency, pursuant to Health and Safety Code section 33490, as described in Attachment No. 1.

APPROVED: JOHN W. WITT, City Attorney

By



Allisyn L. Thomas  
Deputy City Attorney

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12/18/95  
Or.Dept:CCDC  
Aud.Cert:N/A  
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ATTACHMENT NO. 1

FINDINGS

SUBJECT IMPROVEMENTS:

IMPLEMENTATION OF CERTAIN "TRANSIT COURTYARD" IMPROVEMENTS AT THE SANTA FE DEPOT LOCATED IN THE COLUMBIA SUB AREA OF THE CENTRE CITY REDEVELOPMENT PROJECT AREA

I. FINDINGS OF BENEFIT

The subject improvements for which the Agency proposes to pay, will benefit the Centre City Redevelopment Project area or the immediate neighborhood in which the Project area is located in that:

- A. These improvements are within the passenger platform area of the Santa Fe Depot in the Columbia Sub Area of the Centre City Redevelopment Project.
- B. The existing passenger platform area is substandard and in need of improvement. The improvements will enhance the area for the benefit of trolley and rail passengers.
- C. The installation of the improvements will add to the aesthetic quality of the area, thereby enhancing the desirability of the redevelopment area.
- D. The passenger platform improvements will enhance the safety and functionality of both private and public spaces.
- E. The passenger platform improvements will act as a catalyst to provide an incentive for private investment in the rehabilitation and redevelopment of properties in the redevelopment area.

II. NO OTHER REASONABLE MEANS OF FINANCING

There are no other reasonable means available to the community for financing the subject improvements for which the Agency proposes to pay in that:

- A. For the Fiscal Year 1996 Budget, the City of San Diego has made, and will make, a number of budgetary reductions in order to finance immediate operating and capital needs. A number of capital projects remain unfunded due to limited funds.

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- B. The City's capital improvement budget is funded primarily with developer's proceeds, enterprise funds revenues, Facility Benefit Assessment funds, and Transnet funds. The Fiscal Year 1996 Proposed Capital Improvement Program Budget increased 20.8% from the Fiscal Year 1994 Budget.
- C. Consistent with signs of a recovering economy, most major tax revenue categories displayed signs of growth in Fiscal Year 1995. Moderate growth is anticipated for most Fiscal Year 1996 major revenues. Property tax revenue is an exception. Slight growth is estimated for this category due to continued depressed housing prices relative to the late eighties and very early nineties. Decreased property values have led to a significant number of assessment appeal filings over the past two fiscal years.
- D. The City's Fiscal Year 1996 Capital Improvements Budget (CIP) is embodied in Volume's IV and V of the City's Budget adopted on July 25, 1995. The City of San Diego Redevelopment Agency's Fiscal Year 1995-96 Program Budgets were adopted on June 27, 1995. The CIP and the Agency's Budget were developed in accordance with City and Agency policies and each project activity was evaluated and incorporated into the respective budgets. Projects are funded based on need and the availability of appropriate funding sources. Of the City's total \$266 million CIP Budget, only \$250,000 of funds are discretionary for funding projects such as the proposed public improvements.
- E. Enhancing public safety and maintaining the levels of service to the public have been the City's highest priorities during the recession. To meet these priorities and offset the revenue losses over the past four years, expenditure reductions have been made in two primary areas:
1. Management, Professional, Supervisory and Administrative Support Positions - Since Fiscal Year 1992, 554 positions in these categories have been reduced from the budget in an effort to downsize and streamline the organization.
  2. Maintenance of the City's Infrastructure - Reductions in general building maintenance and insufficient funds to provide the level of maintenance necessary for streets and related facilities have led to the deterioration of the City's infrastructure.

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### III. ELIMINATION OF BLIGHTING CONDITIONS

The payment of funds toward the cost of the construction and installation of the subject improvements will assist in the elimination of one or more blighting conditions inside the Centre City Redevelopment Project area, and the proposed improvements are consistent with the Implementation Plan adopted for the Project pursuant to Health and Safety Code 33490, in that:

- A. The improvements will enhance the outdoor passenger areas of the Santa Fe Depot. The existing passenger platform area is substandard; as a result, the area is not safe or aesthetically pleasing. The proposed improvements will remove and replace these substandard improvements, upgrading to the level of improvements expected at downtown transit facilities.
- B. The adjacent commercial businesses will benefit from the platform improvements by enhancing the appearance of the area and thereby creating a more desirable place for visitors and commuters to frequent.
- C. The improvements to the passenger platform area will further enhance the aesthetic quality of the depot area and the improvements will not interfere with any existing public infrastructure or access.
- D. The improvements will act as a catalyst providing an incentive for private investment, thereby contributing to the removal of blight.
- E. The improvements will provide improved pedestrian, visitor, and commuter amenity to public and private properties.
- F. The improvement of these transit-related passenger facilities is included in the work program of the Redevelopment Agency's Implementation Plan adopted June 21, 1994 pursuant to Health and Safety Code 33490, which provides for the enhancement of the public transit system, implementation of catalyst projects which spur reinvestment of surrounding properties, the construction of sidewalks, lighting, street trees and street furniture to replace outdated public improvements through public/private partnerships, and the provision of public improvements and facilities as needed within the Project Area to provide an incentive for private investment.

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