

DATE ISSUED: February 2, 2005

REPORT NO. CCDC-05-04
CCDC-05-01

ATTENTION: Honorable Mayor and City Council
Honorable Chair and Members of the Redevelopment Agency
Docket of February 8, 2005

SUBJECT: Park Boulevard at Harbor Drive Pedestrian Bridge Project - Phases 2 & 3 -
East Village Redevelopment District of the Expansion Sub Area of the
Centre City Redevelopment Project

REFERENCE: Basic Concept Drawings
Final Mitigated Negative Declaration
Phases 2 & 3 scope of work and fee schedules

STAFF CONTACT: Garry Papers, Manager - Architecture & Planning
William R. Yee, Associate Project Manager

SUMMARY

Issue - Should the Redevelopment Agency:

1. Receive the project status report;
2. Grant Design Review approval of the basic concept drawings;
3. Authorize staff to enter into an agreement with T-Y-LIN INTERNATIONAL ("T-Y-LIN") for design/construction management consulting services for Phase 2 (final design) & Phase 3 (construction) of the project in the amount of \$1,915,941. The maximum compensation shall not exceed \$2,465,941;
4. Certify that the Agency has reviewed and considered information contained in the Final Mitigated Negative Declaration ("MND") prepared for the Park Boulevard at Harbor Drive Pedestrian Bridge Project; and
5. Make certain findings and determinations regarding environmental impacts of the development pursuant thereto?

And, should the City Council:

1. Certify that the Agency has reviewed and considered information contained in the Final Mitigated Negative Declaration ("MND") prepared for the Park Boulevard at Harbor Drive Pedestrian Bridge Project; and
2. Make certain findings and determinations regarding environmental impacts of the development pursuant thereto?

Staff Recommendation - That the Redevelopment Agency:

1. Receive the project status report;
2. Grant design review approval of the basic concept drawings;
3. Authorize staff to enter into an agreement with T-Y-LIN INTERNATIONAL ("T-Y-LIN") for design/construction management consulting services for Phase 2 (final design) & Phase 3 (construction) of the project in the amount of \$1,915,941. The maximum compensation shall not exceed \$2,465,941;

4. Certify that the Agency has reviewed and considered information contained in the Final Mitigated Negative Declaration ("MND") prepared for the Park Boulevard at Harbor Drive Pedestrian Bridge Project; and
5. Make certain findings and determinations regarding environmental impacts of the development pursuant thereto.

and, that the City Council:

1. Certify that the Agency has reviewed and considered information contained in the Final Mitigated Negative Declaration ("MND") prepared for the Park Boulevard at Harbor Drive Pedestrian Bridge Project; and
2. Make certain findings and determinations regarding environmental impacts of the development pursuant thereto.

Centre City Development Corporation Recommendation - On December 9, 2004, the Corporation Board of Directors voted unanimously to recommend the Redevelopment Agency/City Council approve staff's recommendation.

Centre City Advisory Committee Recommendation - On December 8, 2004, the Centre City Advisory Committee, by a vote of 22-0, in support of staff's recommendation regarding basic concept design review for the project.

Other Recommendations - At a widely publicized community workshop held October 7, 2004, the project team presented four basic conceptual designs for review and comment. A variety of helpful feedback was offered, and at a subsequent public workshop held on October 28, 2004, refinements of the four basic conceptual designs were presented. The self-anchored suspension bridge design was overwhelmingly supported, and recommended as the preferred design to implement.

Fiscal Impact - Funds for Phases 2 & 3 are available in the East Village Pedestrian Bridge Fiscal Year 2004-2005 Budget of the Centre City Redevelopment Project.

Other Impacts - None.

BACKGROUND

The project will advance the Visions and Goals of the Centre City Community Plan and the Objectives of the Centre City Redevelopment Project by:

- creating public spaces and wide promenades providing easy pedestrian access to the waterfront and spectacular city-wide views;
- providing safe, efficient and environmentally sensitive transportation systems;
- maximizing Centre City's unique topography and waterfront setting;
- encouraging the expansion of the business district and establishing linkages to the Bay and the Embarcadero;
- strengthening the economic base of downtown with public improvements to support and stimulate new development; and
- minimizing the conflict between pedestrians and vehicular traffic.

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The Ballpark District Plan has always contemplated a reconfigured 12th Avenue/Park Boulevard, providing the long desired Park-to-Bay-Link across Harbor Drive with an open view corridor and access to the waterfront. The District Plan drawings indicate an at-grade vehicular and pedestrian crossing at the existing railroad and trolley tracks just north of Harbor Drive.

Extensive discussions occurred regarding potential safety issues with the vehicular, pedestrian, trolley and freight train movements at this intersection and crossing. California Public Utilities Commission (PUC) staff and the Burlington Northern and Santa Fe Railway (BNSF) requested that this intersection be grade-separated, either raising Park Boulevard above the tracks or depressing the tracks below street level. Over the past two years, extensive negotiations with BNSF resulted in a settlement and BNSF's withdrawal of its protest to the City's application for the at-grade crossing. Discussions between City and PUC staff failed to resolve staff's asserted issues, requiring a hearing in March of 2003. A final decision in the City's favor was issued by the PUC in December 2003. However, the safety measures required by the final decision dictated a north/south pedestrian overpass bridge in lieu of sidewalks at-grade.

The bridge is planned to span the railroad tracks and Harbor Drive, with ADA/Title 24 compliant stairs and elevators located at the southwest corner of Parcel D-1 and at the north corner of the Port of San Diego (Port) parking structure, now under construction. Per the PUC decision, the Park Boulevard vehicular traffic lanes crossing the tracks cannot be operational until the pedestrian bridge is complete.

Project Analysis

In accordance with established Board policy, a Request for Qualifications (RFQ) was issued on March 15, 2004, for design and construction management consulting services for the Park Boulevard at Harbor Drive Pedestrian Bridge project. Eleven responses were received on April 26, 2004.

The selection committee comprised of Corporation staff, Board members, and City of San Diego professional staff, selected T-Y-LIN to provide services for this project. The selection was based upon T-Y-LIN's understanding of the project's goals and objectives, the thoroughness of their proposal, and their ability to expedite the planning, design, public agency approval and construction process.

Due to the importance of the pedestrian bridge to the City and the number of stakeholders expected to participate in its planning, design and approval, Corporation staff recommended that T-Y-LIN's contract be phased to assure that the scope of work and total fee is fair to both the consultant and the Corporation. T-Y-LIN's Phase 1 contract provided for preliminary design needed to obtain stakeholder and community acceptance; stakeholder (community, railroad, regulatory agencies) coordination; production of geotechnical, soils and environmental review documentation, engineering construction drawings, structural assessment of up to six bridge prototypes; surveying and mapping, pedestrian traffic and vertical transportation studies, bridge type selection studies and reports.

Progress to date suggests the approved Phase 1 T-Y-LIN contract for \$550,000 is under budget and on schedule.

Proposed Phase 2 services (\$1,314,941) will provide final design and permitting including: construction plans and specifications, cost estimates, structural engineering, constructability review,

and public agency permitting. Proposed Phase 3 services (\$601,000) will provide: construction administration, project management, and materials testing and inspection services through the completion of the project.

The proposed Phase 2 & 3 services are higher than the original proposed fee, which was based on a conventional cable-stay bridge design. The cutting-edge self-anchored suspension bridge design is extremely unique in the world today, and as a result requires additional analyses and engineering from the project team. Staff and the project team are confident the fees proposed are sufficient to complete the project's design, engineering, and construction management.

The following provides a summary of the financial status of the Agreement:

Original Agreement (June 2004)	\$550,000.00
Paid to Date	-\$175,920.27
Outstanding Invoice	-\$74,561.53
Proposed First Amendment (Phases 2 & 3)	<u>\$1,915,941.00</u>
Amount Available Subsequent to the Proposed First Amendment	<u><u>\$2,215,495.20</u></u>

Design Analysis

The T-Y-LIN team identified four basic bridge type alternatives and presented their respective highlights at a public workshop held on October 7, 2004. Public feedback strongly endorsed T-Y-LIN's evaluation criteria, and recommendation to pursue a cable-stay or suspension bridge type design, both of which provide a dramatic and elegant gateway to the downtown area. More refined designs were shown and discussed at a second public workshop conducted on October 28, 2004. Public feedback enthusiastically supported the recommended bridge site position and shape, the self-anchored suspension bridge design, and the design direction for the two bridge landings. The self-anchored suspension design is consistent with the PUC decision in all regards.

The basic concept design indicates a gentle plan curve in the bridge deck, deflecting pedestrian views past the parking structure toward the Bay. The deck is suspended from thin cables that attach to the suspension cables, which attach to a single pylon located in the median between Harbor Drive and the railroad tracks. The pylon is inclined so the deck is offset toward the north, creating a continuous horizontal edge along, but not encroaching on the Park Boulevard view alignment. The north and south landings include inviting, gentle stairs and elevators to accomplish the required 25-30 foot clearances. The bridge will most likely be executed in white/light color concrete, with transparent railings and metal accents. The pylon creates a slim, memorable focal point, yet the bridge is a light, delicate "web" deferring to and reinforcing the Park-to-Bay-Link.

Environmental Impact

T-Y-LIN's Phase 1 scope of work contained provisions for environmental document preparation pursuant to both CEQA and NEPA for the construction of the project. Phase 2 fees include environmental document submittal provisions to the relevant approving agencies.

An Environmental Initial Study was prepared in compliance with the Master EIR and SEIR for the Centre City Redevelopment Project area for the approval of a Coastal Development Permit by the Centre City Development Corporation/Redevelopment Agency/City of San Diego and Design

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Review of the Basic Concept Drawings by the Redevelopment Agency. The Initial Study indicated that a MND was required for the development.

A Draft MND was prepared and circulated for a 30-day public review period from November 16, 2004 to December 16, 2004. The Corporation received five letters in response to the draft document. The MND, in conjunction with the MEIR and the SEIR previously certified for the Redevelopment Project area, provides a complete analysis of the potential impacts from the project. Based on the mitigation measures listed in the Final MND, the development is not expected to have any adverse impacts on the environment which were not evaluated in the Master EIR and the SEIR.

CONSULTANT FIRM

ROLE/FIRM	CONTACT	OWNED BY
Prime Consultant - Bridge Engineering, Design & Construction, Project Management T-Y-LIN INTERNATIONAL	Mark Ashley, Senior Vice President Joe Tognoli, Senior Bridge Engineer	<i>Privately Owned-</i> TYLI Group Limited, Owner John Haussmann, CEO Man-Chung Tang, Chairman of the Board

EQUAL OPPORTUNITY

T-Y-LIN was selected after participating in a Request for Qualifications process. T-Y-LIN is not certified as a M/W/D/DVBE firm. On April 23, 2004, T-Y-LIN submitted a Work Force Report to the City of San Diego for analysis, which indicated a total of 22 employees of which 5 are females and 8* are members of an under-represented ethnic group.

- * (2) Latinos
- (2) Asian-American males
- (1) Asian-American females
- (3) Filipino-American males

Current area of under-representation for T-Y-LIN's Work Force is as follows:

- Women in the Technical Category

Although there is an area of under-representation, the City of San Diego has decided the overall category exceeds the desired goal, therefore an EEO Plan is not required.

SUBCONSULTANTS

The subconsulting firms are comprised of the following:

Firm Name: T-Y-LIN INTERNATIONAL		
Subconsulting Firms	Principals	Firm Certification
Spurlock Poirier (Landscape Architect)	Andrew Spurlock & Martin Poirier	SBE
Lintvedt, McColl & Assoc (Civil Engineer)	Tricia McColl, Principal Domenic Lupo, Project Engineer	DBE/WBE
Syska Hennessy Group (Vertical transportation, MEP)	Paul Ericson, Electrical Engineer & Lighting Design _____	OBE
Mathieu Gregoire (Public Art)	Mathieu Gregoire, Artist	OBE
Katz & Associates, Inc. (Public Relations/Outreach)	Sara M. Katz, Principal _____	WBE
Strasky + Anatech (Bridge Engineering)	Jiri Strasky, Technical Director Tomas A. Kompfner, Project Engineer	OBE
Ninyo & Moore (Geotechnical, Environmental Site Assessment, Materials Testing & Inspection)	Erik Olsen, Chief Geotechnical Engineer Steve Beck, Principal Environmental Manager Emil Rudolph, Project Manager	MBE
Hazard Construction Company (Construction Management)	Bill Rogers, Construction Manager	OBE
Project Design Consultants (Environmental Studies)	Bruce McIntyre, Senior Vice President	OBE
Wilson & Company, Inc. (Traffic studies, PUC & railroad coordination)	Larry G. Long, Project Manager Mark E. Peterson, Traffic & Pedestrian Circulation Gerard Reminiskey, Project Engineer	OBE
Safdie Rabines Architects (Design Architect)	Taal Safdie, Principal Ricardo Rabines, Principal	DBE

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SUMMARY/CONCLUSION

The expeditious design and construction of this pedestrian bridge is of critical importance to the City and to the continued implementation of the Visions and Goals of the Centre City Community Plan and the Objectives of the Centre City Redevelopment Project. The approval of design review, certification of Final MND, and authorization to proceed with Phases 2 & 3 of the subject project with T-Y-LIN will enable staff to achieve these goals.

Respectfully submitted,

Concurred by:

GARRY PAPERS
Manager - Architecture & Planning

PETER J. HALL
President

WILLIAM R. YEE
Associate Project Manager

Attachments: Basic Concept Drawings
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