

DATE ISSUED: July 23, 2003

REPORT NO. RA-03-25
CMR-03-150

ATTENTION: Honorable Chair and Members of the Redevelopment Agency
Honorable Mayor and City Council
Docket of July 29, 2003

SUBJECT: Consolidated Aircraft Truck Crossing Bridge-
North Bay Redevelopment Project Area

SUMMARY

Issues – Should the City Council and the Redevelopment Agency:

- 1) Find and determine that the Federal and State mandated demolition of the Consolidated Aircraft Truck Crossing Bridge for which the Agency proposes to pay a portion of is of benefit to the North Bay Redevelopment Project; that the Agency finds and determines that no other reasonable means for financing the demolition are available to the community; that the Agency finds and determines that the demolition will assist in eliminating one or more blighting conditions inside the Project Area; and that the Agency finds and determines that the demolition is consistent with the Implementation Plan adopted for the Project by the Agency May 1998, on file in the office of the Secretary to the Agency pursuant to California Health and Safety Code Section 33490?
- 2) Approve the expenditure of \$100,000 from the North Bay Redevelopment Project bond proceeds and the transfer of the funds to Capital Improvement Program Budget No. 53-038-8?
- 3) Accept the transfer of funds from the Redevelopment Agency in the amount of \$100,000?
- 4) Amend and increase the Capital Improvement Program Budget No. 53-038-8 to include the \$100,000 in Redevelopment Agency public improvement contributions?

Manager's Recommendations –

That the City Council:

- 1) Finds and determines that the Federal and State mandated demolition of the Consolidated Aircraft Truck Crossing Bridge for which the Agency proposes to pay a portion of is of benefit to the North Bay Redevelopment Project; that the Agency finds and determines that no other reasonable means for financing the demolition are available to the community; that the Agency finds and determines that the demolition will assist in eliminating one or more blighting conditions inside the Project Area; and that the Agency finds and determines that the demolition is consistent with the Implementation Plan adopted for the Project by the Agency May 1998, on file in the office of the Secretary to the Agency pursuant to California Health and Safety Code Section 33490.
- 2) Accepts the transfer of funds from the Redevelopment Agency in the amount of \$100,000.
- 3) Amends and increases the Capital Improvement Program Budget No. 53-038-8 to include the \$100,000 in Redevelopment Agency public improvement contributions.

Executive Director's Recommendations –

That the Redevelopment Agency:

- 1) Finds and determines that the Federal and State mandated demolition of the Consolidated Aircraft Truck Crossing Bridge for which the Agency proposes to pay a portion of is of benefit to the North Bay Redevelopment Project; that the Agency finds and determines that no other reasonable means for financing the demolition are available to the community; that the Agency finds and determines that the demolition will assist in eliminating one or more blighting conditions inside the Project Area; and that the Agency finds and determines that the demolition is consistent with the Implementation Plan adopted for the Project by the Agency May 1998, on file in the office of the Secretary to the Agency pursuant to California Health and Safety Code Section 33490.
- 2) Approves the expenditure of \$100,000 from the North Bay Redevelopment Project bond proceeds and the transfer of the funds to Capital Improvement Program Budget No. 53-038-8.

Other Recommendations –

The North Bay Project Area Committee (“PAC”) voted to approve the expenditure of \$100,000.

Fiscal Impact –

\$100,000 is available from the North Bay Redevelopment Project Area Series 2000 bond proceeds.

BACKGROUND

Built by Consolidated Aircraft in 1942, the bridge spans Pacific Highway from inside the Space and Naval Warfare Systems Command (“SPAWAR”) to the Marine Corps Recruit Depot (“MCRD”) frontage road. The bridge is now owned by the Department of the Navy (“Navy”). It was constructed to carry parts and equipment from the manufacturing plants on the east side of Pacific Highway to the main Consolidated Aircraft manufacturing/assembly plant alongside Lindbergh Field. The public has never had access to the bridge, and it has not been used for decades.

In 1996, the bridge was listed by the California Department of Transportation (“Caltrans”) for mandatory seismic retrofit or demolition. It was one of ten bridges within the City that was given the critical rating of Category 1 and identified as a project in the Local Seismic Safety Retrofit Program (“LSSRP”). The City hired Simon Wong Engineering to produce a “Field Review Report,” which was completed in 1997. The report summarized that “potential seismic vulnerabilities include: rocker bearings at two bents and at both hinges, short seat widths, and poor column confinement.” The age of the bridge, its vulnerable condition and its proximity to the “active” Rose Canyon fault make it an ever-present, potential liability for the City of San Diego (“City”). This site is subject to a relatively high risk for liquefaction, which occurs primarily during earthquakes and results in ground failure. The City has been working with the Navy since 1997 regarding the final disposition of the bridge. All parties want the bridge demolished.

The bridge was evaluated for historical significance December 2000 by the architectural historian for Caltrans. It was determined that the bridge lacks the qualities necessary for it to be considered historically significant; therefore, the bridge is not eligible for listing on the National Register of Historic Places or for placement on the California Register of Historical Resources.

DISCUSSION

The demolition of the bridge was initially funded 20% by Caltrans and 80% by the Federal Highway Administration (“FHWA”) Transportation Equity Act for the 21st Century (“TEA 21”). The total estimated cost for demolition of the bridge including

design and engineering work, is about \$900,000. As of January 2003, the State had withdrawn its 20% contribution due to a reduction in the budget for Caltrans. However, the City is still responsible for the maintenance and safety of the bridge and the lack of State funds for the LSSRP does not release the City from these responsibilities.

The Navy is contributing towards the engineering design costs for the demolition. Upon completion of this design phase the Navy will quitclaim its interest in the bridge to the City. The TEA 21 funding will be used for the construction/demolition phase. The Navy is not eligible to receive TEA 21 funds. Caltrans must be notified by September 30, 2003, that the funds will be utilized and the project will move forward. This project is not eligible for CDBG funds. TransNet funds, which are administered through SANDAG are not available since this project is not included on the list of transportation projects/priorities established by its Board of Directors. This project is also ineligible to use funding from the San Diego Unified Port District because it is outside of the Port's jurisdiction.

Taking into consideration the City's current budget constraints, the General Fund is not able to provide the needed funding. Additionally, the City's Engineering and Capital Projects Department evaluated all LSSRP bridges within the City. It was determined that this bridge is not a high priority for funding through this Department because the bridge does not accommodate vehicle or pedestrian traffic and is not City owned.

Due to the loss of the State's contribution and the approaching expiration date for the TEA 21 funds, the Redevelopment Agency has been identified as a potential source for funding this need. Removal of the bridge will enhance this portion of the North Bay Redevelopment Project Area for the nearby users and residents by assisting in the elimination of blighting conditions. The demolition will address a structure that suffers from dilapidation and deterioration, defective design and physical construction; it will address a structure that is substantially underused, due to substandard design, deferred maintenance and inadequate public improvements; and it will eliminate a use that creates a hostile environment to potential workers and residents.

The demolition of the bridge will not only address the seismic vulnerabilities, safety conditions and potential liability but will also benefit the Pacific Highway Corridor. With the bridge removed, reengineering of the streets would be able to occur. This would create safer driving conditions and allow for landscaping, public art and other streetscape enhancements. Additionally, bike lanes such as those proposed in the Midway/Pacific Highway Corridor Community Plan could be installed. Removal of this bridge would also facilitate future phases for the Vietnam Veterans of San Diego expansion project and allow for potential redevelopment of adjacent properties.

Respectfully submitted,

Todd Hooks
Deputy Executive Director/
Deputy Director
Redevelopment Agency

Hank Cunningham
Assistant Executive Director
Redevelopment Agency/Community &
Economic Development Director

Approved: Bruce Herring
Deputy City Manager

Note: The attachments are not available in electronic format. A copy is available for review in the Office of the City Clerk.

Attachments: 1. Findings
 2. Pictures