



# Agenda Report

TO: CITY COUNCIL

September 27, 1999

FROM: City Manager

SUBJECT: Amendment to Contract No. 15,781 with International Parking Design for the Redesign of the Pasadena Transportation Center located on the north side of Del Mar Boulevard between Arroyo Parkway and Raymond Avenue

## RECOMMENDATIONS:

It is recommended that the City Council take the following actions:

1. Approve the Option C redesign of the parking structure and entry/exit of the Pasadena Transportation Center as shown on Exhibit C attached.
2. Authorize the City Manager to amend Contract No. 15,781 for \$325,000 with International Parking Design (I. P. D.), for a new Contract Amount not to exceed \$1,018,000, for professional services to revise the existing plans and associated documents for the Pasadena Transportation Center as proposed in Option C.

## BACKGROUND:

On May 24, 1999, the City Council approved relocating the Pasadena Transportation Center onto Metro Pasadena Blue Line Construction Authority property because the City was unable to purchase property from Public Storage, Inc. I.P.D., who developed the original design, was retained to evaluate options with the understanding that the City Manager would return to the City Council to present a recommended option for a modified design of the Transportation Center Garage.

The evaluation of the various parking structure options was to include a key consideration, this was to minimize the impact on future development of the Construction Authority property. The parking structure was also to provide approximately 600 parking spaces. The following three options were considered:

- Option A Shift the parking structure south, along Arroyo Parkway, maintaining its position east of the Blue Line Station as shown in Exhibit A. It would be located entirely on construction Authority property. Access would be from Raymond Avenue with an entry/exit ramp structure beneath the Blue Line Station passing through the west side of the property. Bus service would be provided along Arroyo Parkway and along Raymond Avenue. The historic Santa Fe Depot would remain on the west side of the property. The parking structure would provide about 615 spaces.
- Option B The parking structure would be located on the west side of the Blue Line Station at the north end of the Construction Authority Property extending an additional 45 feet onto adjacent private property as shown in Exhibit B. Access would be from Raymond Avenue at the north end of the structure and the structure would extend under the Blue Line tracks. Bus service would be the same as Option A. The historic Santa Fe Depot would be removed during construction and later relocated over the parking structure during the next phase of future development. The structure would provide about 695 spaces.
- Option C The parking structure would be located on the west side of the Blue Line Station at the north end of the Construction Authority property as shown in Exhibit C. The structure would be entirely on Construction Authority property. Access would be from Raymond Avenue at the north end of the structure and the structure would extend under the Blue Line tracks. Bus service would be the same as Option A. The historic Santa Fe Depot would be removed during construction and later relocated over the structure during the next phase of future development. The structure would provide about 595 spaces.

In the evaluation of the above three options, a comparison of the advantages and disadvantages of each was developed to determine impacts on future development, costs, and design/construction schedule. These are summarized as follows:

- Option A The redesign and critical construction periods meet the preferred schedule. The critical construction period consists of completing the excavation, shoring and initial elements of construction during the dry months of the year, April to October. However, this option has the most severe impact on future development by reducing the available property on east side of the Blue Line Station by just over two-thirds and on the west side with an access tunnel and site for the Santa Fe Depot. The overall cost is within the available budget.
- Option B The redesign and critical construction period is preceded by property acquisition. As such, even with the most optimistic schedule, this causes the critical construction period to begin in Fall 2000 and occur during the rainy season which is not advisable. The alternative would be to delay construction by about nine months however, this would conflict with construction of the Blue Line Project. The impact on future development is minimal since all property on the east side is available for development and with the Santa Fe Depot sited on top of the parking structure, the same property is available on the west side as in Option A without the conflict of an access tunnel passing through it. The overall cost exceeds the available budget by about two million dollars.

Option C The redesign and critical construction periods meet the preferred construction schedule. The impact on future development is minimal since all property on the east side is available for development and with the Santa Fe Depot sited on top of the parking structure, the same property is available on the west side as in Option A without the conflict of an access tunnel passing through it. The estimated cost while very close to the available budget still makes the option an excellent candidate to competitively bid and build.

After a thorough evaluation of all pertinent factors, staff is recommending Option C. It has the minimal impact on future development, meets the approved budget, and complies with the critical schedule criteria.

I.P.D. has indicated in a written proposal that the cost for professional services to perform the redesign (Option C) of plans and support documents will be \$295,000. This is reasonable when considering the volume of work and schedule timeframes. The proposed contract amendment will be:

Existing Contract with I.P.D.	\$ 693,000.00
Redesign per I.P.D. Proposal	\$ 295,000.00
Contingencies	\$ 30,000.00
New Contract Not to Exceed Amount	<u>\$1,018,000.00</u>

The redesign of this parking structure will begin later this month and construction is scheduled to begin in May 2000 with completion in July 2001.

The recommended design option has been discussed with the Interim CEOs for the Los Angeles to Pasadena Metro Blue Line Construction Authority who concurs with this recommendation. The redesign project will require a negotiated agreement between the Construction Authority, who owns the property, and the City of Pasadena.

FISCAL IMPACT:

There are sufficient funds available in Budget Account 75442, Pasadena Light Rail Transportation Center, for the proposed \$ 325,000 contract amendment with I. P. D.

Respectfully submitted,

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