

File No. 140034

Committee Item No. 1

Board Item No. \_\_\_\_\_

### COMMITTEE/BOARD OF SUPERVISORS

#### AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Committee

Date April 2, 2014

Board of Supervisors Meeting

Date \_\_\_\_\_

#### Cmte Board

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Completed by: Linda Wong Date March 28, 2014  
Completed by: \_\_\_\_\_ Date \_\_\_\_\_

1 [Waiving Competitive Solicitation Requirement - Professional Services Agreement - Geneva  
2 Car Barn and Powerhouse Project - Aidlin Darling Design - \$838,000]

3 **Ordinance waiving the competitive solicitation requirement under Administrative Code,**  
4 **Section 6.40, and authorizing the General Manager of the Recreation and Park**  
5 **Department to enter into a Professional Services Agreement with Aidlin Darling Design**  
6 **in the amount of \$838,000 for the purpose of completing the design and construction**  
7 **documents for the Geneva Car Barn and Powerhouse Project, to commence following**  
8 **Board approval.**

9 **NOTE:** **Unchanged Code text and uncodified text** are in plain Arial font.  
10 **Additions to Codes** are in *single-underline italics Times New Roman font*.  
11 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.  
12 **Board amendment additions** are in double-underlined Arial font.  
13 **Board amendment deletions** are in ~~strikethrough Arial font~~.  
14 **Asterisks (\* \* \* \*)** indicate the omission of unchanged Code  
15 subsections or parts of tables.

16 Be it ordained by the People of the City and County of San Francisco:

17 Section 1. Background. The Geneva Car Barn and Powerhouse ("Car Barn"),  
18 designed and built in 1901 by the Reid brothers, originally served as a depot for both private  
19 railroads as well as the San Francisco Municipal Railway (Muni). It is the last physical vestige  
20 of San Francisco's first electric railway and was designated a City Landmark in 1985 and  
21 placed on the National Register of Historic Places in 2010. The Car Barn, located at the  
22 corner of Geneva Avenue and San Jose Avenue, consists of two adjoining structures, an  
23 approximately 12,000 square foot two-story office building, and an approximately 4,000  
24 square foot single-story car shed, known as the Powerhouse. Muni used the building as office  
25 space until 1989 when it was heavily damaged in the Loma Prieta earthquake. The Car Barn  
has been vacant ever since.

1 In 1998, the Car Barn was saved from a planned demolition through the efforts of a  
2 neighborhood citizens group, the Friends of the Geneva Car Barn and Powerhouse  
3 ("Friends"), formed to oppose the demolition of the Car Barn. After the Municipal  
4 Transportation Agency ("MTA") stabilized the Car Barn in 1999, the MTA transferred  
5 jurisdiction over the Car Barn to the Recreation and Park Department ("RPD") to be used for  
6 recreational purposes and related uses consistent with the RPD's mission (Resolution  
7 193-04).

8 On March 13, 2007, the Board of Supervisors appropriated \$1,044,490 for the repair  
9 and renovation of the Car Barn (Ordinance No. 61-07). RPD, in partnership with the Friends,  
10 developed a plan for the renovation and adaptive reuse of the Car Barn. The plan included a  
11 seismic upgrade, installation of modern utility systems, restoration of historic features,  
12 accessibility improvements, artist studios, event/exhibition space, a cafe, theater, community  
13 meeting room, student lounge, and retail spaces. RPD allocated \$838,000 of the 2000  
14 General Obligation Bond toward the project.

15 In 2009, as a result of the City's budget deficit, the \$1,044,490 allocated to the Car  
16 Barn in Ordinance No. 61-07 was rescinded.

17 In response to this loss of funds, the Friends initiated a design competition for pro bono  
18 architectural services for the renovation of the Car Barn. Aidlin Darling Design ("Aidlin") won  
19 the competition, and to date has donated services valued at \$205,500. These services  
20 include the completion of concept and schematic designs, renderings of the proposed project,  
21 as well as assistance in the City's attainment of State and federal historic preservation  
22 approvals.

23 RPD used Aidlin's schematic design to seek California Environmental Quality Act  
24 ("CEQA") approval as well as approvals from the State Office of Historic Preservation  
25 ("SHPO") and the National Park Service ("NPS").

1           Section 2. Rationale for Waiver of Competitive Solicitation Requirement. RPD wishes  
2 to leverage the \$838,000 in 2000 GO Bond funds available for the project to seek additional  
3 funds from the 2015 Historic Preservation and New Market Tax Credit program as well as the  
4 City's Community Opportunity Fund program. To be eligible for these programs, the project  
5 must have final design and construction documents completed by the end of 2014.

6           Section 6.40 of the Administrative Code requires Departments to procure outside  
7 temporary professional design or consultant services for public work projects greater than  
8 \$100,000 through a competitive process.

9           RPD desires to award a professional services contract to Aidlin for two reasons. First,  
10 because a typical competitive procurement for architectural services for public works projects  
11 can take many months, a competitive solicitation process under Section 6.40 of the  
12 Administrative Code would likely impair the City's ability to seek 2015 Historic Preservation  
13 and New Market Tax Credits and Community Opportunity Fund money for the Car Barn  
14 project. Second, RPD is concerned that if another architect is brought onto the project, not  
15 only would it be unusual for that new firm to complete design and construction documents  
16 based on Aidlin's schematic design, but inconsistencies or changes with the design of the Car  
17 Barn could jeopardize the approvals received from SHPO and the NPS.

18           Section 3. Waiver of Competitive Solicitation Requirement. The Board of Supervisors  
19 hereby waives the competitive solicitation process requirement under Section 6.40 of the  
20 Administrative Code and authorizes the General Manager of the Recreation and Park  
21 Department to enter into a professional services agreement with Aidlin Darling Design in the  
22 amount of \$838,000 for the limited purpose of completing the design and construction  
23 documents for the Geneva Car Barn and Powerhouse.

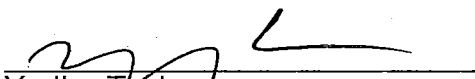
24           Section 4. Effective Date. This ordinance shall become effective 30 days after  
25 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the

1 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board  
2 of Supervisors overrides the Mayor's veto of the ordinance.

3

4 APPROVED AS TO FORM:  
5 DENNIS J. HERRERA, City Attorney

6 By:

  
7 Yadira Taylor  
8 Deputy City Attorney

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**CITY AND COUNTY OF SAN FRANCISCO**

**BOARD OF SUPERVISORS**

**BUDGET AND LEGISLATIVE ANALYST**

1390 Market Street, Suite 1150, San Francisco, CA 94102 (415) 552-9292  
FAX (415) 252-0461

March 27, 2014

**TO:** Budget and Finance Committee   
**FROM:** Budget and Legislative Analyst  
**SUBJECT:** April 2, 2014 Budget and Finance Committee Meeting

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<p><b>Item 1</b> <b>File 14-0034</b></p>	<p><b>Departments:</b> Recreation and Park Department (RPD)</p>
<p><b>EXECUTIVE SUMMARY</b></p>	
<p><b>Legislative Objective</b></p>	
<ul style="list-style-type: none"> <li>The proposed ordinance would waive the competitive solicitation requirement under the City's Administrative Code Section 6.40, and authorize the San Francisco Recreation and Park Department (RPD) to enter into a sole source professional services agreement with Aidlin Darling Design (Aidlin) in the amount of \$838,000 to complete the design development and preliminary construction documents for the Geneva Car Barn renovation project.</li> </ul>	
<p><b>Key Points</b></p>	
<ul style="list-style-type: none"> <li>The Geneva Car Barn and Powerhouse is a City-owned, historic structure, certified landmark, and last remnant of San Francisco's first electric railway system. Since 2004, the Car Barn has been managed by RPD who have worked with the Friends of the Geneva Car Barn (Friends) to renovate the facility into a community center, expending a total of \$2,563,580 from local, state, federal, and nonprofit organization funding sources, for roof and building stabilization, project planning, and historic preservation. RPD estimates the proposed Car Barn renovation project will cost approximately an additional \$21.4 million.</li> <li>The City Attorney's proposed amended ordinance authorizes RPD to enter into a sole-source professional services agreement with Aidlin for \$837,863 to complete 100% design development documents and 50% construction documents. Aidlin previously provided \$205,500 in pro bono architectural services to the Car Barn project, including concept &amp; schematic design.</li> <li>RPD is requesting a sole-source agreement with Aidlin because (1) design and construction documents must be completed by Spring 2015 to apply for funding up to \$10.6 million or approximately 50% of the project's \$21.4 million total costs, (2) this Aidlin contract represents the "best use" for these funds previously appropriated for the Car Barn project, and (3) inconsistencies or changes to the existing Aidlin design could jeopardize historic preservation approvals already received. However, RPD is not citing Administrative Code Sections 6.60 through 6.71, which provide for specific exemptions and alternatives to competitive bidding for emergency repairs, design-build contracts, and integrated project delivery contracts.</li> </ul>	
<p><b>Fiscal Impact</b></p>	
<ul style="list-style-type: none"> <li>\$838,000 was previously appropriated for this project from the 2000 Neighborhood Park General Obligation Improvement Bond funds.</li> </ul>	
<p><b>Policy Considerations</b></p>	
<ul style="list-style-type: none"> <li>(1) Approval of the proposed ordinance will not guarantee the completion of design work required to apply for potential 2015 funds, as the Friends will need to raise an additional \$475,951 by November 2014 to complete 100% construction documents; (2) there is no guarantee potential 2015 funds will be awarded; (3) even if funds up to \$10.6 million are secured, the renovation project will still have significant construction funding needs of at least \$9.5 million; and (4) the City's future funding obligations for the Car Barn project are unclear, based on the Friends ability to successfully fundraise.</li> </ul>	
<p><b>Recommendations</b></p>	
<ul style="list-style-type: none"> <li>Amend the ordinance, as recommended by the City Attorney, and further amend this ordinance to increase the Friends fundraising goal from \$465,951 to \$475,951, to complete 100% final construction documents.</li> <li>Approval of the ordinance, as amended, is a policy decision for the Board of Supervisors.</li> </ul>	

**MANDATE STATEMENT / BACKGROUND****Mandate Statement**

City Administrative Code Section 6.40 requires City departments to procure outside temporary professional design, consultant, or construction management services for public work projects greater than \$100,000 through a competitive process.

**Background****Geneva Car Barn and Powerhouse**

The Geneva Car Barn and Powerhouse (Car Barn), located at the corner of Geneva Avenue and San Jose Avenue across from the Balboa Park BART Station, was designed and constructed in 1901 and 1903 as part of San Francisco's first electric railway system. The Car Barn consists of two adjoining structures, a 13,000 square foot two-story office building, and a 3,000 square foot single-story shed. It was designated a City Landmark in 1985 and placed on the National Register of Historic Places in 2010. Under the jurisdiction of the San Francisco Municipal Railway, (now the San Francisco Municipal Transportation Agency (SFMTA)), the Car Barn was used as a storage facility, office and center of the City's electric railway operations. However, the Car Barn was badly damaged during the Loma Prieta earthquake in 1989, and has remained vacant and unused ever since.

In 1998, the Car Barn was saved from demolition through the efforts of a neighborhood citizens group, the Friends of the Geneva Car Barn and Powerhouse (Friends), a nonprofit organization. In 2004, the Municipal Railway transferred jurisdiction of the Car Barn to the Recreation and Parks Department (RPD) (File No. 04-0320) at no cost, with the intent for RPD to form a partnership with the Friends to renovate the Car Barn.

**Planned Renovation of the Car Barn**

According to Ms. Nicole Avril, RPD Project Manager for the Car Barn, RPD and the Friends seek to renovate the Car Barn into a community center, by (1) seismically strengthening and historically rehabilitating the exterior and interior of the building; (2) bringing the building into compliance with regulatory requirements including the City's Building Codes and Americans with Disabilities Act (ADA); and (3) using the renovated space for classrooms, meeting rooms, studios, a theater, café, exhibitions and events, and a small amount of retail. According to Ms. Avril, the intent is to create a recreational and educational focal point for the Excelsior and Ocean View-Merced Heights-Ingleside neighborhoods, which are currently underserved by community, cultural, and youth facilities. Currently, RPD estimates the proposed Car Barn renovation project will cost approximately \$21.4 million, with a targeted completion date of early 2018. Table 1 below contains the project's proposed budget.



**Table 1: Proposed Budget for Geneva Car Barn Project**

<b>Cost Category</b>	<b>Amount</b>
Design, Construction Administration, Permitting	\$1,995,000
Regulatory Approvals	200,000
Data and Surveys	65,000
Project Manager	300,000
Construction	16,955,754
Furniture, Fixtures, & Equipment	500,000
Art Enrichment	339,115
Hazardous Abatement	102,000
Fire Security System Modification	75,000
Construction Contingency	847,788
<b>TOTAL</b>	<b>\$21,379,657</b>

**History of Financial Support for the Car Barn**

Over the past ten years, or since 2004, a total of \$2,563,580 has been expended on the Car Barn as summarized in Table 2 below from local, state, federal, and nonprofit organization funding sources, for purposes including roof and building stabilization, project planning, and historic preservation. Ms. Avril advises that the \$2,563,580 expenditures identified in Table 2 below are in addition to the \$21.4 million estimated budget identified in Table 1 above. Ms. Avril also notes that presently the two Car Barn buildings are not in danger of imminent collapse, although such buildings are not considered to be safe for occupancy.

**Table 2: Geneva Car Barn Expenditures, 2004 - Present**

<b>Source of Funds</b>	<b>Purpose</b>	<b>Year(s)</b>	<b>Funds</b>
City General Fund	Project Planning; Fundraising; Program Administration	2006-present	\$730,000
Recreation and Park Department (Open Space & General Fund)	Roof and building stabilization; Planning;	2004; 2012-13	423,580
SFMTA	Roof and building stabilization	2004	500,000
Caltrans	Roof and building stabilization	2004	500,000
California Cultural Historic Endowment	Historic preservation architect	2008-10	200,000
Environmental Protection Agency	Environmental testing	2012-13	110,000
Department of Children, Youth and Families	Program fees and student stipends	2010	50,000
Irvine Foundation	Program fees	2010-11	50,000
<b>Total</b>			<b>\$2,563,580</b>

In addition to the \$2,563,580 expenditures shown in Table 2 above, RPD's 2000 Neighborhood Park General Obligation Improvement Bond<sup>1</sup> allocated \$838,000 for the Car Barn, which has not been expended. In December 2013, RPD proposed de-appropriating this \$838,000 allocation for the Car Barn from the 2000 General Obligation Bond, so funds could be made available for other park needs, particularly "shovel-ready" projects with life safety or asset preservation components (File 13-1140). However, on December 11, 2013, the Budget and Finance Committee amended the proposed ordinance to delete RPD's requested \$838,000 de-appropriation, leaving the \$838,000 bond funds available for the Car Barn project.

In 2007, the Board of Supervisors also appropriated \$1,044,490 (Ordinance 61-07) from the City's General Fund for the Car Barn project. However, in 2009, as a result of the City's projected General Fund budget shortfall, the Board of Supervisors rescinded that appropriation, with no monies having been spent.

#### **Pro-bono Support & Aidlin Darling Design**

In 2009, in response to the rescinding of City funds, the Friends organized a design competition for pro-bono architectural services for the Car Barn. Aidlin Darling Design (Aidlin)<sup>2</sup> was one of three finalists<sup>3</sup> for the project and was selected by the Friends to provide pro-bono architectural services based upon Aidlin's innovative design and commitment to civic engagement, cultural centers, and underserved communities. The Friends also reached out to the business community and a local private school to secure additional pro-bono services including legal representation and office space. As shown in Table 3 below, to date, a total of \$489,500 in pro bono services has been obtained for the Car Barn project.

**Table 3: Geneva Car Barn Pro-Bono Services Received**

Source of Pro-Bono Services	Purpose	Year(s)	Value of Services
Aidlin Darling Design	Architectural design	2009-present	\$205,500
Gibson Dunn & Crutcher	Legal representation	2009-present	204,000
Godfrey Q and Partners	Branding and design	2013-present	20,000
Lick Wilmerding High School	Office space, infrastructure support	2009-present	50,000
Oliver and Co.	Pre-construction services, cost estimation	2010-present	10,000
<b>Total Value</b>			<b>\$489,500</b>

<sup>1</sup> The 2000 Neighborhood Park General Obligation Bond was approved by San Francisco voters in March of 2000 for \$110,000,000, for use on RPD projects, excluding Golden Gate Park. To date, the entire \$110,000,000 Bond plus \$9,851,673 of interest earnings, for a total of \$119,851,673 has been appropriated.

<sup>2</sup> Aidlin is a San Francisco-based private architecture firm primarily focused on public, commercial, and residential projects in the Bay Area. They are a 2013 National Design Award Winner.

<sup>3</sup> The three finalists were (1) Aidlin, (2) Mark Cavagnero Associates, and (3) Fougerson Architecture.

As shown in Table 3 above, to date Aidlin has provided \$205,500 in pro-bono architectural services to the Car Barn project, including concept design, schematic design, and renderings. Aidlin's design assisted in obtaining historic preservation approvals from the State Historic Preservation Office and the National Park Service<sup>4</sup>, and an exemption from environmental review under the California Environmental Quality Act (CEQA).

Based on Aidlin's design, the Car Barn project renovation will comprise over 20,000 square feet, including façade restoration, seismic upgrade and interior renovation to provide a 300-person event space, 99-seat theater, community meeting room, three youth training classrooms, student lounge, 2,000 square foot restaurant, and 730 square feet of retail space.

### DETAILS OF PROPOSED LEGISLATION

The proposed ordinance would waive the competitive solicitation requirement under the City's Administrative Code Section 6.40, and authorize RPD to enter into a sole-source professional services architectural agreement with Aidlin Darling Design (Aidlin) in the amount of \$838,000 to complete design development and preliminary construction documents for the Geneva Car Barn renovation project. The total remaining estimated design costs for the Car Barn renovation project are \$1,313,814.

The City Attorney has drafted language to amend the proposed ordinance to (1) reduce the agreement amount from \$838,000 to \$837,863, a difference of \$137, to reflect actual projected agreement costs, (2) authorize RPD to enter into this agreement with Aidlin to complete 100% of the design development documents and 50% of the construction documents, (3) authorize RPD to amend the Aidlin agreement as necessary to complete 100% of the final construction documents, with the Friends agreeing to attempt to raise the projected additional \$465,951 shortfall of funds necessary to complete the construction documents, and (4) any funds gifted to RPD by the Friends will be subject to acceptance and approval by the Board of Supervisors.

This Budget and Legislative Analyst's report is based upon the proposed amended ordinance, with the additional clarification that the projected shortfall is \$475,951, or \$10,000 more than the \$465,951 specified in the amended ordinance (see Table 5 below for details). Ms. Avril has confirmed the discrepancy was due to an administrative error. Therefore, the proposed amended ordinance should be further amended to specify \$475,951 as the shortfall the Friends are agreeing to attempt to raise.

#### **Projected Scope of Work**

The proposed \$837,863 professional services agreement would require Aidlin to complete 100% of the design development documents and 50% of the construction documents, including

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<sup>4</sup> These approvals are required to qualify for Historic Preservation Tax Credits.

- **Design Development Documents** to show and describe the architectural, structural, mechanical and electrical systems and materials.
- **Preliminary Construction Documents** to include (1) site plans, (2) building plans and elevations, (3) building sections and floor plans, (4) preliminary tenant improvement plans, (5) plans for public access areas, (6) specifications for materials, finishes and methods of construction, (7) exterior signage and exterior lighting plans, (8) material and color samples, and (9) roof plans showing all mechanical and other equipment.

The agreement would require Aidlin to complete these documents within 11 months of the final execution of the agreement, estimated from May 1, 2014 to approximately April 1, 2015.

### **Reasons for Waiver Request**

The proposed ordinance would authorize RPD to award Aidlin a sole-source agreement by waiving the City's competitive bidding procedures required under Administrative Code Section 6.40 because, according to RPD:

- (1) the typical competitive procurement process would take six to nine months to complete, impairing RPD's ability to compete for significant potential 2015 funding opportunities for the Car Barn project (see Table 4 below);
- (2) a sole-source contract with Aidlin represents the "best use" of the \$837,863 in 2000 Neighborhood Park GO Bond funds previously appropriated, as the Car Barn project cannot proceed without design and construction documents; and
- (3) if a competitive process resulted in a different architect other than Aidlin being selected, this could result in inconsistencies or changes to the existing Aidlin design, potentially jeopardizing the historic preservation approvals already received from the State Historic Preservation Office and the National Park Service<sup>5</sup>.

The City's Administrative Code Sections 6.60 through 6.71 provide for a number of exemptions and alternatives to competitive bidding to award a sole-source contract, including:

- Emergency repairs, work and contracts;
- Design-build contracts;
- As-needed contracts; and
- Integrated project delivery contracts.

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<sup>5</sup> Historic Preservation Tax Credits are approved over a three-part application with the State Historic Preservation Office and the National Park Service. Part 1 explains the historic significance of the building; Part 2 describes the planned rehabilitation work in accordance with historic preservation standards; and Part 3 is submitted after the project is completed. Based upon the Aidlin design proposal, the Car Barn project has already received approval for Parts 1 and 2 of its Historic Preservation Tax Credit application.

However, none of these exemptions and alternatives is being cited as the reason RPD is seeking to award a sole-source contract to Aidlin.

**Potential 2015 Funding Opportunities**

RPD staff state that potential funding of approximately 50% of the renovation project’s overall \$21.4 million costs, or approximately \$10.6 million, may be available from a variety of sources in 2015. Table 4 below shows the different potential sources of funding, eligibility requirements, and potential 2015 funding amounts for the proposed Geneva Car Barn project.

Ms. Avril notes that in order for RPD to be eligible to apply for these funds, the Car Barn design and construction documents must be fully completed by the first quarter of 2015.

**Table 4: Geneva Car Barn Potential 2015 Funding Sources**

Source of Funds	Application Deadline	Description	Potential Funding
Historic Preservation Tax Credits (Federal)	Accepted on a rolling basis	20% of rehabilitation hard costs for substantial projects on certified historic structures; must meet SHPO and NPS standards for rehabilitation	≤ \$3,400,000
New Markets Tax Credit Program (Federal)	Winter 2015 (anticipated)	20% of rehabilitation hard and soft costs for qualified projects in economically distressed areas; must demonstrate Project Readiness <sup>6</sup>	≤ 4,200,000
Community Opportunity Funding (2012 San Francisco Clean and Safe Neighborhood Parks General Obligation Bond)	Spring 2015 (anticipated)	Capital program allowing residents, neighborhood groups, and advocates to initiate capital improvements to RPD properties by matching public funding with other gifts and grants; must have a complete design, budget, and schedule	≤ 3,000,000
<b>Total Potential Funding</b>			<b>≤ \$10,600,000</b>

<sup>6</sup> Project Readiness is defined as having “an approved and permitted building and the ability to... begin construction within 3-6 months”.

## FISCAL IMPACT

As noted above, \$838,000 was previously appropriated for this project from the 2000 Neighborhood Park General Obligation Improvement Bond funds. Table 5 below is a proposed design development and preliminary construction design budget totaling \$837,863, identifying Aidlin as the primary contractor and related engineering and specialty consulting providers as subcontractors. Table 5 below also contains a final construction design budget costing an additional \$475,951, for a total design budget of \$1,313,814. Ms. Avril advises that the Friends will be responsible for securing the additional \$475,951 funding to complete the design.

**Table 5: Geneva Car Barn Proposed Design Phases Budget**

Consultant Services	Design Development	Preliminary Construction Design	Total Fees (through Prelim CD)	Final Construction Design	Total Fees (Design Phases)
Architect ( <i>Prime</i> ) (Aidlin Darling Design)	\$204,000	\$174,000	\$378,000	\$234,000	\$612,000
<i>Subcontractors</i>					
Structural Engineer (WJE)	85,944	56,574	142,518	75,431	217,949
MEP Engineer (Guttman & Blaevoet)	59,000	36,000	95,000	48,000	143,000
Civil Engineer (BKF)	12,100	8,500	20,600	10,300	30,900
Historic Consultant (Carey & Company)	17,010	19,085	36,095	24,370	60,465
Lighting Design (Janet Nolan)	23,970	13,980	37,950	17,000	54,950
Acoustical Consulting (Charles Salter)	4,000	3,000	7,000	4,000	11,000
Theater Consulting (Auerbach Pollock Friedlander)	17,500	13,000	30,500	22,500	53,000
Specifications (McCaffrey)	3,000	2,500	5,500	3,350	8,850
Green Consulting (Thorton Thomasetti)	5,100	2,600	7,700	3,400	11,100
Code Consultant (The Preview Group)	2,800	0	2,800	1,600	4,400
Landscape Architect (CMG Landscape Architects)	16,000	9,000	25,000	22,000	47,000
Geotechnical Services (Treadwell & Rollo)	39,700	0	39,700	0	39,700
Total Contractor Fees	\$490,124	\$338,239	\$828,363	\$465,951	\$1,294,314
Reimbursable Allowance			9,500	10,000	
<b>Total Fees + Reimbursable</b>			<b>\$837,863<sup>7</sup></b>	<b>\$475,951</b>	<b>\$1,313,814</b>

<sup>7</sup> Amount of subject design agreement.

The needed \$475,951, which has not yet been raised by the Friends, would be gifted by the Friends to the City, subject to acceptance and approval by the Board of Supervisors. According to Ms. Avril, the Friends will attempt to raise these funds by November 2014, leading to completion of the final design by approximately March 31, 2015, providing sufficient time to qualify for the potential 2015 funding sources identified above in Table 4 above. Ms. Avril advises that if the Friends cannot raise the needed funds by November 2014, the funding applications will be pushed back to 2016, although in that scenario Community Opportunity Funds and New Market Tax Credits may not be available. In either case, the Friends would still be obliged to raise the \$475,951 to complete the design.

### **POLICY CONSIDERATIONS**

Ms. Avril advises that if the Board of Supervisors approves the proposed ordinance, the Friends assume responsibility for attempting to raise the estimated additional \$475,951 to complete the design phases. Ms. Avril also advises that RPD will enter into an agreement with the Friends<sup>8</sup>, specifying that the Friends will agree to attempt to raise the funds necessary to complete construction of the Car Barn renovation project. Under this agreement, RPD would be responsible for assisting and supporting the Friends in their fundraising efforts from private and public sources, including the Friends' application for up to \$3 million of matching funds from RPD's 2012 bond-funded Community Opportunity Fund, and RPD's commitment to pursue later- and final-stage matching funds for the Car Barn project's construction.

Ms. Avril further advises that, if the Friends can raise the necessary construction funds to complete the project, the renovated Geneva Car Barn will be owned by RPD, with the Friends responsible for ongoing operating and maintenance costs, to be funded through rental and other earned revenue. However, there are no guarantees that the Friends will pay for such operating and maintenance costs.

Furthermore, no funding has been raised by the Friends for the estimated \$475,951 final construction design phase, there is no guarantee the Friends will be able to raise the \$475,951 by the target date of November 2014, and there is no guarantee the Friends will raise any additional funds required to complete the Car Barn project. As also noted above, completion of the final construction design documents is required before the Car Barn project can apply for the 2015 funding sources identified above in Table 4. Therefore:

1. Approval of the proposed ordinance, which would waive the competitive bidding requirement in order to award a \$837,863 sole-source contract to Aidlin, will not in and of itself enable the Friends and City to apply for the potential 2015 funds identified in

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<sup>8</sup> This agreement would be subject to approval by the RPD Commission, anticipated for May 2014.

Table 4 above, although the application for such funds is a stated reason that the agreement is being requested to be awarded on a sole-source basis;

2. Even if the entire \$475,951 funds are raised by the Friends to complete the approximately \$1.3 million design phases (see Table 5 above) and apply for potential funding sources identified in Table 4 above, there is no guarantee that potential anticipated funding sources up to \$10.6 million would be realized by the City;
3. Even if all \$10.6 million in potential funding opportunities are realized after the completion of the \$1.3 million design phases, an additional approximately \$9.5 million in funding will need to be secured from other funding sources to complete construction of the \$21.4 million Geneva Car Barn project (see Table 1 above); and
4. The City's future funding obligations for the Car Barn project are unclear, as much depends on the Friends' ability to successfully fundraise.

However, the Budget and Legislative Analyst also acknowledges that:

1. The Geneva Car Barn is a City-owned facility and historic structure, and this project has received \$2,563,580 of direct financial support from the City and other sources over the last 10 years;
2. Aidlin has already provided \$205,500 in pro bono architectural services to the Car Barn project, including concept and schematic design, renderings, and historic preservation approvals;
3. The \$837,863 funding for the subject architectural contract was previously appropriated under the 2000 Neighborhood Park Improvement General Obligation Bond specifically for the Car Barn project; and
4. If the Friends can raise the additional design funds, such that Aidlin can complete all the design phases by early 2015, the potential funding opportunities of up to \$10.6 million available in 2015 are significant.

Therefore, approval of the proposed ordinance is a policy decision for the Board of Supervisors.

## RECOMMENDATIONS

1. Amend the ordinance, as recommended by the City Attorney, and further amend this ordinance to increase the Friends fundraising goal from \$465,951 to \$475,951, to complete 100% final construction documents.
2. Approval of the ordinance, as amended, is a policy decision for the Board of Supervisors.



Print Form

# Introduction Form

By a Member of the Board of Supervisors or the Mayor

Time stamp  
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee.  
An ordinance, resolution, motion, or charter amendment.
- 2. Request for next printed agenda without reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning "Supervisor [ ] inquires"
- 5. City Attorney request.
- 6. Call File No. [ ] from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No. [ ]
- 9. Request for Closed Session (attach written motion).
- 10. Board to Sit as A Committee of the Whole.
- 11. Question(s) submitted for Mayoral Appearance before the BOS on [ ]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission     Youth Commission     Ethics Commission
- Planning Commission     Building Inspection Commission

**Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative**

**Sponsor(s):**

Supervisor Avalos

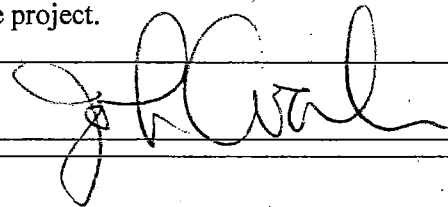
**Subject:**

Agreement - Aidlin Darling Design, \$838,000 - Waiver of a competitive solicitation requirement to complete design of Geneva Car Barn and Powerhouse improvements

**The text is listed below or attached:**

Ordinance waiving the competitive solicitation requirement under Administrative Code, Section 6.40, and authorizing the General Manager of the Recreation and Park Department to enter into a professional services agreement with Aidlin Darling Design in the amount of \$838,000 for the purpose of completing the design and construction documents for the Geneva Car Barn and Powerhouse project.

Signature of Sponsoring Supervisor:



For Clerk's Use Only:

140034

**FORM SFEC-126:**  
**NOTIFICATION OF CONTRACT APPROVAL**  
(S.F. Campaign and Governmental Conduct Code § 1.126)

<b>City Elective Officer Information</b> <i>(Please print clearly.)</i>	
Name of City elective officer(s):  Members, Board of Supervisors	City elective office(s) held:  Members, Board of Supervisors
<b>Contractor Information</b> <i>(Please print clearly.)</i>	
Aidlin Darling Design	
<i>Please list the names of:</i>	
(1) <i>Members of the contractor's board of directors;</i> Joshua Aidlin, David Darling and a rotating position held by either Roslyn Cole or Peter Larsen.	
(2) <i>Chief executive officer, Chief financial officer, Chief operating officer:</i> No one identified with these specific titles.	
(3) <i>any person who has an ownership of 20 percent or more in the contractor;</i> Josh Aidlin and David Darling.	
(4) <i>any subcontractor listed in the bid or contract;</i> Wiss, Janney, Elstner Associates, Inc; Guttman & Blaevoet; BKF; Carey and Co. Inc.; JS Noland + Associates, LLC; Charles M. Salter Associates; Auerbach Pollock Friedlander; John Patrick McCaffrey; Thorton Thomasetti; The Preview Group; GLS Landscape Architects; Treadwell and Rollo.	
(5) <i>any political committee sponsored or controlled by the contractor.</i> None.	
500 Third Street, Suite 410, San Francisco CA 94107	
Date that contract was approved:	Amount of contract: \$837,863
Architect, engineering consultants and specialty consultants will produce:	
(i) Design Development Documents (100% Completion) in sufficient detail and completeness to show and describe among other things, the size and character of the Improvements as to the architectural, structural, mechanical and electrical systems and materials.	
(ii) Preliminary (50% Completion) Construction Documents in sufficient detail and completeness to show the Improvements and the construction thereof in compliance with the Project Requirements, and which shall generally include, without limitation, (a) site plans at appropriate scale showing the building, streets, walks, and other open spaces, with all land uses designated and all site development details and bounding streets, and points of vehicular and pedestrian access shown, (b) all building plans and elevations at appropriate scale, (c) building sections showing all typical cross sections at appropriate scale, floor plans, (e) preliminary tenant improvement plans, if applicable, (f) plans for public access areas, (g) outline specifications for materials, finishes and methods of construction, (h) exterior signage and exterior lighting plans, (i) material and color samples, and (j) roof plans showing all mechanical and other equipment. The Preliminary Construction Documents shall be in conformance with the Schematic Drawings and the Scope of Development, and shall incorporate conditions, modifications and changes specified by City or required as a condition of Regulatory Approvals.	
Comments:	

This contract was approved by (check applicable):

the City elective officer(s) identified on this form

a board on which the City elective officer(s) serves San Francisco Board of Supervisors

Print Name of Board

the board of a state agency (Health Authority, Housing Authority Commission, Industrial Development Authority Board, Parking Authority, Redevelopment Agency Commission, Relocation Appeals Board, Treasure Island Development Authority) on which an appointee of the City elective officer(s) identified on this form sits

Print Name of Board

**Filer Information** (Please print clearly.)

Name of filer: Angela Calvillo, Clerk of the Board	Contact telephone number: ( 415 ) 554-5184
Address: City Hall, Room 244, 1 Dr. Carlton B. Goodlett Pl., San Francisco, CA 94102	E-mail: Board.of.Supervisors@sfgov.org

\_\_\_\_\_  
Signature of City Elective Officer (if submitted by City elective officer)

\_\_\_\_\_  
Date Signed

\_\_\_\_\_  
Signature of Board Secretary or Clerk (if submitted by Board Secretary or Clerk)

\_\_\_\_\_  
Date Signed

