



AGENCY: City Council
MEETING DATE: April 23, 2018
DEPARTMENT: CDD
PRESENTED BY: Marie Jones
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AGENDA ITEM SUMMARY

TITLE:

Receive Report and Provide Direction Regarding Property Transactions with Georgia-Pacific including: 1) Potential Annual Renewable License Agreement with GP for a Multi-Use Trail Connection to Downtown; 2) the Location and Terms of the License Agreement; and 3) Potential Dedication of the West Street Alley to the City of Fort Bragg

ISSUE:

Coastal Trail. For nearly a decade, the City of Fort Bragg has pursued development of a coastal trail and park along the 3½ miles of coastline on the former Georgia-Pacific (GP) mill site. Phase I of the Fort Bragg Coastal Restoration and Trail Project was completed in late 2015. The central portion of the Coastal Trail Project (Phase II) was completed on April 2, 2018.

The City applied for a variety of funding sources for Phase II: \$1,216,000 in grant funding was secured for the project, with about \$30,000 in funding remaining after completion of all remaining features (benches, interpretive panels, mural painting picnic tables, installation of safety bollard, etc.).

On March 23, 2016, City Council provided direction for the Phase II Coastal Trail design, which included the proposed locations of trail alignments, access road and the parking lot. The portion of this direction that is relevant to creating a connection to Downtown is illustrated in Attachment 1 and summarized below:

- Obtain vehicular access to the Phase II trail from the downtown, preferably at Redwood Avenue as this provides a signalized intersection close to downtown. City Council also considered access from Alder Street but this access was not preferred due to distance from downtown and the lack of a signalized intersection. GP has expressed an initial preference for access for Oak Street.
- The City Council selected the large asphalt area located south of the old drying sheds for the parking lot location, as it provides: closer access to the visitor, excellent views, more parking and will be less expensive to acquire and develop. Council also considered a parking lot location due west of the Fire Station on GP property located between Alder and Oak Streets. This location was not preferred by Council because of traffic flow challenges.

In early April of 2018, Georgia-Pacific reached out to City staff to offer to allow a connection from the western end of Alder Street to the Coastal Trail over GP's property with an annually renewable license agreement. This access could be made permanent at a future date through a dedication or acquisition or it could be replaced at a future date with a permanent access at another location such as Redwood Street.

GP is not interested in selling this access at this time as they want to retain flexibility for future property owners and retain access for remediation and construction activities. However they have expressed a willingness to provide the City with temporary access to the middle section of the Coastal Trail from the downtown, in response to the strong community interest in obtaining this connection.

West Street Alley. The West Street alley in Fort Bragg is owned by Georgia-Pacific, but utilized by residents of Fort Bragg to access the western edge of their parcels along the West Side of West Street. GP is interested in dedicating this alley to the City of Fort Bragg at no cost.

ANALYSIS:

Potential Annual Renewable License Agreement with GP

Georgia-Pacific has offered to enter into an annual renewable license agreement with the City of Fort Bragg for \$1 per year. The license agreement would:

1. Allow public use of the gravel parking lot at the end of Alder Street and a 25' wide pedestrian and bicycle access from Alder street to the City's Coastal Trail property;
2. Allow the City to improve the property by installing a multi-use trail;
3. Require the City to install security fencing and 18 foot wide access gates;
4. Require the City to close the pedestrian/bicycle access when GP engages in any construction, demolition or remediation related activities that necessitate crossing the multiuse trail access license area; and
5. Require the City to obtain insurance and provide liability indemnification for use of the license area.

Staff completed a site visit on April 11, 2018 and identified two alternative multi-use trail alignments for this connection. GP has indicated that either alignment is acceptable and that the City Council should select their preferred route. Attachment 2 illustrates the two alternative trail alignments and the parking area which would be included in the license agreement. Attachment 3 includes a "photo essay" of Alignment A.

- Alignment A would line up with the existing southern sidewalk of Alder street, making the transition for cyclists and pedestrians from the multi-use trail to a sidewalk a little more direct. If this path is retained for the long term, this alignment is preferred by staff.
- Alternative B is a straight shot and would cost slightly less to install, as it includes less paving. If the City Council views this as a temporary access, a less costly alternative may make more sense.

Both alignments are located in an area which has been remediated to a "residential standard" and is eligible to receive a no-further action letter from DTSC.

Staff has prepared a preliminary cost estimate to pave both alignments, see Table 1 below:

Table 1: Preliminary cost analysis of tail Alignments A & B.

ITEM NO	DESCRIPTION OF ITEM	Alignment A				Alignment B			
		QTY.	UNIT	COST PER UNIT	TOTAL COST UNIT	QTY.	UNIT	COST PER UNIT	TOTAL COST UNIT
(1)	(2)	(3)	(4)	(5)	(6)	(3)	(4)	(5)	(6)
1	Mobilization	1	LS	\$10,000.00	\$10,000.00	1	LS	\$10,000.00	\$10,000.00
2	Excavation	39	CY	\$19.00	\$731.85	33	CY	\$19.00	\$633.33
3	Crusher Dust(Compacted)	10	CY	\$87.00	\$837.78	8	CY	\$87.00	\$696.00
4	Class 2 Aggregate Base Rock in Place	39	CY	\$78.00	\$3,004.44	33	CY	\$78.00	\$2,574.00
5	HMA 2" thick in place	13	TONS	\$167.00	\$2,171.00	11	TONS	\$167.00	\$1,837.00
6	HMA 1 1/2" cap in place	13	TONS	\$167.00	\$2,171.00	13	TONS	\$167.00	\$2,171.00
7	Hydroseed	0.5	ACRE	\$4,650.00	\$2,325.00	1	ACRE	\$4,650.00	\$2,325.00
8	Fencing Materials & Install	1234	LF	\$2.11	\$2,597.80	1162	LF	\$2.13	\$2,475.40
9	Gates	2	Each	\$650.00	\$1,300.00	2	Each	\$650.00	\$1,300.00
					\$25,138.87				\$24,011.73
				Contingency (10%)	\$2,513.89			Contingency (10%)	\$2,401.17
				Total	\$27,652.76			Total	\$26,412.91

Staff is seeking direction from City Council regarding which alternative should be pursued. Alternatively, the City Council could direct staff not to proceed with the license negotiation and to not connect the central segment of the Coastal Trail to downtown Fort Bragg.

West Street Alley Dedication

Georgia-Pacific has indicated that they are interested in transferring the West Street alley to the City. As noted previously, this alley is heavily used by local residents to access their parcels. It is on the “City’s side” of the GP fence. The alley is in need of some maintenance and it is known as a “hang out” for “parking.” The alley is a gravel surface which is in good condition for most of its length. It has a few largish potholes which could be filled with gravel at a minimum cost. Attachment 4 provides an aerial of the alley and Attachment 5 includes photos of the alley’s current condition.

CEQA Review and Permitting

The City circulated and adopted a Subsequent EIR (SEIR) for construction of the Fort Bragg Coastal Trail Phase II, through the Mill Pond area, to connect the north and south alignments of the trail over the beach berm and around the Mill Pond. When CEQA and the Coastal Development Permit (CDP) were approved, the City did not anticipate including this multi-use trail access to downtown as part of the project and these components of the project have not been analyzed. Thus the CEQA document and the CDP, Use Permit and Design Review permit will have to be amended to reflect this addition, once an alignment is agreed to with GP. These documents can be prepared in-house this summer allowing the connection to be constructed in the Fall of 2018.

RECOMMENDED ACTION:

Provide Direction Regarding Property Transactions with Georgia-Pacific including:

- 1) Potential Annual Renewable License Agreement with GP for a Multi-Use Trail Connection to Downtown;
- 2) The Location and Terms of the License Agreement; and
- 3) Potential Dedication of the West Street Alley to the City of Fort Bragg.

ALTERNATIVE ACTION(S):

None needed.

FISCAL IMPACT:

The total Phase II Coastal Trail budget for design, engineering and construction is approximately \$1.2 million. The City currently has \$30,000 in grant funding for the project, this should be sufficient to construct the connection to Downtown Fort Bragg.

Completion of Phase II will result in increased park maintenance and security costs, however these increased costs will be offset by revenues from the recently passed Measure AA Transient Occupancy Tax increase. Overall, the Coastal Trail is expected to make the City and downtown a more desirable destination for tourists and thus will contribute to City revenues through increased visitor stays and retail spending.

CONSISTENCY:

The project is consistent with the Coastal General Plan, Coastal Land Use and Development Code and the City’s Economic Development Strategy, which all envision coastal access along the former Mill Site property.

IMPLEMENTATION/TIMEFRAMES:

Construction of a portion of Phase III is anticipated for the Fall of 2018, after CEQA and permitting are completed and the project is bid.

ATTACHMENTS:

1. 2017 Conceptual Plan
2. Coastal Trail 3.0 Potential License Area Alignments
3. Trail Alignment photos
4. West Alley Dedication 4-2018
5. Photos of West Street Alley condition

NOTIFICATION:

1. Coastal Trail interested parties list