



AGENCY:	City Council
MEETING DATE:	March 30, 2015
DEPARTMENT:	CDD
PRESENTED BY:	Marie Jones

AGENDA ITEM SUMMARY

TITLE:

RECEIVE REPORT AND PROVIDE DIRECTION TO STAFF REGARDING MODIFICATIONS TO SOUTH FORT BRAGG COASTAL TRAIL DESIGN

ISSUE:

The Fort Bragg Coastal Trail is partially constructed. The North Trail was constructed in 2014-2015 and opened to the public in February of 2015. During construction of the North Trail, the City was able to achieve some cost savings which will allow grant funds to be redirected to Coastal Trail construction activities for the Central (around the Mill pond) and South trail components of the project.

Additionally, the City is negotiating an exchange of easements with Georgia-Pacific which will allow public access to the South Trail from the Cypress Street intersection (along the existing gravel road from Cypress Street gate to the southern end of the runway where the Coastal Trail parking area will be located). Access to the Wastewater Treatment Facility (WWTF) and the Noyo Center property would also be located along this route and then up the runway to the two sites.

Staff is seeking direction from the Council regarding priorities for utilization of the remaining grant funds for construction of various components of the Coastal Trail. A contract for design and engineering services will be brought back for Council action on a future agenda.

RECOMMENDED ACTION:

Staff recommends that City Council:

1. Direct staff to pursue incorporation of the following improvements into the Coastal Trail project:
 - a. Add spaces to the Elm Street Parking Lot (\$20,000);
 - b. Proceed with Cypress Street Gate Alternate and the multi-use trail or the pedestrian only path from Cypress Street to the parking lot (\$250,000 - \$300,000);
 - c. Reserve up to \$344,000 from Coastal Conservancy grant and additional funding as possible from State Parks Prop 84 grant for the Phase II Coastal Trail around the Mill Pond;
 - d. Allocate \$10,000 in funding to establish an off leash dog park along the runway if funds are available to do so; and
 - e. Allocate remaining funds (as available from the Coastal Conservancy grant) to move and install the Chalet at the Noyo Center site.
 - f. Allocate any remaining funds for construction of Option A-pedestrian access to Noyo Beach.

ALTERNATIVE ACTION(S):

1. Provide alternative direction to staff.

ANALYSIS:

Georgia-Pacific has agreed in concept to dedicate a road access from the Cypress Street Gate to the southern end of the runway so that the City can consolidate all City accesses to various City facilities on the former Mill Site property (the South Coastal Trail, the Noyo Center and the WWTF) over one route. This would also include transfer of title for the entire runway area.

As the Fort Bragg Coastal Trail construction project is currently under budget, the Council has an opportunity to reallocate some of the construction funds for trail augmentations. The project budget initially set aside \$678,879 as a contingency and none of those funds have been used to date, even though the North Coastal Trail project is nearing completion. Additionally, through value engineering activities on the North Coastal Trail, the City deleted \$260,000 in items, bringing the total available funding for add-ons to about \$950,000, though the City should retain about \$200,000 for potential contingency issues on the South Trail construction, thus leaving about \$750,000 for reallocation.

Some possible options for use of the remaining funds are summarized in Table 1. The enhancement activities will require additional environmental review and permit amendments.

Time is of the essence on some of these augmentations. Specifically, components of the project that should be completed as part of the current construction contract will need to be designed and engineered within the next two months so that they can be constructed this summer.

Table 1: Potential Design Enhancements for Fort Bragg Coastal Trail		
Project Description	Cost	Timeframe
<p>1. Cypress Street Ad Alternate Access and Multi-Use Trail from Cypress Street Gate to the Runway Parking Lot. The Cypress Street Access road design includes a 24 foot wide, 2-lane gravel road from the Cypress Street Gate to the end of the runway. This was a bid alternate during the bidding process for this project as we were not certain that GP would dedicate this access to the City. Construction of this bid alternate would cost \$175,000.</p> <p>A multi-use trail could be added to the south of the road access, so that residents and bicyclists can use the Cypress Street signalized intersection to access the site, in addition to the Noyo Point Road multi-use trail.</p> <p>Alternatively, a 6 foot wide pedestrian access path could be added to the south side of the access road, and cyclists could continue along the west side of Highway 1 to the Noyo Point Road access to use the multi-use trail to access the site.</p> <p>Attachment 1 illustrates the existing design and cross section.</p> <p>Attachment 2 illustrates the multi-use trail and the pedestrian only cross sections.</p> <p>There are no rare plants or species of concern in this area; environmental review would be straight forward.</p> <p>Additional improvements will also include a truck turn around at the WWTF, a road connection from the end of the runway to</p>	<p>Cypress Street Access and Multi-Use Trail</p> <p>Design/engineering: \$60,000 to \$95,947</p> <p>Environmental/Permitting: \$5,000</p> <p>Cypress Street Road Construction: \$175,000</p> <p>Multiuse Trail: \$125,000</p> <p>Pedestrian Path: \$75,000</p>	2015

the WWTF and the Noyo Center. (As these improvements are for non-coastal trail facilities, they cannot be funded with Coastal Trail grant funds and an alternative funding source will be identified)		
<p>3. Design and Construction of the middle section of the Coastal Trail (around the Mill Pond). Council has indicated a preference for a trail alignment of 1.1 mile in length around the outer circumference of the Mill Pond. See Attachment 3.</p> <p>The design and construction of this component of the project is on hold until remediation of the site is complete. DTSC expects remediation to be complete by 2017.</p> <p>Staff has contacted the Coastal Conservancy and State Parks about the feasibility of extending the grant deadline for that award so that some of the Coastal Conservancy funds could be expended for the construction of the trail through the Mill Pond area in order to make up some of the deficit in funding for this section of the site. The Coastal Conservancy can allow up to \$344,000 in funding for the Phase II project.</p>	<p>Design & Engineering: \$150,000</p> <p>Environmental:\$25,000</p> <p>Construction: \$1.1 Million</p> <p>Total \$1.275 million</p> <p>The City has a Prop 84 grant award of \$450,000 for this project.</p> <p>Needed Funding</p> <p>\$820,000</p>	<p>2016</p> <p>2016 – 2017</p> <p>2017-2018</p>
<p>2. Development of an off-leash dog park. The acquisition of the runway provides an opportunity to establish an off-leash dog park on the site. The City has already installed a property line fence along the City existing property line. The addition of the runway would allow the City to establish a large off-leash dog park at a minimal cost. A fence will need to be installed down the runway to separate automobile traffic from the parkland area in order to keep vehicles on the runway. This fence combined with the existing property line fence would effectively fence off a large area that could be used as an off leash dog park. Alternatively the fence along the existing property line could be removed. Attachment 4 provides a photo essay of the potential location and Attachment 5 to illustrate the location of the 1.5 acre potential dog park.</p> <p>There are no rare plants or animals in this area, as it is an area of invasive species and so it could be an appropriate location for an off leash dog park. This is a passive recreational use and is consistent with the Coastal Conservancy's restrictions on the property. Under the City's MOU with Sherwood Valley Band of Pomo (SVBP), the City will need to consult with the tribe about the use of a portion of the site for an off-leash dog park.</p>	<p>Dog proof fencing \$5,700.</p> <p>Benches and trash cans \$4,000</p> <p>Total cost \$10,000</p>	<p>2015</p>
<p>4. Development of additional parking at the Elm Street lot. Since the north trail has opened it has become clear that the Elm Street lot does not meet demands. Staff recommends doubling the amount of parking at this lot by providing an additional row of parking spaces directly south of the current row of spaces. These spaces would mirror the existing spaces and require the City to acquire an additional 3,000 SF</p>	<p>Construction cost:</p> <p>\$20,000</p>	<p>2015 or 2016</p>

of property from GP.		
<p>5. Move the “Chalet” to the Noyo Center Site.</p> <p>GP has verbally agreed to donate its former Visitor Center (the “Chalet”) to the City of Fort Bragg to use as part of the Noyo Center. The final cost to relocate the Chalet to the Noyo Center property will depend on the level of improvements installed with the move (plumbing, solar power, decks, insulation, etc.). The cost to move and outfit the building could range between \$40,000 and \$160,000. The Coastal Conservancy has indicated that some of the grant funds could be utilized to move this building. This is not an eligible activity under either of the other grants. Please see Attachment 6 for photos of the Chalet.</p>	<p>Cost to move building: \$12,000 - \$18,000</p> <p>Cost to construct foundation, handicapped ramp and stairs: \$20,000</p> <p>Additional improvements: up to \$120,000</p>	2015 or 2016
<p>6. Development of Noyo Harbor Beach Access.</p> <p>Early in the design process for the Coastal Trail project, the City Council set aside the idea of creating a connection from the South Trail to Noyo Harbor Beach, due to concerns regarding feasibility and cost. This access could be reconsidered at this time. Staff has prepared, with advice from the project engineer, a set of options for access that could be explored through a feasibility analysis. These access options are illustrated in Attachment 7.</p> <p>Option A (Green) would include a pedestrian trail down the existing old haul roadbed and a set of stairs to the beach at about the halfway point (before the dredge sands site). This portion of the project could be constructed with parlin forks labor, without engineering, for a rougher (and more cost effective) solution which would include just the stairs to the beach and use of the existing unimproved road (\$10,000 option).</p> <p>Option B (Blue) would include a multi-use trail down the entire length of the existing (somewhat damaged) haul road to North Harbor Drive.</p> <p>Option C (Red) would include a multi-use trail down the existing old haul road to the top of the dredge sands berm and along the top of the berm to North Harbor Drive.</p> <p>Additionally, the pros and cons of each option are analyzed in Table 2 below for clarity.</p>	<p>Design & Engineering: \$5,000 - \$150,000</p> <p>Environmental \$3,000 - \$20,000</p> <p>Construction: Option A \$10,000 to \$60,000</p> <p>Option B \$340,000</p> <p>Option C \$250,000</p>	2015 - 2016

As there are many advantages and disadvantages of Options A, B and C, they are further explored in Table 2 below:

Table 2 : Pros and Cons of Options A, B and C for Noyo Beach connection

Option	Advantages	Disadvantages
A - short pedestrian trail and stairs to beach	Relatively inexpensive, some of the improvements could be constructed with Parlin Forks labor for additional savings. Possible to construct with current funding Would not interfere with dredge sands pile Minimal geotechnical issues	Pedestrian access to the beach only. Bicyclists would have to ride to the Noyo Point Road/Highway 1 intersection and take the dredge sands road down to Noyo Harbor.
B - Multi-use trail down existing haul road and along east edge of Dredge Sands area to Noyo Harbor Road	Relatively straight path to the Noyo Harbor and Noyo Beach. Minimal interference with harbor district activities.	Cost Will require retaining wall and fence for unstable slope located uphill from portion of old haul road. Access would be closed during Harbor District dredging and dredge removal activities. Fence required on the south side of the access road to keep people from ending up in the dredge pond. Sherwood Valley Band of Pomo may object to alignment as it is directly south and down slope of native people's homes. A privacy fence on the north side of the trail would be necessary along with the retaining wall.
C – Multi-use Trail along the outer edge of the Dredge Sands pile	Great views Relatively flat and gradual approach to the beach.	Cost Improvements would be temporary and so would probably consist of a gravel road along the dredge sands berm rather than a multi-use trail Requires a fence on the north side of the access road to keep people from ending up in the dredge pond Access would need to be closed during harbor district dredging and dredge removal activities.

Staff seeks direction from the Council regarding the priorities for the various Coastal Trail enhancements listed above.

Of the available discretionary funding for this project approximately \$344,000 can be rolled over to the Phase II project (the multi-use trail alignment around the Mill Pond) and will work with the construction timing of that project, so long as it happens prior to June 30, 2017.

FISCAL IMPACT:

The proposed Coastal Trail augmentations would be funded entirely from existing funds that have been allocated to the project. Grant funds also cover the cost of staff work on the project.

CONSISTENCY:

Staff will review proposed project modifications for consistency with the Coastal General Plan and Coastal Land Use and Development Code. CEQA review and permit amendments are required for the proposed changes.

IMPLEMENTATION/TIMEFRAMES:

See Table 1 above.

ATTACHMENTS:

1. Current Cypress Street design and cross section.
2. Possible Cypress Street multi-use trail and pedestrian access only cross sections.
3. Coastal trail alignments through the Mill Pond Area
4. Dog Park photo essay
5. Potential Dog Park boundary
6. Noyo Center Chalet
7. Route Alternatives to Noyo Harbor Beach

NOTIFICATION:

1. Coastal Trail interested parties list

City Clerk's Office Use Only

Agency Action ☐ Approved ☐ Denied ☐ Approved as Amended

Resolution No.: _____ Ordinance No.: _____

Moved by: _____ Seconded by: _____

Vote: _____

☐ Deferred/Continued to meeting of: _____

☐ Referred to: _____