Agenda Item Number: _____

Agenda Report Reviewed by:
City Manager: _____

CITY OF SEBASTOPOL
CITY COUNCIL
STAFF REPORT

Meeting Date:	July 17, 2018
To:	Honorable Mayor and Honorable City Councilmembers
From:	Henry Mikus, Engineering Manager
Subject:	Consideration of Approval of Authorization for Request for Bids for Contract Number 2018-02 for Construction of Concrete Pad to Include Electrical/Plumbing for new Community Trailer to be located at Park Village.
Recommendation:	Adopt a Minute Order authorizing staff to advertise for bids
Funding:	Currently Budgeted: __X__ Yes __X__ No _____ N/A Net General Fund Cost: $ _____ Remaining project budget of $35,815 is insufficient to cover expected total cost of a new slab with utilities.

INTRODUCTION:
This item is to request the City Council authorize staff to issue a bid package for construction of a Concrete Pad to Include Electrical/Plumbing for the new Community Trailer to be located at Park Village.

BACKGROUND:
The City of Sebastopol owns the property of Park Village (formerly known as Village Mobile Home Park) and has contracted with West County Community Services (WCCS) to manage the facility. Part of the agreement with WCCS includes provision for the City to effect certain repairs and other capital improvements to the property. One planned improvement has been to replace the old Community Building via an appropriate office trailer parked on a new concrete pad. This arrangement allows the trailer to be moved in the event of flooding from the nearby Laguna De Santa Rosa, which does occur periodically.

DISCUSSION:
The slab configuration has been modified several times as additional information has become available. The slab has grown in size and complexity due to the following considerations:

1. Code requirements, which are stringent because the property is in a flood plain and because of seismic design requirements
2. Knowledge of the size of the trailer to actually be purchased
3. ADA considerations for path of travel, handicap parking, and ramps to allow access because of the trailer's floor height
4. Utility connections, including addressing some utility issues such as inaccessible and untraceable utility components

The project originally carried a $32,000 budget for the slab based on the quote from the initial renovation work contractor; this was a small slab without significant utility work required. As the slab design evolved, pricing was redone for the work, with a second price at $49,000 then eventually for the final configuration at just under $100,000. This last figure would have put the project about $60,000 over budget. At their June 19 meeting, City Council had a discussion and asked staff to return with alternatives and pricing before a decision would be made in the hope of finding some cost savings.

Initially, City and WCCS staff considered whether or not a graded dirt surface would suffice, and concluded this would be ineffective given the likely flooding that would occur. Further consultation with the Building Official disclosed a dirt pad would not comply with applicable code requirements. Next, with ADA requirements for parking and access into the building in mind, several pad layouts were considered, the optimum (smallest) overall pad size was established at approximately 24 feet by 70 feet, which was the basis for subsequent cost estimates. As work on other facets of the project occurred, difficulties with utilities were encountered as a complete rats-nest of lines and pipes were uncovered. Since the trailer that was to sit on the pad required utility connections, provisions were made to provide this capability which included routing that was sensible and allowed for maintenance. The majority of the price estimate rise for the final pad version was due to the utility work at $43,900.

Per Council's direction, several additional alternates were considered. They are listed below with costs. The City Engineer's memorandum and layouts are attached.

Alternate	Pad/Surface Cost	Utility Cost	Total Cost
Full Pad (Plan A)	$41,900	$43,900	$85,800
Trailer Wheel Tracks plus ADA parking (Plan B)	$25,000	$43,900	$68,900
Compacted aggregate surface plus ADA parking (Plan C) *(not considered further, not in code compliance)*	$6,000	$43,900	$49,900
Asphalt surface (Plan D)	$9,000	$43,900	$52,400

Plan "A": The "full pad" option is most expensive. However it provides the best practical and long-term solution given the need to effectively deal with flooding and disassembly/assembly of the trailer and ADA ramps. A full pad would be stable (slopes and grades would not alter), easy to clean after flooding/silting, and provides the best anchoring system for both the trailer and ramps. This is staff's recommended solution.

Plan "B": The first alternate considered would provide a firm concrete surface for just under the trailer tires. ADA parking would still be required. The big advantage is about $17,000 in cost savings. However, the seismic and ramp tie-downs would be less robust and be much more difficult to clean up to use post-flooding, and there would be a risk factor for the non-concrete surfaces suffering from the action of flood water. The potential exists for added time and expense recovering from any flood, particularly to provide a stable base for the ADA ramps.

Plan "C": The next alternate examined was a compacted gravel pad, but once it was learned this would not meet code due to the flood plain, it was eliminated from consideration.

Plan "D": The final alternate looked at was to use an asphalt rather than concrete pad. This would be much less expensive but be subject to damage/deterioration over time from flooding. Asphalt is considered "flexible" surfacing because it does shift vertically over time. Also, the seismic and ramp tie-downs would be less robust than concrete. The life cycle of asphalt would be about half of that for concrete.

RECOMMENDATION:
Staff recommends selecting the all concrete version of the trailer pad, and requests direction from Council to go to bid.

ATTACHMENTS:
City Engineer's memorandum and layouts

Memorandum

To: Henry Mikus, Engineering Manager

CC: Larry McLaughlin, City Manager

From: Joe Gaffney, City Engineer

Date: 06/26/18

Re: Park Village Slab Options

Plan A: Full Slab, 1,488 SF, Bid Cost: $41,900

Pros: Permanent, one-time solution
Stable, easy to control ADA slopes and grades.
Easy to recover after flood event
Easy anchorage

Cons: Expense

Plan B: Wheel Tracks + ADA, 665 SF, Est Cost: $25,000

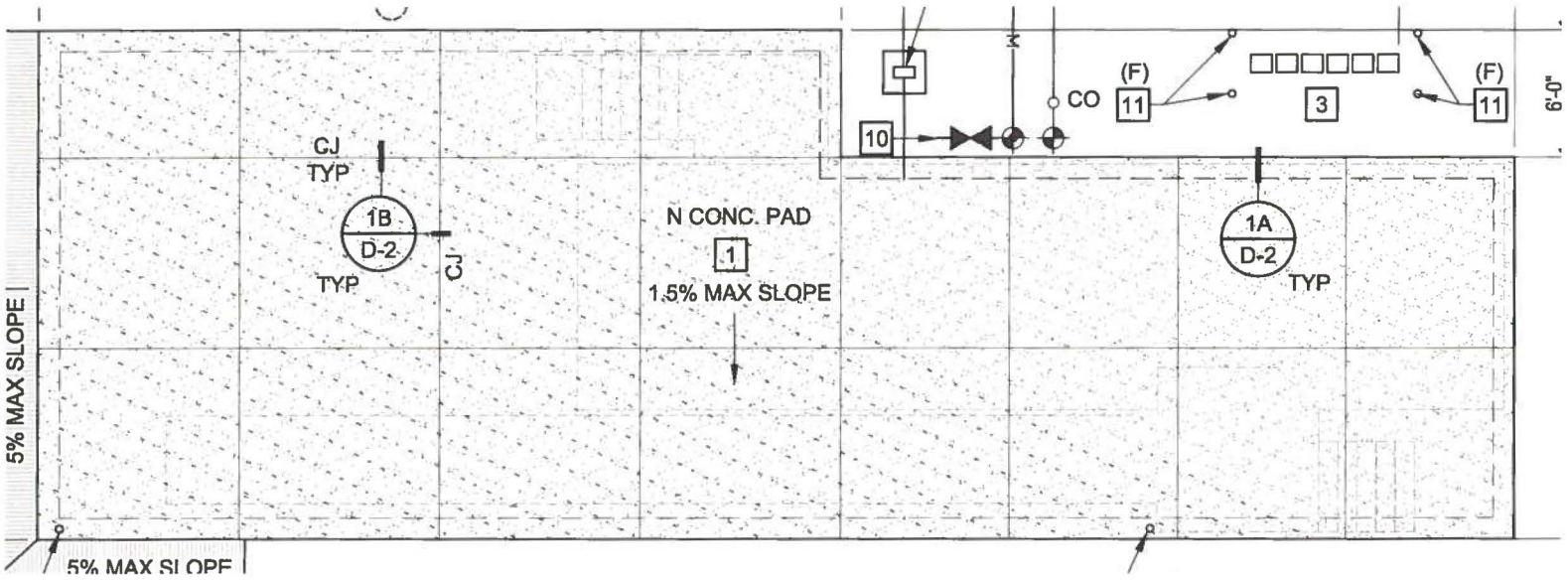
Pros: Somewhat reduced expense

Cons: Lots of extra form work, reducing cost savings
Still need ADA parking space and approach to ramp constructed of concrete (or AC?)
Must monitor ramp slopes, adjust as necessary.

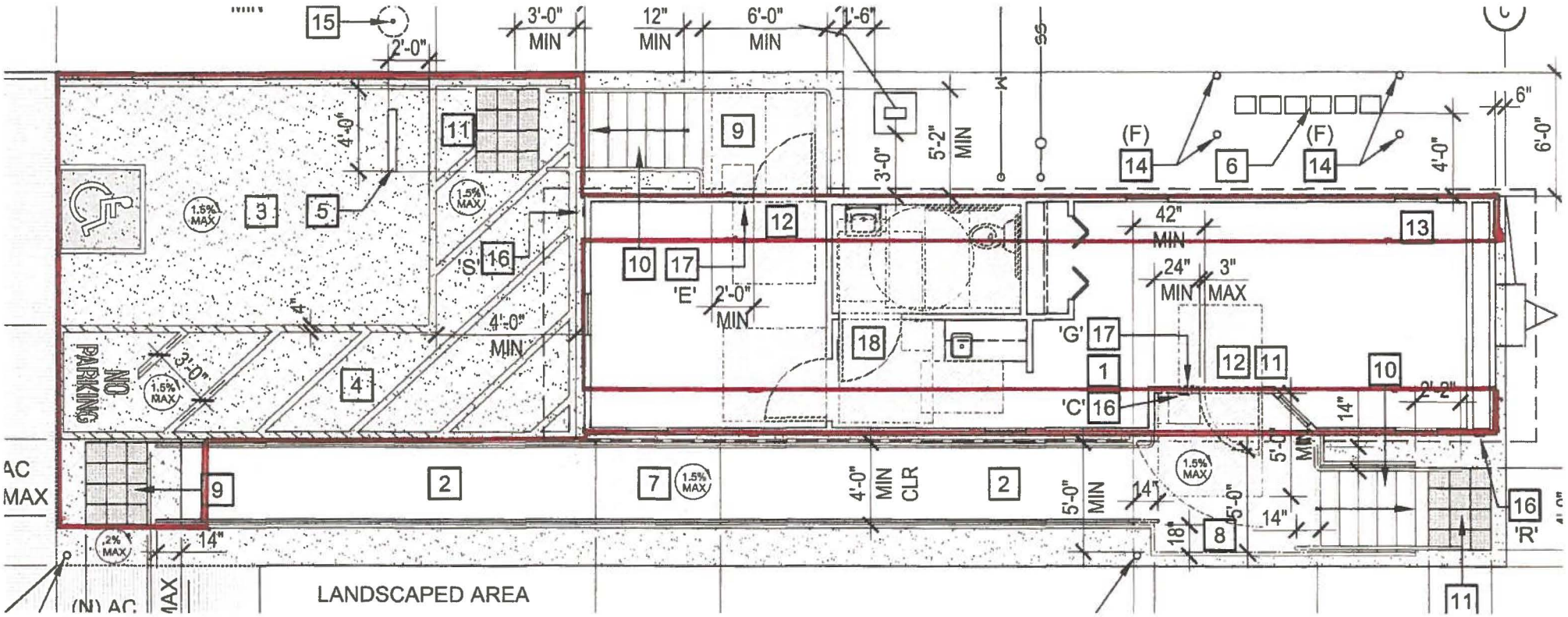
Plan C: Compacted AB2 Pad + ADA, 81 SF, Est Cost: $5,000

Pros: Least expensive

Cons: Does not meet City Flood Plain Development requirements.
Difficult to restore after flood event.
Still need ADA parking space and approach to ramp constructed of concrete (or AC?)
Difficult anchorage
Must monitor ramp slopes, adjust as necessary



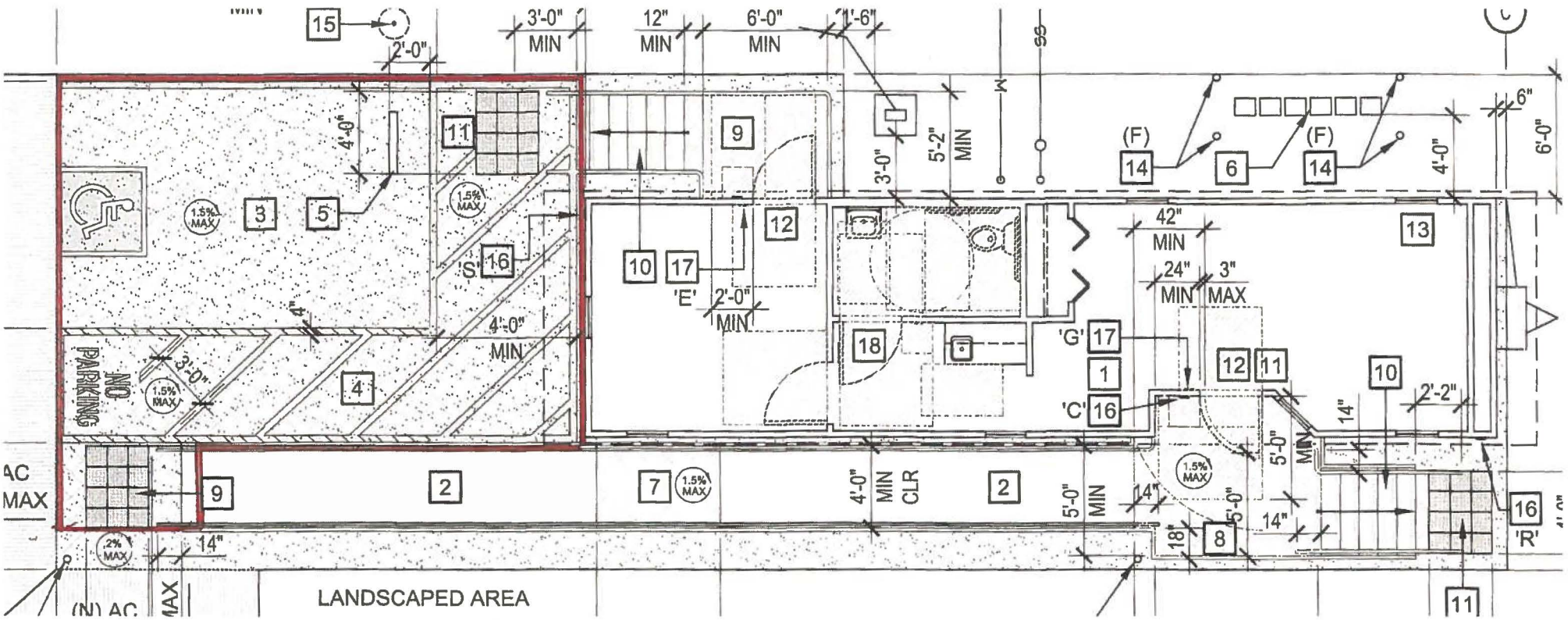
PLAN A - 1,440 sf



Area = 665 SF +/-

PLAN B

1" = 7ft



Area = 81 SF +/-

PLAN C