

CITY OF SAN LEANDRO
CITY COUNCIL SHORELINE - MARINA COMMITTEE

May 26, 2009
9:00 a.m. – 10:30 a.m.

San Leandro City Hall
835 East 14th Street
San Leandro, California
Sister Cities Gallery Room

HIGHLIGHTS

Committee Members: Mayor Santos, Councilmember Prola, Vice-Mayor Starosciak

City staff present: City Manager Hollister, Community Development Director Sims, Engineering Director Udemezue, Public Works Director Bakaldin, Facilities and Open Space Manager Pollart, Marina Supervisor Snodgrass, Senior Development Specialist Penaranda

Public present: Al Fernandez, Karen Holzmeister (Bay Area Newsgroup)

The meeting was called to order at 9:00 a.m.

1. Update on Dredging

Director Udemezue reported that the cost would be \$2.75 million to dredge the City's harbor channels to a depth of five feet. An objective to maintaining this cost is to also dredge an amount of material not to exceed a volume of 100,000 cubic yards. Dredging would be conducted between this August and November 2009. The dredge material would be pumped to the City's dredge site for decantation (drying/evaporation process for the dredged material). The proposed schedule is to have the dredge material dry enough to be removed and hauled by trucks to Oyster Bay Regional Park as fill material by the summer of 2011. Currently the budget is \$500,000 short of moving the 90,000 cubic yards.

The planned dredge later this year will provide navigable levels necessary for the City to maintain a small boat facility. To meet the objective of the City to maintain a small boat facility, dredging would be scheduled every four years. The estimated amount of material that would be dredged every four years would be 40,000 cubic yards.

Mayor Santos stated that the City may have to consider paying for dredging and not depend on State and/or Federal funding. Perhaps the City should consider de-Federalizing the channel in the future if the economy improves.

2. Discussion on Boat Launch User Fee

Director Bakaldin, Manager Pollart, Marina Supervisor Snodgrass, gave a powerpoint presentation reviewing the proposed boat launch fees and fee collection systems. The proposed fees were \$10/day, \$50/season (October-March) and \$100/year. The day user would receive a ticket or stub to display and the season and annual user would receive sticker permits or rear

view mirror hanger permits. The daily fee collection systems ranged from a self-register envelope deposit box (*Iron Ranger*) to automated ticket dispensing machines similar to the parking meters in Oakland and Berkeley (*Model 400 or Ventek*). The least expensive was the Iron Ranger, \$1,265 per box. The Model 400 was \$10,325 per unit. Both the Iron Ranger and Model 400 were cash only systems. The Ventek was \$21,621 per unit for a cash only machine and \$22,004 per unit for a cash and credit card machine. This brand was more expensive due to the electrical connection and wireless internet connection for credit card transactions. The daily fee would be implemented, to a great extent, on the '*honor system*' as there would not be a paid attendant to collect the fees. Marina staff would check the boat launch approximately twice a day to verify payment. Marina staff would implement public announcements about the proposed boat launch fee by sending letters to the fishermen's clubs, yacht clubs and marina berthers. They would also post signs at the launch ramp prior to implementation of the new fee. (The Marina Inn management has volunteered to have change on hand for the boaters at the hotel's front counter; this could be included on the signs). The proposed boat launch fee would require amendments to the Administrative Code to create a launch fee. Once the launch fee is implemented, staff will evaluate the need for further code revisions such as restricting boat trailer parking in surrounding parking lots to discourage persons from circumventing the boat launch fee by using the launch and parking elsewhere in the area other than the designated vehicle and trailer parking lot. In addition, the Code may have to be amended to allow citation authority for the Marina Supervisor. This is a common practice in other marinas and allows enforcement without demand on the Police Department services. The proposed fee is a launch fee and not a parking fee.

Councilmember Prola shared that he has conducted an informal unscientific survey having talked with boaters and asking them about a proposed launch fee. They have told him that they would be willing to pay the launch fee. They also told him that in their opinion collection of the fee by the honor system would not likely work. Without an attendant to collect the fee and without strict enforcement people will choose not to pay the nominal fee. Of the various collection systems he preferred the Model 400. The proposed fees appeared inexpensive and stated that perhaps the \$50 seasonal permit fee should be \$100 and the \$100 annual permit fee should be \$200.

Vice-Mayor Starosciak asked if the cost of the Iron Ranger was a onetime cost and if the Model 400 had monthly or annual maintenance costs. Supervisor Snodgrass replied that the Iron Ranger was a onetime cost without any maintenance or utility fees. The Model 400 had a very small monthly utility cost due to having electric hook up to operate it. Councilmember Starosciak stated that a \$10/day launch fee seemed reasonable and that the honor system of collecting the fees was a good idea. She recommended that in addition to the letters and signs for the public announcement about the new launch fee, the City should provide a press release for the website and in the newspapers. She appreciated the Marina Inn for volunteering to have change available for the boaters. She supported the idea for a launch fee.

Al Fernandez, from the public audience, interjected that the City of Berkeley has experienced problems with the Model 400 when the boaters did not have exact change or currency. He shared that the Iron Ranger at Half Moon Bay has been the best user friendly fee collection system. He recommended that due to the expensive cost of the automated systems the City first start the program with the less expensive *Iron Ranger box system*. San Leandro has a good launch ramp with a good location in relation to the Bay Area. A \$200 annual fee may be too high; \$150 annual fee would be a good compromise.

Mayor Santos and Councilmember Prola commended Mr. Fernandez on his participation and time and resources he has spent collecting information in the topic of boat launch ramp fees.

Director Bakaldin stated that the boat launch ramp fee would be initiated as a pilot program. Whichever fee collection system was used there is harbor staffing that would check if fees were being paid twice per day. Supervisor Snodgrass clarified that the Iron Ranger has a good track record in that it is the least expensive and it is rarely vandalized.

Recommendation:

The Committee recommended that the matter be brought to the City Council with a recommendation to initiate a pilot program with a boat launch ramp fee structure as recommended by staff, with daily fees collected by an Iron Ranger self-register envelope deposit box using the ‘honor system’ and that this pilot program be reviewed in six months.

Mr. Fernandez and Councilmember Prola stated that they would volunteer to pass out flyers to boaters that a boat launch fee will soon be imposed.

3. Public Comments

There were no public comments provided.

4. Committee Member Comments

Vice-Mayor Starosciak stated that the Wednesday, May 20, 2009 Shoreline-Marina Town Hall meeting was well attended by the Shoreline Development Citizen Advisory Committee (CAC) and staff, however it was not well attended by the general public. She asked staff to electronically mail reminders to the Shoreline CAC applicants who were not selected to be on the panel a reminder that there will be another Shoreline-Marina Town Hall meeting on Thursday, May 28, 2009, for them to attend and use as an opportunity to share their ideas or visions of the future of the City’s shoreline.

5. Adjourn - The meeting adjourned at 10:05 a.m.