



PARKS & RECREATION COMMISSION MEETING

**Council Chambers
200 H Street
Antioch, CA 94509**

**Thursday
October 25, 2012
7:00 p.m.**

AGENDA

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. PUBLIC COMMENTS

Residents are given the opportunity to address the Commission on Park and Recreation issues not on the regular agenda.

V. APPROVAL OF MINUTES

Recommended Action:

Motion to approve minutes of the Parks and Recreation Commission meeting of May 24, 2012.

MINUTES

VI. BUSINESS

Receive public input and provide a recommendation to the City Council regarding the future of the Fulton Shipyard Boat Ramp.

STAFF REPORT

VII. COMMUNICATIONS (Announcements and Correspondence)

1. Staff
2. Commission Communication

VIII. ADJOURNMENT

Antioch City Hall
Regular Meeting
May 24, 2012

**CITY OF ANTIOCH
PARKS AND RECREATION COMMISSION**

Chairperson Immekus called the meeting to order at 7:00 p.m. on Thursday, May 24, 2012.

PLEDGE OF ALLEGIANCE

Present: Commissioners Bonwell, Davis and Chairperson Immekus

Absent: Commissioner Flores and Robertson

Staff Present: Ryan Graham, Deputy Director of Community Development
-Recreation
Mike Bechtholdt, Superintendent Parks

PUBLIC COMMENTS - None

APPROVAL OF MINUTES: (April 26, 2012)

On motion by Commissioner Davis, seconded by Commissioner Bonwell, the Parks and Recreation Commission members present unanimously approved the minutes of April 26, 2012 as written.

BUSINESS

- A. Continue to accept public input and develop a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.**

Deputy Director of Community Development/Recreation Graham introduced the item and recommended the Parks and Recreation Commission receive public input. He noted no additional information was requested for this meeting from staff by the Parks and Recreation Commission.

Sheila White, Antioch resident reported Mr. Boccio was unable to attend the meeting as he was getting ready to leave for the holiday weekend. She noted he had taken the Commission's advice and talked with the Friends of Animal Services who informed him, as a non-profit, they hosted fundraisers to assist the City in keeping the Shelter open. She noted the Citizens for the Preservation of River Access (CPRA) wished to do the same for the boat ramp; however, they

were not interested in forming a non-profit. She reported the CPRA had decided to table the park project at this time.

Chairperson Immekus requested the speaker timer be stopped to allow Ms. White the opportunity to complete her comments.

Ms. White stated the CPRA would be willing to maintain and operate the boat ramp and charge for use on a yearly basis with daily users directed to the new boat ramp.

Chairperson Immekus stated the project would require a significantly higher level of organization. He noted the intent of encouraging the CPRA to seek information from the Friends of Animal Services and Friends of the Library was to give them a sense of how they organized and worked with the City on projects that were of common interests. He reported he had provided contact information for the leadership at the Antioch Youth Sports Complex and had personally contacted them to request they contact Mr. Phillips and provide him with copies of documentation they had used to form their organization. He noted the purpose was to inform the CPRA of the paperwork and structure necessary to form an organization that could be considered for the type of program they were interested in organizing.

Ms. White responded she was not interested in forming a non-profit due to the fact she was too busy with her business.

Chairperson Immekus stated he understood Ms. White's concerns; however, he noted a structured organization would be necessary to get insurance documents and the permits required to do business with the City. He reiterated the purpose of directing the CPRA to groups currently operating with the City was to determine what was needed to proceed with their efforts.

Commissioner Bonwell agreed that contact with those groups would provide information on the structure needed to progress toward an organization. He expressed concern the volunteer group had only two members in attendance this evening.

Ms. White clarified she had forgotten the date of the meeting and the City's calendar had not posted the meeting information at the beginning of the month. She noted she had called the City Clerk who stated she had no information for a May meeting and therefore she had not informed other CPRA members of this evening's meeting. She reported there was still interest; however, she could not be involved in a non-profit. She commented the duck hunters were supportive of their efforts and the Fulton Shipyard caretakers had expressed interest. She stated she feels citizens need to be able to control what would go on in the area, which they are unable to do without the City's support.

In response to Rick Robinson, Chairperson Immekus clarified the CPRA would not need to form a non-profit; however, some type of organizational structure would be necessary.

Rick Robison, Antioch resident questioned the CPRA could not partner with the City to take control of the facility.

Chairperson Immekus responded it would not be feasible due to the fact there would be a liability issue and the City had previously indicated they did not want the responsibility of keeping the facility open.

Mr. Robinson questioned how one individual could have signed the facility over to the City in 2004. He stated he feels the City only wanted to close the facility and drive users to the new boat ramp to generate revenue. He noted the State had indicated it would not be necessary to close the old boat ramp.

Chairperson Immekus reiterated the Feasibility Study in 2004 had anticipated closure of the old boat ramp.

Rick Robison reported Council had indicated in the past that they were not going to close the Fulton Shipyard boat ramp and stated he feels there was a need for two boat ramp facilities in Antioch. He noted direction to form a non-profit had been stressful and the CPRA was willing to operate and maintain the facility. He stated he felt sending this item to the Commission had been a delay tactic by the Council for the election season. He noted the CPRA would give the City the funds generated from advertising in the area. He further noted if the recommendation from the Commission was to close the facility, a majority of CPRA members would be willing to attend the Council meeting to advocate keeping it open.

Chairperson Immekus suggested the Mr. Robinson address his concerns with the Council, who had effectively wanted the boat ramp closed.

Mr. Robinson stated Mayor Davis and Councilmember Rocha had indicated they wanted to keep the boat ramp open. He questioned why it would be necessary for them to form an organization and stated he feels this issue had become political.

Commissioner Davis stated he had sat in all three of the Parks and Recreation Commission meetings when this issue had been discussed and he feels the Commission was fair and encouraging throughout the process. He reported they had asked for a plan to be formulated so the Commission could examine it in detail and interact with parties interested in keeping the boat ramp open. He stated he does not feel the Commission had been presented with a plan that addresses all the significant issues and until that plan was in hand, there is no

project to send forward to the Council. He noted if at a future date there was a plan that had validity and workability, they would be willing to consider it.

Commissioner Bonwell stated the Commission had attempted to assist the CPRA and provide direction with how they could move forward to form a business entity. He noted the Commission had no personal opinion on the disposition of the boat ramp.

Ms. White clarified their goal was to be the caretakers of the boat ramp so the City would not need to be financially responsible for operation and maintenance and their request was for the City to install the gate. She further noted she had spoken with Deputy Director of Community Development/Recreation Graham and City Engineer Bernal who indicated they did not have to form a non-profit. She questioned how they should proceed if the boat ramp were to remain open.

Chairperson Immekus clarified the intent of the Commission was to refer the CPRA to other organizations to determine how they interacted with the City and what structure would be necessary. He reiterated the Council had planned on the facility closing, and at the request of the volunteers, sent the issue to the Commission with a mandate to determine if there was a way for an independent group to take over operations and maintenance of the area.

Ms. White stated for personal reasons she would like the boat ramp to remain open.

Chairperson Immekus commented the Feasibility Study indicated the expectation would be that there would be a fee for launching at the new ramp and the old ramp would be closed. He stated the CPRA had good framework and now they needed to create an organization to manage the facility, obtain the proper permits and address the finances.

Ms. White indicated her focus is on keeping her business open and if the boat ramp were closed, she feels it would become a forgotten area. She reported she had received bad publicity with the discussion of criminal activity in the area.

Chairperson Immekus stated from a business standpoint, the restaurant is a point of destination. He stated he was sorry to hear Ms. White had received negative publicity.

Commissioner Bonwell stated he feels after three meetings on this issue, it is time to make a recommendation to the City Council. In the absence of a plan addressing the significant issues, he made a motion to recommend the City Council proceed with the closure of the boat ramp. The motion was seconded by Commissioner Davis. Following discussion the motion was withdrawn by Commissioner Bonwell and Commissioner Davis.

Chairperson Immekus made a motion to advise the City Council that the Parks and Recreation Commission was not prepared at this time to recommend that the boat ramp remain open, and given the information at hand if the interested parties could provide significant organizational support necessary to meet City standards, they would gladly reopen a review of their request, at later date.

Commissioner Davis seconded the previous motion for discussion.

Deputy Director of Community Development/Recreation Graham reminded the Commission that the boat ramp had not been closed and the authority of the Parks and Recreation Commission was a recommendation back to the City Council on that issue.

Following discussion, Chairperson Immekus and Commissioner Davis withdrew the previous motion and second. The Commission agreed if the CPRA provided a business plan in the future, to meet the necessary requirements, they would be open to reviewing that information, provided it was so directed by the City Council.

On motion by Commissioner Davis, seconded by Commissioner Bonwell, the Parks and Recreation Commission members present unanimously recommended to the City Council that the Fulton Shipyard boat ramp be closed.

Chairperson Immekus stated he feels there were people in the CPRA that had the time and opportunity to form an organization to move forward with their efforts. He clarified the Commission does not have any feeling one way or the other on the disposition of the facility. He encouraged the interested parties to move forward and recruit more people to form a structure the City could work with to run the facility on a privatized basis. On behalf of the Commission, he wished them good luck.

Following discussion, the Parks and Recreation Commission agreed to hear item C as the next agenda item.

C. CIP 5 Year Plan

Ahmed Abu-Aly, Associate Engineer, Capital Improvements Division presented the staff report dated May 17, 2012, recommending the Parks and Recreation Commission receive the Draft 2012-2017 Five Year Capital Improvement Program.

Following discussion, Commissioner Davis suggested a notice be placed at the boat ramp when a date is determined for the implementation of the launch fee. He stated in the future when funding becomes available he suggests the CIP address improvements for the Chichibu Park playground.

D. Parks Update – Verbal Report

Park Superintendent Bechtholdt gave a brief overhead presentation of the Parks Update including recycled water projects, the results of the insurance company's park assessment inspections, the Arbor Day event in Antioch Community Park and vandalism.

In response to Chairperson Immekus, Park Superintendent Bechtholdt stated there may be park in lieu fees left to fund the replacement of the Mira Vista Park play structure. He also noted the school has expressed interest in trying to raise funds for a replacement structure.

Following discussion, the Park and Recreation Commission agreed to work with the school and residents to raise funds for a replacement play structure in Mira Vista Park.

Commissioner Davis suggested using guidelines set for the City Park improvements.

Park Superintendent Bechtholdt reported Julie Haas-Wajdowicz was the staff person involved in the park structure replacement. He also noted the City was looking at a variety of vendors for replacement of the structure.

Once replacement costs are established, Chairperson Immekus and Commissioner Davis agreed to work with staff and the school to fundraise for the replacement of the play structure.

Deputy Director of Community Development/Recreation Graham announced the Waterpark would open on May 26, 2012 and noted WW money was allocated to the Waterpark for needed repairs. He reported the Skate Park had been vandalized and volunteers had painted over the graffiti. He announced Mello Roos funds were being utilized at the Community Center to enhance classes. He reported the Jr. Giant's registration was very successful and he would inform the Commission when opening day is scheduled. He recognized the Police Activities League (PAL) program for funding the Jr. Giants program. He noted the next Park and Recreation Commission meeting would include an update on programming at the Prewett Park Community Center, Water Park and Senior Center.

COMMUNICATIONS (Announcements and Correspondence)

Commission Bonwell reported on his attendance at the grand opening of the Great Mine Visitors Center at the Black Diamond Mines.

Deputy Director of Community Development/Recreation Graham announced the City had advertised to fill terms on the Parks and Recreation Commission. He

noted the filing deadline for applications is June 7, 2012, at 5:00 P.M. and reminded any sitting Commissioners whose terms are expiring who are interested, would need to re-apply.

Following discussion, the Parks and Recreation Commission agreed the next Commission meeting would be held on July 19, 2012.

ADJOURNMENT

There being no further business before the Commission, stand adjourned at 8:35 p.m. until July 19 at Council Chambers.

Respectfully Submitted,
Kitty Eiden

**STAFF REPORT TO THE PARKS AND RECREATION COMMISSION
FOR CONSIDERATION AT THE MEETING OF OCTOBER 25, 2012**

Prepared by: Ron Bernal, Director of Public Works/City Engineer *RB*

Date: October 18, 2012

Subject: Fulton Shipyard Boat Ramp

RECOMMENDATION

It is recommended that the Parks and Recreation Commission receive public input and provide a recommendation to the City Council regarding the future of the Fulton Shipyard Boat Ramp.

DISCUSSION

The issue of whether to close the Fulton Shipyard Boat Ramp (Ramp) has been discussed since November 8, 2011 when the City Council was presented with and considered a staff report. The reason for the item being brought before the City Council at that time was due to staff's understanding that the Ramp was to be closed concurrently with the opening of the new Antioch Marina Boat Launch. Council heard the item at two subsequent meetings on January 10, 2012 and January 24, 2012. At the January 24, 2012 meeting, Council voted to keep the Ramp open while the Parks and Recreation Commission (P&RC) received public input and ideas on future operations and possible improvements at the Ramp. The Council asked that the P&RC make a recommendation to the Council on the operation/future improvements to the Ramp.

The P&RC has previously considered this item on February 23, 2012 (Attachment "A"), March 22, 2012 (Attachment "B"), April 26, 2012 (Attachment "C"), and May 24, 2012 (Attachment "D"). Additionally, the City Council agendaized and discussed the item again on September 25, 2012 at which time the Mayor directed staff to have the item considered at the October 25, 2012 P&RC meeting and report back to the Council in November. The attachments provided are the full packages provided to the P&RC at each of the referenced meetings. Attachment "E" is the draft minutes of the May 24, 2012 P&RC meeting since those minutes have not been adopted yet. Attachment "F" is the adopted minutes of the September 25, 2012 Council meeting.

The items listed below are outstanding issues that need to be considered in making a recommendation to the City Council on whether to keep the Ramp open to the public:

1. Should a non-profit organization be required to operate and maintain the Ramp and adjacent parking area?

2. If a non-profit organization is not required to operate and maintain the Ramp, what should be the structure, if any to operate and maintain this area?
3. Should a fence and gate be installed across the entrance to the facility and if so, what should be the hours of operation and responsibility for opening and closing?
4. Should an annual fee be charged to users of the facility administered by the Antioch Marina staff in a method similar to the system being used by the Antioch Marina Boat Launch?
5. Should the Ramp remain open or be closed to the public?

Public Works staff will be available at the P&RC meeting to answer questions related to this item.

FISCAL IMPACT

If it is the decision of the P&RC to recommend the Ramp remain open, it will be necessary for the City to expend approximately \$10,000 to install a fence and gate and \$10,000 to \$15,000 to repair the ramp to the boarding float. Additionally, the parking lot needs a surface treatment with the type and cost yet to be determined.

ATTACHMENTS

- A: P&RC February 23, 2012 Meeting Agenda and Packet
- B: P&RC March 22, 2012 Meeting Agenda and Packet
- C: P&RC April 26, 2012 Meeting Agenda and Packet
- D: P&RC May 24, 2012 Meeting Agenda and Packet
- E: P&RC May 24, 2012 Draft Meeting Minutes
- F: City Council September 25, 2012 Adopted Meeting Minutes (pages 7 and 8 of 9)
- G: Vicinity Map

ATTACHMENT "A"



PARKS & RECREATION COMMISSION MEETING

Council Chambers
200 H Street
Antioch, CA 94509

Thursday
February 23, 2012
7:00 p.m.

AGENDA

- I. **CALL TO ORDER**
- II. **PLEDGE OF ALLEGIANCE**
- III. **ROLL CALL**
- IV. **PUBLIC COMMENTS**
Residents are given the opportunity to address the Commission on Park and Recreation issues not on the regular agenda.
- V. **BUSINESS**
 - A. Accept public input and develop a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.
- VI. **COMMUNICATIONS** (Announcements and Correspondence)
 1. Staff
 2. Commission Communication
- VII. **ADJOURNMENT**

**STAFF REPORT TO THE PARKS AND RECREATION COMMISSION
FOR CONSIDERATION AT THE MEETING OF FEBRUARY 23, 2012**

Prepared by: Ryan Graham, Deputy Director of Community Development 

Approved by: Tina Wehrmeister, Director of Community Development 

Date: February 15, 2012

Subject: Fulton Shipyard Boat Ramp

RECOMMENDATION

It is recommended that the Parks and Recreation Commission receive public comments, discuss, and provide staff direction.

DISCUSSION

On November 8, 2011 (Attachment "A") and January 10, 2012 (Attachment "B") the City Council was presented with staff reports that contained background issues, financial impacts, and staff concerns regarding the Fulton Shipyard boat ramp. Staff's suggestion in both of these reports was to close the Fulton Shipyard boat ramp. There was public comment in support of keeping the ramp open.

On January 24, 2012 the City Council voted to leave the ramp open while the Parks and Recreation Commission hears public input and ideas on future operations and possible improvements at the Fulton Shipyard ramp (See Attachment "C"). The Council asked that the Parks and Recreation Commission make a recommendation to Council on the operation/future improvements to the Fulton Shipyard ramp.

Realizing that there is limited funding for continued operation of the ramp, Council's discussion on the item seemed open to many ideas. One example was the possibility of the City leasing the ramp to a non-profit or other organized group that has the organizational structure to operate the boat ramp. Another idea was the formation of an organized citizen group that could provide maintenance in the area. This is just a couple of ideas discussed and Council was clear that they wanted additional community input.

ATTACHMENTS

- A: Staff report (with Minutes) to Council dated November 8, 2011
- B: Staff report (with Minutes) to Council dated January 10, 2011
- C: Staff report to Council dated January 24, 2011
- D: List of Concerns/ideas presented to Council by Sheila White

ATTACHMENT "A"

STAFF REPORT TO THE CITY COUNCIL FOR CONSIDERATION AT THE MEETING OF NOVEMBER 8, 2011

Prepared by: Ron Bernal, Director of Public Works/City Engineer **RER**

Date: October 25, 2011

Subject: Fulton Shipyard Boat Ramp Closure

RECOMMENDATION

It is recommended that the City Council approve the closure of the Fulton Shipyard Boat Ramp and adjoining property.

BACKGROUND

The new boat launch at the Antioch Marina (Marina Launch) is scheduled to be completed this December. As part of the opening of this facility, a decision needs to be made on what to do with the existing Fulton Shipyard Boat Ramp and associated parking lot (Fulton Ramp) located at the west end of Fulton Shipyard Road. In light of the ongoing issues of crime and transient activity at this location coupled with the revenue anticipated at the Marina Launch from water crafts currently utilizing this location, and the proximity of the City's water intake facility, staff believes closing the Fulton Ramp is preferable to leaving it open.

POLICE DEPARTMENT CONCERNS

One of the primary areas of focus for any City facility is safety and the Police Department's ability to respond to calls for service. The Fulton Ramp has had a history of criminal activity with 298 calls for police service within the past five years. Attachment A is a memorandum from Captain Steve McConnell describing the Police Department's view of the Fulton Ramp and their recommendation to close this facility.

As stated in Captain McConnell's memorandum, "There has been and continues to be serious criminal activity occurring at the Antioch Boat Ramp...it is our opinion that there is more than enough justification from a public safety perspective to recommend the complete closure of the Antioch Boat Ramp". It is expected that closing the Fulton Ramp and redirecting the boating activity to the Marina Launch will deter some of the undesirable activity from this more visible and better staffed location. Since it is located only one block from the Police Department, and in a location that has significantly more traffic and general public presence, easier patrolling of the Marina Launch will provide a presence and enhanced level of security not currently enjoyed at the Fulton Ramp.

OTHER BENEFITS OF CLOSURE

Another factor in considering the Fulton Ramp closure is staff's, and we believe the State of California Department of Boating and Waterways (DBW), expectation the Fulton Ramp would be closed when Marina Launch was opened. A 2004 Antioch Marina Feasibility Report (Report) assessed whether a \$3.76M grant the City had applied for from the DBW to construct the Marina Launch was able to be awarded based on the economic viability of the boating business. The Report concluded that the Marina Launch benefits equaled or exceeded the total costs. Although not stated in the Report, staff has always understood the closing of the existing boat ramp located at the west end of Fulton Shipyard Road (Fulton Ramp) would occur simultaneously with the opening of the Marina Launch. The Report does not discuss the closure of the existing Fulton Ramp but, as part of the benefit/cost analysis there is an assumption made that the City will charge \$5 for each of the projected 10,500 launches resulted in an estimated year one annual revenue from the launch of \$52,500. With the Fulton Ramp open, it is safe to assume that some, and potentially many, launches and associated revenue would be lost.

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Other benefits of the Fulton Ramp include:

- The City's fresh water intake is located immediately adjacent to and west of the Fulton Ramp. Phone booths, shopping carts, port potties, abandoned vehicles and boats have been dumped in the river or sunk immediately adjacent to the intake resulting in the potential for contamination of the City's drinking water supply. Securing the site will also provide increased security for Water Treatment Plant staff that pass through the site to access the pump house to perform necessary job duties.
- Vandalism and graffiti to the facility is an ongoing problem and liability. In addition to City staff, patrons of the Boat Ramp have an informal program of painting over graffiti when tagging occurs on the property. This occurs primarily on the side of the building (located on the adjacent Fulton property) that serves as the east boundary of the parking area.
- Two trash receptacles are emptied four times per week. Broken glass, trash and debris is picked up by City staff. This service will no longer be necessary freeing up staff to perform other tasks.
- The facility does not have restrooms. Removal of an outdated restroom building several years ago and subsequent to that elimination of port potties due to vandalism problems leaves the Fulton Ramp without this amenity. The Red Caboose Restaurant across the street has restrooms frequented by boaters and visitors but, according to the property owner, this is not always appreciated by the restaurant owner.
- Maintenance of the ramp, parking lot paving and striping, floating dock, lights and fencing are ongoing and costly. Closing the Fulton Ramp will eliminate the need to spend scarce City resources maintaining this facility. Lights in the parking lot will remain on as a security measure for visibility and employee safety.

FISCAL IMPACTS

The cost of fencing off the street and water access to the Marina Ramp with a heavily reinforced chain link fence is estimated at \$25,000. This work would be paid for by the Tidelands Fund. In addition to maintenance and repairs due to vandalism and theft, the parking lot, ramp, dock and associated improvements, the cost of four day per week trash pick-up would also be saved. The lighting in the area would remain operable.

OPTIONS

Council may decide to leave the Fulton Ramp open either in the short term or permanently. For the reasons listed above, this is not recommended. Council could also close only the boat ramp access to the river and leave the parking lot open to the public. Although this would result in the capture of boaters who would now use the Marina Launch, it would still have the negative consequences of still having to respond to calls for service in addition to servicing the area for trash collection, parking lot maintenance, ramp and dock repairs and repairs due to vandalism.

ATTACHMENTS

Attachment A: Antioch Boat Ramp Closure Memorandum
Attachment B: Fulton Ramp Aerial

ANTIOCH POLICE DEPARTMENT INTER-OFFICE MEMORANDUM

TO: Ron Bernal, City Engineer
FROM: Stephen J. McConnell, Captain, Field Services Division
DATE: November 1, 2011
SUBJECT: Antioch Boat Ramp Closure

Background

With the construction of the new Antioch Marina and Boat Launch Facility nearing its completion, the prospect of closing the Antioch Boat Ramp on Fulton Shipyard Road has been proposed. For many years the Antioch Boat Ramp, located at 291 Fulton Shipyard Road, has been the only public launch ramp in the City of Antioch, and it is listed as such on the California Department of Boating and Waterways website.

The Police Department's opinions and recommendation related to the closure of the Antioch Boat Ramp is made irrespective of the marketing and community development aspects of the new boat launch facility and are made purely from a public safety perspective.

Public Safety Concerns

For many years, the Antioch Boat Ramp area has been a haven for criminal activity. I've worked for the Police Department for approximately 27 years and as long as I can recall, the Antioch Police Department has had to respond to calls for service in this area. A recent five year review of police calls involving the Antioch Boat Ramp revealed a total of (298) calls for police service. The nature of calls included, but were not limited to the following type of incidents: Municipal code violations, stolen vehicles, recovered stolen vehicles, drug use, drug dealing; assaults, miscellaneous disturbances, thefts, burglaries, vandalism, etc.

I have personally witnessed over the years many stolen vehicles recovered from the water after they had been dumped at the end of the boat ramp. On one occasion, two stolen vehicles were recovered from the end of the ramp. The thieves literally stacked them on top of each other. This type of illegal activity also poses a significant environmental threat to the waterway as well as the Municipal water intake. The boat ramp has also provided easy access to the City for a criminal element that utilizes the various sloughs, islands and waterways within the Delta.

Public Opinion

Albeit internet blogs are taken with a grain of salt, a recent review of the fishing blogs revealed some common concerns about the Antioch Boat Ramp and the common denominator was that the Antioch Boat Ramp was an unsafe location to launch a boat from and leave your vehicle after launching a boat. One blogger stated the Pittsburg launch is much nicer and safer for the user's vehicle. The sentiments articulated in the blogs are a fair representation of the current environment at the Antioch Boat Ramp.

Crime Displacement Considerations

With crime prevention strategies there comes a concern about crime displacement, and although there are many variables involved with this phenomenon, there is no certainty that it will occur, but it is a potential consequence that must be considered. Because there are so many variables involved with this dynamic, we cannot assume that crime prevented in one area will equally and automatically be relocated somewhere else.

The development of the new launch facility will create a target rich environment for the criminal element, but criminals will generally only displace their criminal behavior when the risks and effort of committing new crimes are worth the rewards. Certain situational crime prevention aspects of the new launch facility will have a positive effect on the reduction of criminal activity. Some of these involve adequate lighting, staffing, visibility and accessibility, etc.

Recommendation

There has been and continues to be serious criminal activity occurring at the Antioch Boat Ramp. Responding to the public safety calls for service at the Antioch Boat Ramp is a drain on our depleted resources, not to mention the increased costs associated with our response.

With the occurrence of illegal activity and the continued threat to the welfare of the community, it is our opinion that there is more than enough justification from a public safety perspective to recommend the complete closure of the Antioch Boat Ramp.

A complete closure is desired, but if due to various challenges or hurdles encountered, an incremental closure (ramp first and then the parking lot) is necessary, then an incremental closure is acceptable as we take a wait and see approach towards the new launch facility.



ATTACHMENT B

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Minutes from November 8, 2011

COUNCIL REGULAR AGENDA

5. FULTON SHIPYARD BOAT RAMP CLOSURE Director of Public Works Bernal presented the staff report dated October 25, 2011 recommending the City Council approve the closure of the Fulton Shipyards Boat Ramp and adjoining property. Police Captain McConnell reviewed the calls for service over the past five years at the Antioch Boat Ramp. Duane Anderson, Water Department Superintendent clarified the lack of public restrooms at the boat ramp had negatively impacted water quality in the area. Rick Robinson, Antioch resident, spoke in opposition to the closure of the boat ramp. He encouraged the Antioch Police Department to increase patrol of the area noting fees at the boat ramps could assist in funding extra patrols. He stated the boat ramp was donated to the City with the stipulation that it remained free to residents. He reported he had several signatures of people who had signed a petition opposed to the closure and therefore he requested the item be continued until they had the opportunity to discuss the issue with the City Council. He expressed concern the closure would have a negative impact on businesses in the area and increase traffic at the new boat ramp location. Sheila White, Antioch resident and owner of the Red Caboose spoke in opposition to the closure of the boat ramp and urged the City Council to consider building a park in the area. She reported she had not witnessed excessive criminal activity in the area. Councilmember Harper felt the City Council needed to listen to the residents who had indicated they were opposed to the closure of the boat ramp and voiced his support for postponing the item to a future date.

Councilmember Kalinowski stated he supported action to continue the item. He suggested future discussion focus on allowing the boat ramp to be used by a private group who would lease the facility and be responsible for management and maintenance of the property. Councilmember Agopian felt the focus should be on creating double access to the river in a responsible way therefore he supported continuation of the item to hear from the public. Councilmember Rocha voiced her support for local business in the area and finding a solution to protect the area and reduce crime. Rick Robinson urged increased police presence in the area and stated he would work with stakeholders to bring information forward when the item was discussed in the future. On motion by Councilmember Harper, seconded by Councilmember Rocha, the City Council unanimously continued the item to postpone the closure of the boat ramp and listen to solutions from the community. Councilmember Kalinowski requested Mr. Robinson be the contact for the names of the petitioners for notice of the next meeting on the item.

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ATTACHMENT "B"

STAFF REPORT TO THE CITY COUNCIL FOR CONSIDERATION AT THE MEETING OF JANUARY 10, 2012

Prepared by: Ron Bernal, Director of Public Works/City Engineer

Date: January 4, 2012

Subject: Fulton Shipyard Boat Ramp Closure

RECOMMENDATION

It is recommended that the City Council receive testimony from the public and approve the closure of the Fulton Shipyard Boat Ramp and adjoining property.

BACKGROUND

At the November 8, 2011 meeting, Council heard staff's report and recommendation to close the Fulton Shipyard Boat Ramp (Ramp). Two members of the public spoke in opposition to staff's recommendation to close the Ramp and requested the item be continued to a future meeting in order to receive additional testimony from others who are not supportive of the closure. Council concurred and requested the item be continued to a Council meeting after the first of the year so the public proponents of keeping the Ramp who were not able to make the meeting would have an opportunity to voice their concerns. Council also requested that the proponents bring back ideas on how the ramp could remain open in light of the concerns and challenges identified by staff.

There are three main issues related to staff's recommendation the Ramp be closed. The most serious is the high incidence of criminal activity since the Ramp opened in 1958. Over the past five years the Police Department has responded to 298 calls for service. Attachment A is a memorandum from Captain Steve McConnell further explaining the Police Department's reasons for recommending closure of the Ramp. Another is the ramp's proximity to the City's untreated water intake and the potential for contamination. The third is the scheduled January 2012 opening of a new boat launch at the Antioch Marina that was funded by a \$3.76M grant from the State of California Department of Boating and Waterways with the requirement a \$5 per launch fee would be charged to offset the ongoing operation and maintenance costs of the new facility.

At the meeting, proponents of the ramp contended that the ramp is a right of the citizens of Antioch, that it is enjoyed by young and old alike, and that closing the ramp would hurt business at the Red Caboose Restaurant located nearby on Fulton Shipyard Road. Proponents also argued that the area should be improved and expanded instead of closed.

Other benefits of the Ramp closure include:

- The City's untreated water intake is located immediately adjacent to and west of the Ramp. On an average year, this asses supplies approximately one-third of the City's water. In addition to monitoring and testing costs, shutting down the pump due to contamination concerns has a daily cost of approximately \$23,000. Securing the site will also provide increased security for Water Treatment Plant staff that pass through the site to access the pump house to perform operation and maintenance duties.

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- Two trash receptacles are emptied four times per week. Broken glass, trash and debris is picked up, and graffiti and vandalism are painted over and repaired by City staff. These services would no longer be necessary.
- The facility does not have restrooms. Removal of an outdated restroom building several years ago and subsequent to that elimination of portable restrooms due to vandalism problems leaves the Ramp without this amenity.
- Maintenance of the ramp, parking lot paving and striping, floating dock and fencing are ongoing and costly. Closing the Ramp will eliminate the need to spend limited City resources maintaining this facility. Lights in the parking lot will remain on as a security measure for visibility and employee safety.

FISCAL IMPACTS

The cost of fencing off the street and water access to the Marina Ramp with a heavily reinforced chain link fence is estimated at \$25,000 and would be paid for by the Tidelands Fund.

Annual maintenance and repair expenses estimated at \$21,400 would also be avoided. Of this amount, \$18,000 is spent to pick up trash four times per week and address graffiti and vandalism. This amount does not include the cost of replacing the floating dock when that need arises estimated to cost \$50,000.

OPTIONS

Council may decide to leave the Fulton Ramp open either in the short term or for a longer duration. Council could also close only the boat ramp access to the river and leave the parking lot open to the public. This option would still have negative consequences of having to respond to calls for service in addition to servicing the area for trash collection, parking lot maintenance, ramp and dock repairs and repairs due to vandalism.

ATTACHMENTS

Attachment A: Antioch Police Department 11/1/11 Memorandum
Attachment B: Fulton Ramp Aerial

ANTIOCH POLICE DEPARTMENT

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A10

INTER-OFFICE MEMORANDUM

TO: Ron Bernal, City Engineer

FROM: Stephen J. McConnell, Captain, Field Services Division

DATE: November 1, 2011

SUBJECT: **Antioch Boat Ramp Closure**

Background

With the construction of the new Antioch Marina and Boat Launch Facility nearing its completion, the prospect of closing the Antioch Boat Ramp on Fulton Shipyard Road has been proposed. For many years the Antioch Boat Ramp, located at 291 Fulton Shipyard Road, has been the only public launch ramp in the City of Antioch, and it is listed as such on the California Department of Boating and Waterways website.

The Police Department's opinions and recommendation related to the closure of the Antioch Boat Ramp is made irrespective of the marketing and community development aspects of the new boat launch facility and are made purely from a public safety perspective.

Public Safety Concerns

For many years, the Antioch Boat Ramp area has been a haven for criminal activity. I've worked for the Police Department for approximately 27 years and as long as I can recall, the Antioch Police Department has had to respond to calls for service in this area. A recent five year review of police calls involving the Antioch Boat Ramp revealed a total of (298) calls for police service. The nature of calls included, but were not limited to the following type of incidents: Municipal code violations, stolen vehicles, recovered stolen vehicles, drug use, drug dealing; assaults, miscellaneous disturbances, thefts, burglaries, vandalism, etc.

I have personally witnessed over the years many stolen vehicles recovered from the water after they had been dumped at the end of the boat ramp. On one occasion, two stolen vehicles were recovered from the end of the ramp. The thieves literally stacked them on top of each other. This type of illegal activity also poses a significant environmental threat to the waterway as well as the Municipal water intake. The boat ramp has also provided easy access to the City for a criminal element that utilizes the various sloughs, islands and waterways within the Delta.

ATTACHMENT A

Public Opinion

Albeit internet blogs are taken with a grain of salt, a recent review of the fishing blogs revealed some common concerns about the Antioch Boat Ramp and the common denominator was that the Antioch Boat Ramp was an unsafe location to launch a boat from and leave your vehicle after launching a boat. One blogger stated the Pittsburg launch is much nicer and safer for the user's vehicle. The sentiments articulated in the blogs are a fair representation of the current environment at the Antioch Boat Ramp.

Crime Displacement Considerations

With crime prevention strategies there comes a concern about crime displacement, and although there are many variables involved with this phenomenon, there is no certainty that it will occur, but it is a potential consequence that must be considered. Because there are so many variables involved with this dynamic, we cannot assume that crime prevented in one area will equally and automatically be relocated somewhere else.

The development of the new launch facility will create a target rich environment for the criminal element, but criminals will generally only displace their criminal behavior when the risks and effort of committing new crimes are worth the rewards. Certain situational crime prevention aspects of the new launch facility will have a positive effect on the reduction of criminal activity. Some of these involve adequate lighting, staffing, visibility and accessibility, etc.

Recommendation

There has been and continues to be serious criminal activity occurring at the Antioch Boat Ramp. Responding to the public safety calls for service at the Antioch Boat Ramp is a drain on our depleted resources, not to mention the increased costs associated with our response.

With the occurrence of illegal activity and the continued threat to the welfare of the community, it is our opinion that there is more than enough justification from a public safety perspective to recommend the complete closure of the Antioch Boat Ramp.

A complete closure is desired, but if due to various challenges or hurdles encountered, an incremental closure (ramp first and then the parking lot) is necessary, then an incremental closure is acceptable as we take a wait and see approach towards the new launch facility.




ANTIOCH CITY COUNCIL ANTIOCH DEVELOPMENT AGENCY
Regular Meeting January 10, 2012

3. FULTON SHIPYARD BOAT RAMP CLOSURE Director of Public Works/City Engineer Bernal presented the staff report dated January 4, 2012 recommending the City Council approve the closure of the Fulton Shipyard Boat Ramp and adjoining property. Jim Boccio, Antioch resident, owner of the property at the Red Caboose spoke in support of keeping the boat ramp open and suggested leasing the ramp to a non-profit, closing it at night, fencing with gate access for the parking lot, charging for use and providing larger trash containers, portable restrooms and staffing for the facility. Charles Andrew Waters, Antioch resident, suggested removal of the wall and extending the Fulton Shipyard boat ramp. He stated he did not feel there was excessive criminal activity at the boat ramp and reported citizens had been conducting maintenance of the facility. Rick Robinson, Antioch resident, stated he did not feel the new boat ramp was safe; however, he supported more and improved access to the Delta. He suggested charging a fee for the old boat ramp which could be used to maintain and improve the site. He reported a local tow company had expressed interest in contracting with the City to tow anyone loitering on the property and currently there were several citizens maintaining the site and suggested the wall at the site be used for advertising to generate funds for ongoing maintenance. Dale Paris, Antioch resident, spoke in support of keeping the Fulton Shipyard boat ramp open. Sheila White, Antioch resident, owner of the Red Caboose Restaurant spoke in opposition to the closure of the boat ramp and expressed concern regarding the impact of the action on her business and employees. She suggested the City Council reconsider the closure and reported she had volunteers willing to assist to keep it open. Mayor Davis, on behalf of the City Council and City thanked Ms. White for hosting a fundraiser event for Take Back Antioch. Arne Simonsen, Antioch resident, suggested seeking grant opportunities to keep the Fulton Shipyard boat ramp open and discussed the negative impact a closure would have on businesses in the area. Bill Worrell, Antioch resident, discussed the importance of maintaining public access and noted the facility was well utilized and safe. He suggested staff work with Mr. Robinson to develop a maintenance program that would be of no cost to the City. Councilmember Rocha requested staff work with the community to develop an operation and maintenance plan to keep the facility open. Councilmember Agopian thanked everyone for speaking on the issue. He stated he supported keeping the boat ramp open and the City working with the community on a maintenance plan. Councilmember Harper stated he was supportive of the solutions discussed and suggested an Adopt-A-Park program for the area. He requested staff provide the City Council with a history of improvements and the calls for service for the site. He voiced his support for working with the community and keeping the ramp open. Councilmember Kalinowski felt there needed to be security fencing installed and suggested the possibility of an entity possessing organizational structure leasing and maintaining the facility. He stated he did not support charging a fee for the facility. He voiced his support for leaving the boat ramp open and limiting access afterhours. In response to Mayor Davis, City Attorney Nerland stated if the City were looking to lease the property the limit on fees could be part of those terms. Mayor Davis suggested forming a subcommittee to work with the community and staff to keep the boat ramp open. He offered to sit on the subcommittee. He stated he did not support charging a fee to use the facility. On motion by Councilmember Kalinowski, seconded by Councilmember Harper, the City Council unanimously directed staff to agendize the formation of a subcommittee to outline the operation and maintenance of the Fulton Shipyard launch ramp area along with the appropriate security measures within the next 60 days.

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ATTACHMENT "C"

STAFF REPORT TO THE CITY COUNCIL FOR CONSIDERATION AT THE COUNCIL MEETING OF JANUARY 24, 2012

FROM: Lynn Tracy Nerland, City Attorney 

DATE: January 19, 2012

SUBJECT: Fulton Shipyard Boat Ramp Committee

ACTION:

During the discussion of the Fulton Shipyard Boat Ramp at the last City Council meeting, the Council asked that the issue of creation of a Fulton Shipyard Boat Ramp Committee be placed on the City Council's agenda.

BACKGROUND:

During the recent budget crisis and the reduction in staffing by 35- 40%, the City has focused more in the past few years to streamline committees and commissions, such as the elimination of Youth Commission, Investment Subcommittee and Design Review Board.

However, there are a few different options for addressing the Fulton Shipyard Boat Ramp:

1. Create a temporary, ad-hoc advisory committee of two council members only who will make a recommendation to the full Council within whatever time period is established regarding the future of the Fulton Shipyard Boat Ramp. Such a committee is not required to comply with agenda and other requirements of the Brown Act. It is not expected that there would a staff member assigned to assist the committee, but staff would, of course, be available for questions.
2. Assign the matter to the Parks and Recreation Commission to make a recommendation to the City Council regarding the future of the Fulton Shipyard Boat Ramp within a set period of time. The City follows a process to seek applications and appoint qualified and interested persons to the Commission. The Commission meets regularly and is staffed by representatives of both the Public Works and Community Development Departments. The subject of the Boat Ramp falls within the jurisdiction of the Commission. The Commission's meetings are open to the public and follow the Brown Act requirements.
3. Create a Committee of two Council members and others who will make a recommendation to the City Council within whatever time period is established regarding the future of the Fulton Shipyard Boat Ramp. If the committee is not limited to two Council members (or has on-going jurisdiction such as a standing committee), then the committee is required to comply with agenda and other requirements of the Brown Act. This approach typically takes the greatest staff effort, because beyond subject matter

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Staff Report to City Council re: Fulton Shipyard Boat Ramp Closure
January 17, 2012
Page 2 of 2

expertise that the committee may occasionally need, staff must typically be assigned to handle the Brown Act and other requirements of the committee. This in turn means that such staff member is not available for their other assigned duties, which can be problematic. This has been an issue with the Commercial Code Enforcement/Shop Antioch Committee.

ATTACHMENTS:

A – Staff Report from January 10, 2012 regarding closure of Fulton Shipyard Boat Ramp

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ATTACHMENT "D"

Antioch Rivertown Preservation and Development Committee

1. Non-profit status vs Advisory Committee
 - a. Enlist Elizabeth Rimbault's advice and help
 - b. Check on historic significance
 - c. Encourage all business along Fulton Shipyd Rd. to join
 - d. Reach out to community for more members
 - e. seek membership from Fishing and hunting organzations
2. Speak with City Planning Commission
 - a. funding
 - b. grants for repair of old ramps
3. Boat Ramp Improvements
 - a. 7 ft remote control fencing
 - b. ticket booth
 - c. pricing for launches
 1. day use
 2. unlimited
 3. visitors
 - d. additional dock
 1. boat slips
 2. seek funding for building additional dock from Ca. waterways
 - e. fish cleaning station
 - f. Garbage container
 1. allied waste container and payment
 - g. Tow company to remove illegally park automobiles
 - h. Caretaker to watch property at night
 1. hours of use...dawn to dusk
 2. provide trailer with free rent
 - i. adversting onsite
 1. regulation for signs
 2. cost
 - a. money used for up keep on boat ramp
 - j. Restrooms
 1. permanent structures
 - a. toilets on trailers
 2. Men and Women
 3. Volunteer cleaners
 - a. commitee person
 - b. women's group

Smith's Landing People's Park

1. Jim's picture Kirkland Washington Park
2. Meet with City Officials
3. Find out what we need to do to secure the property
4. Clean beach area
5. Small cove in front for people that want to picnic to beach their water vessels
6. Benches, Tables and BBQ's from Barbara Price Park
7. Landscaping help from Antioch Garden Club
8. Remove fence between boat ramp parking lot and Park
9. dawn to dusk area
10. acquire into property to left of TRC and possibly use for additional parking
11. Take down 18" for better viewing of entire area.

ATTACHMENT "B"



PARKS & RECREATION COMMISSION MEETING

Council Chambers
200 H Street
Antioch, CA 94509

Thursday
March 22, 2012
7:00 p.m.

AGENDA

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. PUBLIC COMMENTS

Residents are given the opportunity to address the Commission on Park and Recreation issues not on the regular agenda.

V. APPROVAL OF MINUTES

Recommended Action:

Motion to approve minutes of the Parks and Recreation Commission meeting of February 22, 2012.

MINUTES

VI. BUSINESS

- A. Continue to accept public input and develop a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.

STAFF REPORT

VII. COMMUNICATIONS (Announcements and Correspondence)

1. Staff
2. Commission Communication

VIII. ADJOURNMENT

Antioch City Hall
Regular Meeting
February 23, 2012

**CITY OF ANTIOCH
PARKS AND RECREATION COMMISSION**

1. Chairperson Immekus called the meeting to order at 7:00 p.m. on Thursday February 23, 2012.

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

Present: Commissioners Bonwell, Flores, Robertson, Davis and Chairperson Immekus
Youth Commissioner, Matthew Satiyati

Staff Present: Ryan Graham, Deputy Director of Community Development/Recreation
Ron Bernal, City Engineer/Director of Public Works

4. **PUBLIC COMMENTS** - None

5. **BUSINESS**

- A. **Accept public input and develop a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.**

City Engineer Bernal presented the staff report dated February 15, 2012 recommending the Parks and Recreation Commission receive public comment, discuss and provide staff direction.

Chairperson Immekus briefly explained the role of the Parks and Recreation Commission.

Sheila White, Owner of the Red Caboose restaurant, stated she was in support of keeping the Fulton Shipyard boat ramp open and discussed ways in which the property could be improved. She reported the owners of a business in the area had agreed to allow advertising on their building, to generate revenue. She suggested volunteers construct and maintain the facility, and she presented a photo of a project in Washington State, she would like to see emulated in Antioch. .

David Hale, Antioch resident, spoke in support of keeping the Fulton Shipyard boat ramp open and suggested the City Council address safety issues by restricting access, with security fencing.

Rick Robison, Antioch resident; stated Director of Capital Improvements Harrington had indicated there is a Tidelands Fund with \$80,000 in it for these types of projects. He suggested the City focus on safety issues by securing the area with fencing and increasing police patrols in the area. He noted advertisers paying for space on the wall of a building in the area could facilitate a fund for improvements and maintenance. He reported there are several volunteers wanting to get involved to improve the area.

In response to the Commission, Deputy Director of Community Development Graham clarified the Tidelands Fund had to be maintained for emergencies and he would provide information with regards to how the fund is replenished.

Jim Boccio, Antioch resident, spoke in opposition to closing the Fulton Shipyard boat ramp and discussed ways in which to maintain the property. He felt if the boat ramp were closed, it would negatively impact businesses in the area.

Bill Worrell, Antioch resident, requested City staff and the Commission give the residents support and direction in forming a group to improve the Fulton Shipyard boat ramp area. He noted as a business owner in the area, he does not believe the area is dangerous and with more activity in the area, the criminal activity would further reduce those concerns.

In response to Chairperson Immekus, Deputy Director of Community Development Graham clarified in speaking with the grant writers, it is staff's understanding when the City received the grant for the new ramp, it was conveyed that the old ramp would be closed. Additionally, he noted the cost benefit analysis for the new ramp was partly based off of fees paid at the new ramp, with no consideration for a second public boat ramp in Antioch.

Bill Worrell clarified the State Department of Boating and Waterways have indicated the closure of the old boat ramp and fees to be charged, were not a consideration for the grant. He stated with the Commission's support, the next step would be that they contact the Department of Boating and Waterways to seek funding for this project.

Commissioner Flores thanked the residents in attendance this evening for speaking on this issue and urged them to develop a detailed plan of the area for consideration of the Parks and Recreation Commission.

Commissioner Bonwell stated if the City were to install a fence and close the boat ramp it would still allow the interested parties the opportunity to solicit donations and build the nonprofit organization.

Chairperson Immekus agreed that if the fence were installed it would not preclude the interested parties from developing a plan through a nonprofit. He requested staff provide information regarding the potential for funding the improvements through grants and an analysis from Antioch Police Department with regards to the crime rate at the Fulton Shipyard. He requested the interested parties provide the Parks and Recreation Commission with a plan for the organization.

Rick Robison stated the State Department of Boating and Waterways had indicated the grant did not require a fee for launching or closure of the old boat ramp. He reiterated Director of Capital Improvements Harrington had informed him that Tidelands money was for projects like this and could secure the property.

Commissioner Robertson agreed that area could be an asset to for the community and recommended the boat ramp be closed due to liability issues while the community forms a non-profit. He offered his advice in the formation of the non-profit.

In response to previous comment, City Engineer/Director of Public Works Bernal stated he would provide the Commissioners with the 2004 report substantiating the grant funding for the

new boat ramp facility and indicating the money for launches would be used to maintain the facility.

Commissioner Davis stated the recommendations from staff and the Antioch Police Department had validity and should be taken seriously. He stated the burden of keeping the ramp open falls upon concerned citizens and he urged them to channel their passion into developing a recommendation that could be passed onto the City Council.

In response to Commissioner Flores, Mr. Boccio stated Fulton Shipyard has indicated they would assist with cameras in the area and offered to meet with City Engineer Bernal to discuss how to address the issues.

Commissioner Flores made a motion that staff meet with the major stake holders to draw up a plan and come back to the Commission for review.

Following discussion, the previous motion was withdrawn by Commissioner Flores and the Parks and Recreation Commission agreed to meet on March 22, 2012 to allow the stakeholders to present a plan for their non-profit and allow staff to bring back the following information for review:

- Police Department calls for service and comparisons with similar Antioch park facilities
- Grant Funding opportunities
- Tidelands Fund information

In response to Youth Commissioner Satiyati, Deputy Director of Community Development/Recreation Graham clarified at the direction of the City Council the Fulton Shipyard boat ramp will remain open and when a recommendation comes back to the City Council from the Parks and Recreation Commission, the City Council will reconsider the matter.

Deputy Director of Community Development/Recreation Graham stated staff can not give advice on how to operate or form a non-profit, however they can put them in contact with other non-profits.

Mr. Boccio stated he feels the first priority should be installing the fence to limit access and reduce crime in the area. He noted volunteers would be able to open and close the facility.

Chairperson Immekus stated they could recommend that action to the City Council, however, if the fence was installed it would remain closed. He expressed concern volunteers would be taking responsibility for city property and putting themselves in an unsafe environment.

Commissioner Robertson stated it is very important for the non-profit to work with and have the cooperation of the Antioch Police Department.

Bill Worrell thanked the Parks and Recreation Commission for listening to their concerns and giving them direction this evening. He stated they would be back on March 22, 2012 to show their progress.

COMMUNICATIONS (Announcements and Correspondence)

STAFF

City Engineer/Director of Public Works Bernal gave a brief update on the Chichibu Park recycled water project and the new construction of Nelson Ranch Park. He noted the Nelson Ranch project would be placed on the March 13, 2012 City Council agenda to address concerns raised from citizens regarding the impacts of the park on their quality of life.

Commissioner Davis discussed the importance of completing the Chichibu Park improvements prior to Sister City delegates visiting Antioch.

Deputy Director of Community Development Graham reported future agenda items for the Parks and Recreation Commission would include an update on park projects and a discussion on permanent fencing for the City Park soccer fields. He also noted the Worth Shaw Complex was completely booked out for events February – December and the Antioch Community Center was booked out for all Saturdays through December.

COMMISSION

Commissioner Davis suggested updating the voting board for the Parks and Recreation Commission. He announced Mr. Worth Shaw had passed away.

Deputy Director of Community Development/Recreation reported the City is moving forward to recruit for the open positions on the Parks and Recreation Commission.

Chairperson Immekus reminded those Commissioners who have not done so, to complete the required ethics training and provide the City Clerk with their certificates. He announced effective December 2011 he no longer has a position of authority with the Delta Youth Soccer League.

ADJOURNMENT

There being no further business before the Commission, stand adjourned at 8:25 p.m. until March 22, 2012 at Council Chambers.

Respectfully Submitted,
Kitty Eiden

**STAFF REPORT TO THE PARKS AND RECREATION COMMISSION
FOR CONSIDERATION AT THE MEETING OF MARCH 22, 2012**

Prepared by: Ryan Graham, Deputy Director of Community Development 

Approved by: Tina Wehrmeister, Director of Community Development 

Date: March 14, 2012

Subject: Fulton Shipyard Boat Ramp

RECOMMENDATION

It is recommended that the Parks and Recreation Commission receive public input and provide a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.

DISCUSSION

At the conclusion of the February 23, 2012 meeting staff was asked to report back on several issues. Each of those issues and the corresponding answers are bulleted below:

- Are there any current or future Department of Boating and Waterway grants available that the Fulton Ramp may be eligible for?

Response:

Public Works staff has contacted the Department of Boating and Waterways (DBW) to find out if the Fulton Ramp is eligible for grant funding. We are awaiting a response and should have an answer by the time we meet with the Park & Recreation Commission on March 22nd.

- Can staff provide a copy of the feasibility study for the new boat ramp related to a question that was posed about the validity of the City Council requirement to charge a \$5.00 fee to launch?

Response:

Prior to receiving grant funding for the new Antioch Marina Boat Launch, the Antioch Marina Feasibility Report (Attachment "A") dated August 12, 2004 was prepared. The report concluded, as found in the Financial Considerations section, that "After the project is funded, the grantee must maintain the facility for 20 years at no additional cost to the Department. The completed project will be open to all on an equal basis. There will be a \$5.00 fee to launch a boat at the Antioch BLF."

- What is the balance of and what are eligible expenses for the Tidelands Fund?

Response:

Currently there is \$107,251 in the Tidelands Fund. In 1990 California State Legislature passed Assembly Bill 1900 that created tidelands entitlement areas. Revenue is generated from lease payments from our lessees such as Riverview Lodge, Fulton Shipyard, and Calpine. This revenue is limited to improving accessibility and/or protection for the City's waterfront areas.

Staff strongly believes that the Tidelands Fund needs to be preserved for tideland emergencies or protection issues such as the Fulton Ramp fencing suggested in the October 25, 2012 report to the City Council. Although it would be nice to use some of those funds for accessibility work staff feels that even a modest environmental event in the tidelands would quickly expend the balance.

- Compare total police calls for service at the Fulton Ramp compared to other parks and uses.

Response:

During the one year time frame of March 2011 to March 2012 the following comparison on total calls for service is:

• Fulton Boat Ramp*	76 calls for service
• Antioch Marina	41 calls for Service
• Mira Vista Park	21 calls for service
• Lauritzen Yacht Harbor**	21 calls for service

**Only accounts for Antioch Police Department calls for service. Recent conversations with the Contra Costa County Sherriff Marine Patrol relayed that they routinely patrol the Fulton Ramp and experience a higher call volume at that location than any other public access point they patrol.*

***Lauritzen Yacht Harbor is in unincorporated Contra Costa County between Antioch and Oakley. There is a fee to launch boats there and has day staff on site.*

FISCAL IMPACT

None.

ATTACHMENTS

A: Antioch Marina Grant Feasibility Report

Antioch Marina

\$280,000 Phase I Grant

(Total Grant Amount of \$3,769,500)

Feasibility Report



August 12, 2004
Sacramento, California

Antioch Marina Boat Launching Facility

*\$280,000 Phase I Grant
(Total Grant Amount \$3,769,500)*

SUMMARY



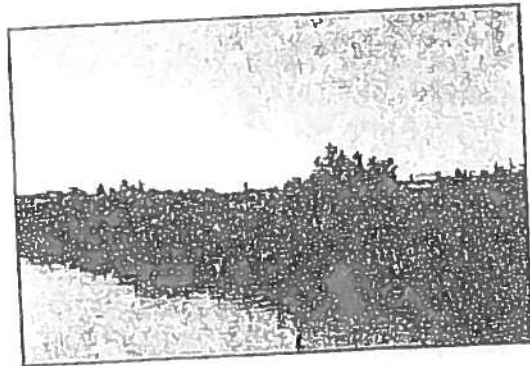
The City of Antioch has applied to the Department of Boating and Waterways for a grant of \$3,769,500 to construct the Antioch Marina Boat Launching Facility. This report concerns phase I funding of \$280,000 for planning and engineering of this brand new facility.

The City of Antioch is located in eastern Contra Costa County where the Sacramento and San Joaquin Rivers converge. The project site is located on the southern shoreline of the San

Joaquin River, within the City of Antioch.

The proposed project entails the following: (1) construct a new four-lane boat launching ramp, (2) install three new boarding floats, (3) construct a new paved parking area with 129 vehicle/trailer spaces, (4) construct a new restroom, (5) add utilities, (6) install drainage and erosion control, (8) add signage.

The benefit/cost ratio must be greater than unity (1.00) before public investment in a project is justified. This project is considered economically feasible with a benefit/cost ratio of 2.32.



INTRODUCTION

Grant Applicant

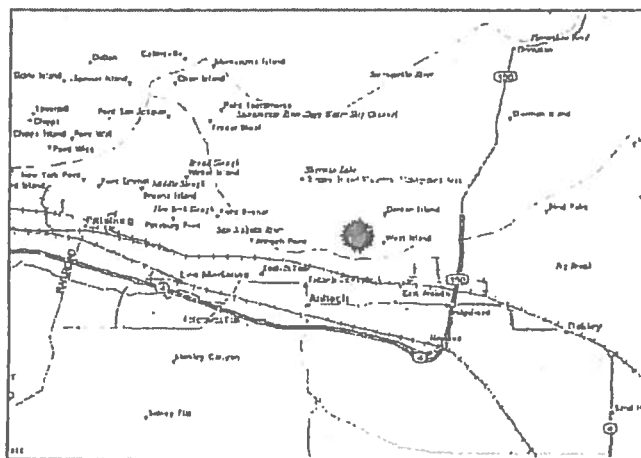
The grant applicant for this project is the City of Antioch.

Project Identification

The proposed project will construct the Antioch Marina Boat Launching Facility (BLF). This is a new construction project.

Project Location

The City of Antioch is located at the crossroads of the Sacramento and San Joaquin Rivers in eastern Contra Costa County. The project site is located within the City of Antioch, on the southern shoreline of the San Joaquin River.



Access to Project

From State Highway 4, take either the Somersville, "L" Street, or "A" Street exit. All of these exits provide access to the Antioch Marina via Fourth and Second Streets, and are clearly signed with directions to the Marina.

Area Description

The Sacramento-San Joaquin Delta is a system of land and waterways comprised of 738,000 acres in six counties. The five major rivers of the Delta system, plus their tributaries, carry 47% of California's runoff water. The Delta sees 6 million user days of recreation annually. Fishing, boating, water skiing, houseboating, personal watercraft use, and sailing are popular.

The project site for the proposed boat launching facility is 4.6 acres surrounded by water on the east and north, the existing Antioch Marina on the west, and a shallow slough on the south. A picnic park that is existing on the site will be moved to another location within the facility.

Previous Commission Action

There has been no previous Commission Action at the proposed Antioch Marina BLF.

ENGINEERING CONSIDERATIONS

At the time of application, each project is evaluated by a Department of Boating and Waterways (DBW) engineer. The DBW consulting engineer for the project reviews the application, checks/verifies estimated costs, and visits the project site. Together with the DBW Planning Unit, the engineer then recommends the best proposed project.

Proposed Project

The proposed project entails the following: (1) construct a new concrete v-groove four-lane boat launching ramp, (2) install three new 8' x 150' wooden boarding floats, (3) construct a new paved parking area with 82 vehicle/trailer parking spaces (10' x 40'), 47 vehicle/PWC trailer parking spaces (9' x 20'), and a boat washdown area, (4) construct a new four-unit barrier-free access restroom, (5) add utilities (sewer, water, lighting, fire hydrants), (6) install drainage and erosion control, (8) add signage.

Cost Estimate

<u>PROJECT ITEM</u>	<u>DBW</u>	<u>Conclusion</u>
Mobilization	\$ 145,000	There are no particularly difficult or unusual problems associated with this project and it falls within the normal range of practice for design and construction of projects of this type. Therefore, the proposed project is considered feasible from an engineering standpoint at a total estimated cost of \$3,769,500.
Fill	360,000	
Cofferdam	150,000	
Boat Launching Ramp	600,000	
Boarding Floats	453,000	
Parking Area	826,000	
Restroom	155,000	
Utilities	240,000	
Drainage	65,000	
Erosion Control	11,000	
Signage	<u>10,600</u>	
SUBTOTAL	\$ 3,015,600	
Contingency	251,300	
Engineering	301,560	
Permits	75,390	
Inspection	<u>125,650</u>	
TOTAL	\$ 3,769,500	

ECONOMIC ANALYSIS

Introduction

The economic justification of any proposed project rests upon a comparison of the benefits and costs attributable to the project. A benefit/cost analysis is performed to demonstrate whether the total cost of a project to society is justified by its overall benefit to society. A project is deemed beneficial and therefore economically feasible when total benefits equal or exceed total costs. A glossary with data sources follows this section.

TABLE 1A

ANNUAL BOAT LAUNCHES	10,500
AVERAGE PERSONS ABOARD	4.01
ANNUAL BASE YEAR USER DAYS	42,105

The Benefit/Cost Process

The first step in the benefit/cost analysis is to determine annual benefits. Annual benefits are determined by calculating the annual base

year user days (Table 1A) and the annual percentage growth rate (Table 1B). These two are multiplied to give the project user days per year. The project user days per year are multiplied by a user day value plus the expected annual percent increase in the Consumer Price Index to give annual benefits (Table 2).

Next, annual costs are determined by multiplying the existing or projected annual boat launches for the facility by the cost per boat launching and the expected annual percent cost escalation rate to give annual costs. If there is no charge for boat launching at the facility, a standard cost is substituted in the equation (Table 3).

TABLE 1B

<u>NUMBER IN MKT. AREA</u>		<u>ACTUAL</u>		<u>PROJECTED</u>
		2004	2024	
<u>BOATS < 26' IN LENGTH</u>	low	141,846	126,018	-0.56%
	high	141,846	164,178	0.79%
<u>ANNUAL GROWTH RATE</u>				0.1%

Project benefits per year and project operating costs per year are then discounted to yield their net present value. Since the value of a dollar is considered to be greater in the present year than in some future year, a discount rate is applied in order to de-inflate the future dollars and to convert the benefits and costs occurring over the 20-year grant period to a present day value. In this manner, the present day value may be comparable to other values in the present.

The sum of the present benefits and the discounted future benefits is the net present value of the project (Table 4). The sum of the present costs, including capital costs, and the discounted future costs is the net present cost of the project (Table 5).

The net present value of benefits is then divided by the net present value of costs to yield the benefit/cost ratio. The benefit/cost ratio must be greater than unity (1.00) before public investment in a project is justified (Table 6).

TABLE 2

PROJECT USER DAYS

1	42,153	USER DAY VALUE	\$	17.89
2	42,202	CPI		2.3%
3	42,250	ANNUAL BENEFITS	1	754,125
4	42,299		2	772,357
5	42,348		3	773,245
6	42,396		4	774,134
7	42,445		5	775,024
8	42,494		6	775,916
9	42,543		7	776,808
10	42,592		8	777,701
11	42,641		9	778,596
12	42,690		10	779,491
13	42,739		11	780,388
14	42,788		12	781,285
15	42,837		13	782,183
16	42,886		14	783,083
17	42,936		15	783,983
18	42,985		16	784,885
19	43,035		17	785,788
20	43,084		18	786,691
			19	787,596
			20	788,502

Annual Benefits

Annual base year user days for this project are 42,105. (Table 1A). The annual percentage growth rate is .1% (Table 1B). Annual benefits are shown in Table 2. The net present value of benefits is shown in Table 4.

Annual Costs

Annual costs are shown in Table 3. The net present value of benefits is shown in Table 5.

Benefit/Cost Ratio

The benefit/cost ratio for this project is 2.32 (Table 6). This means that estimated benefits exceed estimated costs. The construction of this project is, therefore, is economically justified.

Glossary/Data Sources

Much of the data below was derived from the 2002 California Boating Facilities Needs Assessment (BNA) - a

comprehensive assessment of boats and boating facilities statewide (authored by the California State University, Sacramento Foundation and the NewPoint Group Management Consultants). Volume V - Boating Economic Assessments and Facilities Demand Projections - summarizes the economic benefits of boating to California, the values of recreational boating in California, and the demand projections for boating and boating facilities derived from the 2001 California Boats and Boaters Survey (BBS).

1. Annual Base Year User Days - annual boat launches times average persons aboard a boat.
2. Annual Boat Launches - existing or projected yearly boat launches at a facility, estimated by the grantee, or from regional data from the BBS.
3. Average Persons Aboard a Boat - regional data from the BBS.

4. Annual Percentage Growth Rate - the average of the low and high boat usage (over the 20-year life expectancy of the project) derived from boat forecasts regional data for boats less than 26 foot in length.

5. Boat Forecasts Regional Data - boat ownership in California by region and boat length through 2020. Data sources include DMV Year-End Boat Registration Report; DMV Boat Registration Data Tapes; California Department of Finance, County Population Estimates for January 1; California Department of

TABLE 3

BOAT LAUNCHING FEE	5.00
ANNUAL LAUNCHES	10,500
ANNUAL COST	\$52,500
ANNUAL COST ESCALATION	2.30%
ANNUAL GROWTH RATE	5.40%

ANNUAL COSTS	1	\$ 52,500	\$ 53,918
	2	\$ 53,708	\$ 55,158
	3	\$ 54,943	\$ 56,426
	4	\$ 56,206	\$ 57,724
	5	\$ 57,499	\$ 59,052
	6	\$ 58,822	\$ 60,410
	7	\$ 60,175	\$ 61,799
	8	\$ 61,559	\$ 63,221
	9	\$ 62,974	\$ 64,675
	10	\$ 64,423	\$ 66,162
	11	\$ 65,905	\$ 67,684
	12	\$ 67,420	\$ 69,241
	13	\$ 68,971	\$ 70,833
	14	\$ 70,557	\$ 72,462
	15	\$ 72,180	\$ 74,129
	16	\$ 73,840	\$ 75,834
	17	\$ 75,539	\$ 77,578
	18	\$ 77,276	\$ 79,363
	19	\$ 79,053	\$ 81,188
	20	\$ 80,872	\$ 83,055

TABLE 4

BBS ESTIMATED TRAVEL COSTS BY YEAR

Year	Benefits	Discount Rate	Benefits
0	\$754,125	1.00	\$754,120
1	\$772,367	1.05	\$739,100
2	\$773,245	1.09	\$708,080
3	\$774,134	1.14	\$678,370
4	\$775,024	1.19	\$649,910
5	\$775,916	1.25	\$622,830
6	\$776,808	1.30	\$596,510
7	\$777,701	1.36	\$571,480
8	\$778,596	1.42	\$547,500
9	\$779,491	1.49	\$524,520
10	\$780,388	1.55	\$502,510
11	\$781,285	1.62	\$481,430
12	\$782,183	1.70	\$461,230
13	\$783,083	1.77	\$441,870
14	\$783,983	1.85	\$423,330
15	\$784,885	1.94	\$405,570
16	\$785,788	2.02	\$388,550
17	\$786,691	2.11	\$372,240
18	\$787,596	2.21	\$356,620
19	\$788,502	2.31	\$341,680

Present Value of Benefits: \$10,567,230

The discount rate being used is 4.50%. This is equivalent to the interest rate being charged by the Department of Boating and Waterways on its public loans. Present value is determined by dividing future benefits by $(1+r)^n$, where r is the discount rate and n is the number of years into the future.

Finance, Interim County Population Projections; US MARAD, Merchant Vessels of the U.S.

6. User Day Value - the measure of the value of one day of recreation to the user. For the purposes of this analysis, it is the value of recreation provided by publicly accessible waterways and boating facilities within California. The user day value was determined by using a technique known as the travel cost method. The travel cost method assumes that an individual's willingness to pay time and travel expenses for a recreational outing can be estimated based on the number of trips that they make at different travel costs. These costs can then be used as a proxy to estimate the "price" of recreation.

The BBS estimated a travel cost per day for recreational boating in California, which was then divided by the average number of persons

TABLE 5

NET PRESENT VALUE				
Year	Capital Costs	Discount Factor	Cost	
0	\$3,769,500			3,813,500
1	\$44,000	1.000		43,410
2	\$45,364	1.045		42,830
3	\$46,770	1.092		42,260
4	\$48,220	1.141		41,690
5	\$49,715	1.193		41,130
6	\$51,256	1.246		40,580
7	\$52,845	1.302		40,040
8	\$54,483	1.361		39,500
9	\$56,172	1.422		38,970
10	\$57,914	1.486		38,450
11	\$59,709	1.553		37,930
12	\$61,560	1.623		37,420
13	\$63,468	1.696		36,920
14	\$65,436	1.772		36,430
15	\$67,464	1.852		35,940
16	\$69,556	1.935		35,460
17	\$71,712	2.022		34,980
18	\$73,935	2.113		34,520
19	\$76,227	2.208		34,050
	\$78,590	2.308		
Total Present Value				\$4,546,010

The discount rate being used is 4.50%. This is equivalent to the interest rate being charged by the Department of Boating and Waterways on its public loans. Present value is determined by dividing future benefits by $(1+r)^n$, where r is the discount rate and n is the number of years into the future.

aboard a boat on an average boating trip. This yielded an average travel cost per person per day of boating of \$17.89. This is the user day value used in this benefit/cost analysis.

7. Consumer Price Index - monthly data on changes in the prices paid by urban consumers for a representative basket of goods and services.

8. Boat launching fees - existing or projected fees for boat launching from grantee.

9. Annual Percentage Cost Escalation Rate- the annual percent increase in the 20-city average of the construction cost index.

10. Standard cost - The cost to be used in the calculation of annual costs when the boat launching facility does not charge a fee. This cost (\$5.23) is derived from a DBW Fee Survey completed in August 2001, and is increased by the Consumer Price Index annually.

11. Regional Data - In the BNA, California is divided into ten regions: North Coast, San Francisco, Central Coast, South Coast, San Diego, Northern Interior, Sacramento Basin, Central Valley, Eastern Sierra, and Southern Interior. This project is located in the San Francisco region.

Financial Considerations

Projects are publicly funded from boaters tax dollars. After the project is funded, the grantee must maintain the facility for 20 years at no additional cost to the

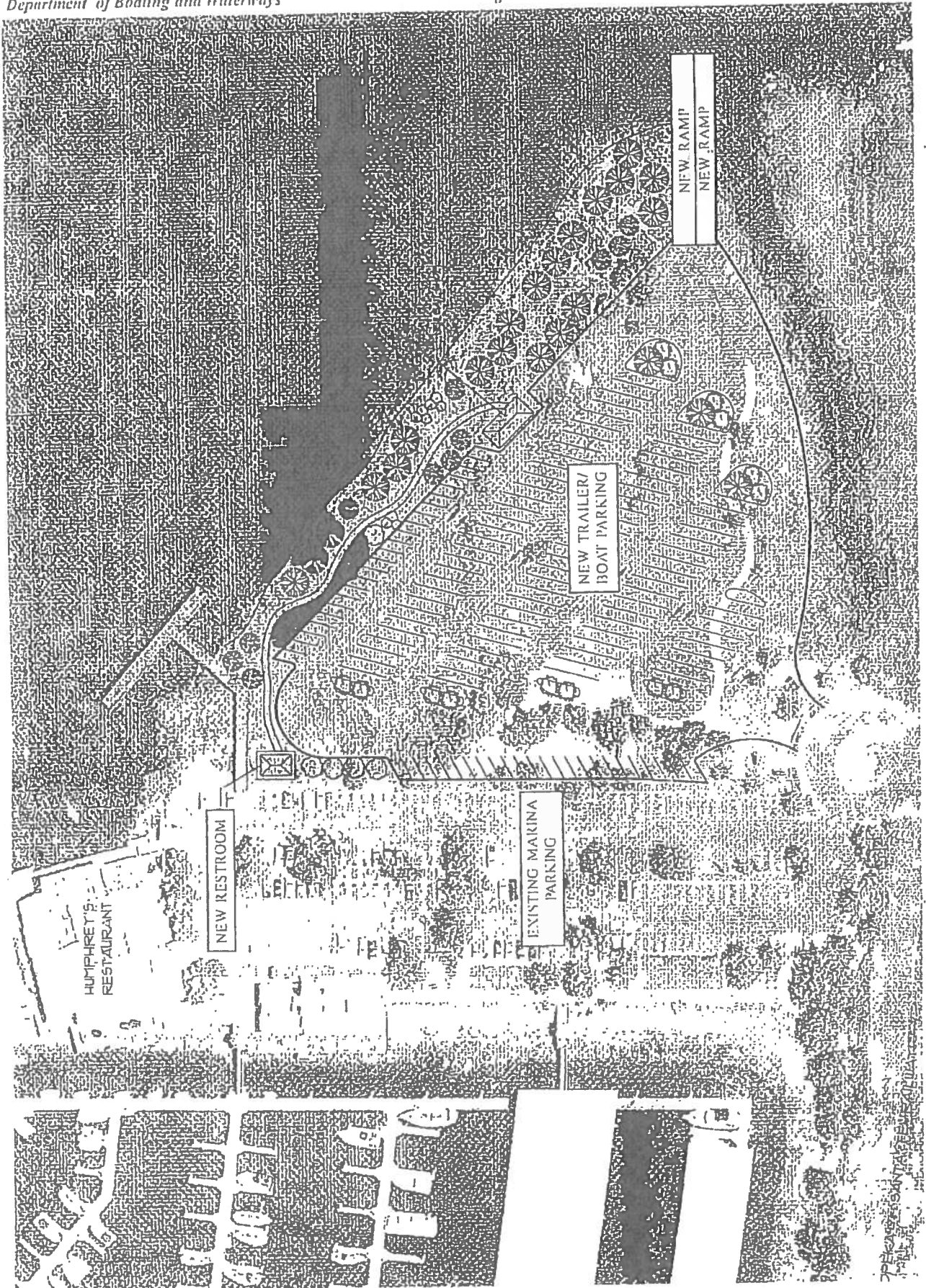
Department. The completed project will be open to all on an equal and reasonable basis. There will be a \$5.00 fee to launch a boat at the Antioch BLF.

TABLE 6

NET PRESENT VALUE OF BENEFITS	\$10,567,230
NET PRESENT VALUE OF COSTS	\$4,546,010
BENEFIT/COST RATIO	2.32

RECOMMENDATION

In view of the foregoing demonstration of the project's engineering and financial feasibility, the Department of Boating and Waterways recommends that the Boating and Waterways Commission consent to the phase I grant of \$280,000 to the City of Antioch for construction of the Antioch Marina BLF.



ANTIOCH MARINA

LAUNCH RAMP FEE PAYMENT OPTIONS

- | | | |
|----|---------------------------|---|
| 1. | FREE | |
| 2. | \$ HONOR SYSTEM | exact amount only |
| 3. | \$\$ HONOR SYSTEM | exact amount or with prepaid tokens |
| 4. | \$\$\$ HONOR SYSTEM | with change / credit card machine issuing receipt |
| 5. | \$\$\$\$ PAY AT ENTRY | money machine / gate system |
| 6. | \$\$\$\$\$ PAY AT ENTRY | attendant |
| 7. | \$\$\$\$\$\$ PAY AT ENTRY | attendant / gate system |

COST CONSIDERATIONS

1. FREE, \$5, \$10
2. WEEKENDS / HOLIDAYS MORE
3. JUST CAR VS VEHICLE W/TRAILER
4. MONTHLY/ YEARLY DISCOUNTS
5. BERTHERS FREE
6. BUSINESSES FREE / DISCOUNT
7. RESIDENTS VS NON-RESIDENT
- 8.

ATTACHMENT "C"



PARKS & RECREATION COMMISSION MEETING

Council Chambers
200 H Street
Antioch, CA 94509

Thursday
April 26, 2012
7:00 p.m.

AGENDA

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE
- III. ROLL CALL
- IV. PUBLIC COMMENTS

Residents are given the opportunity to address the Commission on Park and Recreation issues not on the regular agenda.

- V. APPROVAL OF MINUTES

Recommended Action:

Motion to approve minutes of the Parks and Recreation Commission meeting of February 22, 2012.

MINUTES

- VI. BUSINESS

- A. Continue to accept public input and develop a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.

STAFF REPORT

- VII. COMMUNICATIONS (Announcements and Correspondence)

- 1. Staff
 - 2. Commission Communication

- VIII. ADJOURNMENT

Antioch City Hall
Regular Meeting
February 23, 2012

**CITY OF ANTIOCH
PARKS AND RECREATION COMMISSION**

1. Chairperson Immekus called the meeting to order at 7:00 p.m. on Thursday February 23, 2012.

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

Present: Commissioners Bonwell, Flores, Robertson, Davis and Chairperson Immekus
Youth Commissioner, Matthew Satiyati

Staff Present: Ryan Graham, Deputy Director of Community Development/Recreation
Ron Bernal, City Engineer/Director of Public Works

4. **PUBLIC COMMENTS** - None

5. **BUSINESS**

- A. **Accept public input and develop a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.**

City Engineer Bernal presented the staff report dated February 15, 2012 recommending the Parks and Recreation Commission receive public comment, discuss and provide staff direction.

Chairperson Immekus briefly explained the role of the Parks and Recreation Commission.

Sheila White, Owner of the Red Caboose restaurant, stated she was in support of keeping the Fulton Shipyard boat ramp open and discussed ways in which the property could be improved. She reported the owners of a business in the area had agreed to allow advertising on their building, to generate revenue. She suggested volunteers construct and maintain the facility, and she presented a photo of a project in Washington State, she would like to see emulated in Antioch. .

David Hale, Antioch resident, spoke in support of keeping the Fulton Shipyard boat ramp open and suggested the City Council address safety issues by restricting access, with security fencing.

Rick Robison, Antioch resident; stated Director of Capital Improvements Harrington had indicated there is a Tidelands Fund with \$80,000 in it for these types of projects. He suggested the City focus on safety issues by securing the area with fencing and increasing police patrols in the area. He noted advertisers paying for space on the wall of a building in the area could facilitate a fund for improvements and maintenance. He reported there are several volunteers wanting to get involved to improve the area.

In response to the Commission, Deputy Director of Community Development Graham clarified the Tidelands Fund had to be maintained for emergencies and he would provide information with regards to how the fund is replenished.

Jim Boccio, Antioch resident, spoke in opposition to closing the Fulton Shipyard boat ramp and discussed ways in which to maintain the property. He felt if the boat ramp were closed, it would negatively impact businesses in the area.

Bill Worrell, Antioch resident, requested City staff and the Commission give the residents support and direction in forming a group to improve the Fulton Shipyard boat ramp area. He noted as a business owner in the area, he does not believe the area is dangerous and with more activity in the area, the criminal activity would further reduce those concerns.

In response to Chairperson Immekus, Deputy Director of Community Development Graham clarified in speaking with the grant writers, it is staff's understanding when the City received the grant for the new ramp, it was conveyed that the old ramp would be closed. Additionally, he noted the cost benefit analysis for the new ramp was partly based off of fees paid at the new ramp, with no consideration for a second public boat ramp in Antioch.

Bill Worrell clarified the State Department of Boating and Waterways have indicated the closure of the old boat ramp and fees to be charged, were not a consideration for the grant. He stated with the Commission's support, the next step would be that they contact the Department of Boating and Waterways to seek funding for this project.

Commissioner Flores thanked the residents in attendance this evening for speaking on this issue and urged them to develop a detailed plan of the area for consideration of the Parks and Recreation Commission.

Commissioner Bonwell stated if the City were to install a fence and close the boat ramp it would still allow the interested parties the opportunity to solicit donations and build the nonprofit organization.

Chairperson Immekus agreed that if the fence were installed it would not preclude the interested parties from developing a plan through a nonprofit. He requested staff provide information regarding the potential for funding the improvements through grants and an analysis from Antioch Police Department with regards to the crime rate at the Fulton Shipyard. He requested the interested parties provide the Parks and Recreation Commission with a plan for the organization.

Rick Robison stated the State Department of Boating and Waterways had indicated the grant did not require a fee for launching or closure of the old boat ramp. He reiterated Director of Capital Improvements Harrington had informed him that Tidelands money was for projects like this and could secure the property.

Commissioner Robertson agreed that area could be an asset to for the community and recommended the boat ramp be closed due to liability issues while the community forms a non-profit. He offered his advice in the formation of the non-profit.

In response to previous comment, City Engineer/Director of Public Works Bernal stated he would provide the Commissioners with the 2004 report substantiating the grant funding for the

new boat ramp facility and indicating the money for launches would be used to maintain the facility.

Commissioner Davis stated the recommendations from staff and the Antioch Police Department had validity and should be taken seriously. He stated the burden of keeping the ramp open falls upon concerned citizens and he urged them to channel their passion into developing a recommendation that could be passed onto the City Council.

In response to Commissioner Flores, Mr. Boccio stated Fulton Shipyard has indicated they would assist with cameras in the area and offered to meet with City Engineer Bernal to discuss how to address the issues.

Commissioner Flores made a motion that staff meet with the major stake holders to draw up a plan and come back to the Commission for review.

Following discussion, the previous motion was withdrawn by Commissioner Flores and the Parks and Recreation Commission agreed to meet on March 22, 2012 to allow the stakeholders to present a plan for their non-profit and allow staff to bring back the following information for review:

- Police Department calls for service and comparisons with similar Antioch park facilities
- Grant Funding opportunities
- Tidelands Fund information

In response to Youth Commissioner Satiyati, Deputy Director of Community Development/Recreation Graham clarified at the direction of the City Council the Fulton Shipyard boat ramp will remain open and when a recommendation comes back to the City Council from the Parks and Recreation Commission, the City Council will reconsider the matter.

Deputy Director of Community Development/Recreation Graham stated staff can not give advice on how to operate or form a non-profit, however they can put them in contact with other non-profits.

Mr. Boccio stated he feels the first priority should be installing the fence to limit access and reduce crime in the area. He noted volunteers would be able to open and close the facility.

Chairperson Immekus stated they could recommend that action to the City Council, however, if the fence was installed it would remain closed. He expressed concern volunteers would be taking responsibility for city property and putting themselves in an unsafe environment.

Commissioner Robertson stated it is very important for the non-profit to work with and have the cooperation of the Antioch Police Department.

Bill Worrell thanked the Parks and Recreation Commission for listening to their concerns and giving them direction this evening. He stated they would be back on March 22, 2012 to show their progress.

COMMUNICATIONS (Announcements and Correspondence)

STAFF

City Engineer/Director of Public Works Bernal gave a brief update on the Chichibu Park recycled water project and the new construction of Nelson Ranch Park. He noted the Nelson Ranch project would be placed on the March 13, 2012 City Council agenda to address concerns raised from citizens regarding the impacts of the park on their quality of life.

Commissioner Davis discussed the importance of completing the Chichibu Park improvements prior to Sister City delegates visiting Antioch.

Deputy Director of Community Development Graham reported future agenda items for the Parks and Recreation Commission would include an update on park projects and a discussion on permanent fencing for the City Park soccer fields. He also noted the Worth Shaw Complex was completely booked out for events February – December and the Antioch Community Center was booked out for all Saturdays through December.

COMMISSION

Commissioner Davis suggested updating the voting board for the Parks and Recreation Commission. He announced Mr. Worth Shaw had passed away.

Deputy Director of Community Development/Recreation reported the City is moving forward to recruit for the open positions on the Parks and Recreation Commission.

Chairperson Immekus reminded those Commissioners who have not done so, to complete the required ethics training and provide the City Clerk with their certificates. He announced effective December 2011 he no longer has a position of authority with the Delta Youth Soccer League.

ADJOURNMENT

There being no further business before the Commission, stand adjourned at 8:25 p.m. until March 22, 2012 at Council Chambers.

Respectfully Submitted,
Kitty Eiden

**STAFF REPORT TO THE PARKS AND RECREATION COMMISSION
FOR CONSIDERATION AT THE MEETING OF APRIL 26, 2012**

Prepared by: Ryan Graham, Deputy Director of Community Development

Approved by: Tina Wehrmeister, Director of Community Development

Date: March 14, 2012

Subject: Fulton Shipyard Boat Ramp

RECOMMENDATION

It is recommended that the Parks and Recreation Commission receive public input and provide a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.

DISCUSSION

At the conclusion of the February 23, 2012 meeting staff was asked to report back on several issues. Each of those issues and the corresponding answers are bulleted below:

- Are there any current or future Department of Boating and Waterway grants available that the Fulton Ramp may be eligible for?

Response:

Public Works staff has contacted the Department of Boating and Waterways (DBW) to find out if the Fulton Ramp is eligible for grant funding. We are awaiting a response and should have an answer by the time we meet with the Park & Recreation Commission on March 22nd.

- Can staff provide a copy of the feasibility study for the new boat ramp related to a question that was posed about the validity of the City Council requirement to charge a \$5.00 fee to launch?

Response:

Prior to receiving grant funding for the new Antioch Marina Boat Launch, the Antioch Marina Feasibility Report (Attachment "A") dated August 12, 2004 was prepared. The report concluded, as found in the Financial Considerations section, that "After the project is funded, the grantee must maintain the facility for 20 years at no additional cost to the Department. The completed project will be open to all on an equal basis. There will be a \$5.00 fee to launch a boat at the Antioch BLF."

- What is the balance of and what are eligible expenses for the Tidelands Fund?

Response:

Currently there is \$107,251 in the Tidelands Fund. In 1990 California State Legislature passed Assembly Bill 1900 that created tidelands entitlement areas. Revenue is generated from lease payments from our lessees such as Riverview Lodge, Fulton Shipyard, and Calpine. This revenue is limited to improving accessibility and/or protection for the City's waterfront areas.

Staff strongly believes that the Tidelands Fund needs to be preserved for tideland emergencies or protection issues such as the Fulton Ramp fencing suggested in the October 25, 2012 report to the City Council. Although it would be nice to use some of those funds for accessibility work staff feels that even a modest environmental event in the tidelands would quickly expend the balance.

- Compare total police calls for service at the Fulton Ramp compared to other parks and uses.

Response:

During the one year time frame of March 2011 to March 2012 the following comparison on total calls for service is:

• Fulton Boat Ramp*	76 calls for service
• Antioch Marina	41 calls for Service
• Mira Vista Park	21 calls for service
• Lauritzen Yacht Harbor**	21 calls for service

**Only accounts for Antioch Police Department calls for service. Recent conversations with the Contra Costa County Sherriff Marine Patrol relayed that they routinely patrol the Fulton Ramp and experience a higher call volume at that location than any other public access point they patrol.*

***Lauritzen Yacht Harbor is in unincorporated Contra Costa County between Antioch and Oakley. There is a fee to launch boats there and has day staff on site.*

FISCAL IMPACT

None.

ATTACHMENTS

A: Antioch Marina Grant Feasibility Report

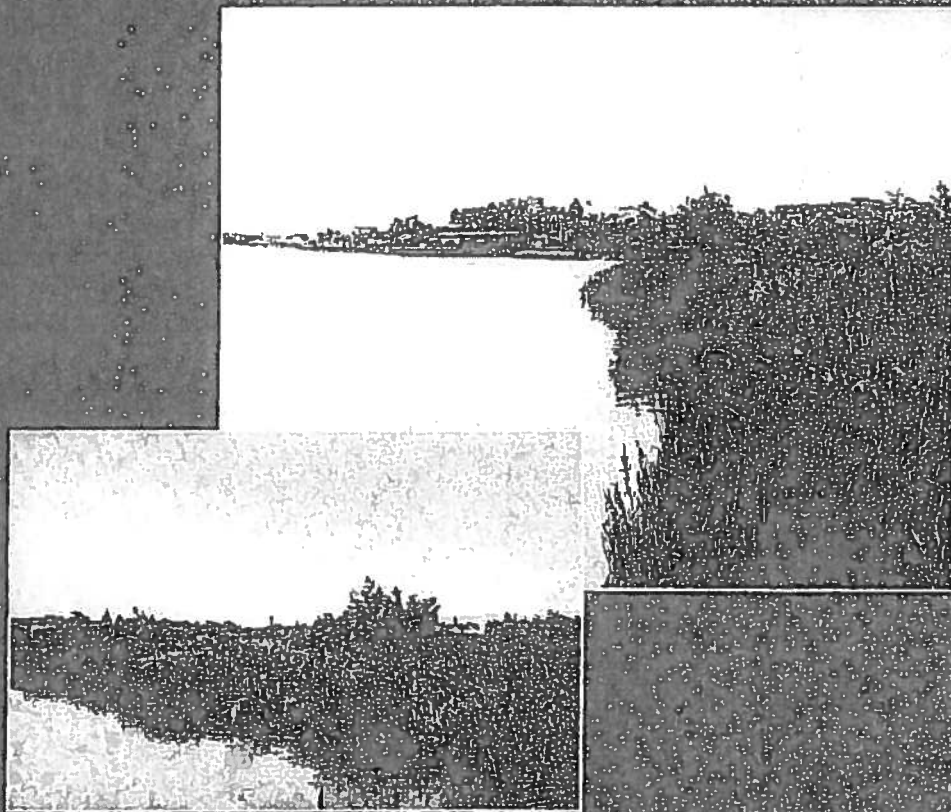
ATTACHMENT "A"

Antioch Marina

\$280,000 Phase I Grant

(Total Grant Amount of \$3,769,500)

Feasibility Report



August 12, 2004
Sacramento, California

Antioch Marina Boat Launching Facility

\$280,000 Phase I Grant
(Total Grant Amount \$3,769,500)

SUMMARY

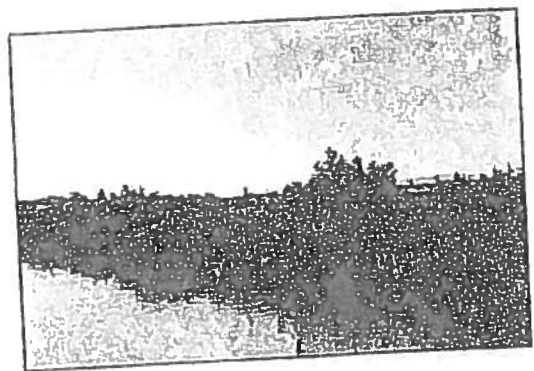


The City of Antioch has applied to the Department of Boating and Waterways for a grant of \$3,769,500 to construct the Antioch Marina Boat Launching Facility. This report concerns phase I funding of \$280,000 for planning and engineering of this brand new facility.

The City of Antioch is located in eastern Contra Costa County where the Sacramento and San Joaquin Rivers converge. The project site is located on the southern shoreline of the San Joaquin River, within the City of Antioch.

The proposed project entails the following: (1) construct a new four-lane boat launching ramp, (2) install three new boarding floats, (3) construct a new paved parking area with 129 vehicle/trailer spaces, (4) construct a new restroom, (5) add utilities, (6) install drainage and erosion control, (8) add signage.

The benefit/cost ratio must be greater than unity (1.00) before public investment in a project is justified. This project is considered economically feasible with a benefit/cost ratio of 2.32.



INTRODUCTION

Grant Applicant

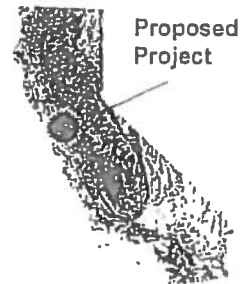
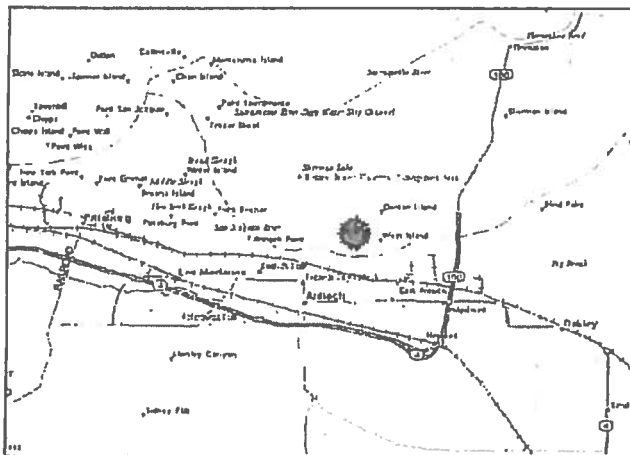
The grant applicant for this project is the City of Antioch.

Project Identification

The proposed project will construct the Antioch Marina Boat Launching Facility (BLF). This is a new construction project.

Project Location

The City of Antioch is located at the crossroads of the Sacramento and San Joaquin Rivers in eastern Contra Costa County. The project site is located within the City of Antioch, on the southern shoreline of the San Joaquin River.



Access to Project

From State Highway 4, take either the Somersville, "L" Street, or "A" Street exit. All of these exits provide access to the Antioch Marina via Fourth and Second Streets, and are clearly signed with directions to the Marina.

Area Description

The Sacramento-San Joaquin Delta is a system of land and waterways comprised of 738,000 acres in six counties. The five major rivers of the Delta system, plus their tributaries, carry 47% of California's runoff water. The Delta sees 6 million user days of recreation annually. Fishing, boating, water skiing, houseboating, personal watercraft use, and sailing are popular.

The project site for the proposed boat launching facility is 4.6 acres surrounded by water on the east and north, the existing Antioch Marina on the west, and a shallow slough on the south. A picnic park that is existing on the site will be moved to another location within the facility.

Previous Commission Action

There has been no previous Commission Action at the proposed Antioch Marina BLF.

ENGINEERING CONSIDERATIONS

At the time of application, each project is evaluated by a Department of Boating and Waterways (DBW) engineer. The DBW consulting engineer for the project reviews the application, checks/verifies estimated costs, and visits the project site. Together with the DBW Planning Unit, the engineer then recommends the best proposed project.

Proposed Project

The proposed project entails the following: (1) construct a new concrete v-groove four-lane boat launching ramp, (2) install three new 8' x 150' wooden boarding floats, (3) construct a new paved parking area with 82 vehicle/trailer parking spaces (10' x 40'), 47 vehicle/PWC trailer parking spaces (9' x 20'), and a boat washdown area, (4) construct a new four-unit barrier-free access restroom, (5) add utilities (sewer, water, lighting, fire hydrants), (6) install drainage and erosion control, (8) add signage.

Cost Estimate

<u>PROJECT ITEM</u>	<u>DBW</u>	<u>Conclusion</u>
Mobilization	\$ 145,000	There are no particularly difficult or unusual problems associated with this project and it falls within the normal range of practice for design and construction of projects of this type. Therefore, the proposed project is considered feasible from an engineering standpoint at a total estimated cost of \$3,769,500.
Fill	360,000	
Cofferdam	150,000	
Boat Launching Ramp	600,000	
Boarding Floats	453,000	
Parking Area	826,000	
Restroom	155,000	
Utilities	240,000	
Drainage	65,000	
Erosion Control	11,000	
Signage	<u>10,600</u>	
SUBTOTAL	\$ 3,015,600	
Contingency	251,300	
Engineering	301,560	
Permits	75,390	
Inspection	<u>125,650</u>	
TOTAL	\$ 3,769,500	

ECONOMIC ANALYSIS

Introduction

The economic justification of any proposed project rests upon a comparison of the benefits and costs attributable to the project. A benefit/cost analysis is performed to demonstrate whether the total cost of a project to society is justified by its overall benefit to society. A project is deemed beneficial and therefore economically feasible when total benefits equal or exceed total costs. A glossary with data sources follows this section.

TABLE 1A

ANNUAL BOAT LAUNCHES	10,500
AVERAGE PERSONS ABOARD	4.01
ANNUAL BASE YEAR USER DAYS	42,105

The Benefit/Cost Process

The first step in the benefit/cost analysis is to determine annual benefits. Annual benefits are determined by calculating the annual base

year user days (Table 1A) and the annual percentage growth rate (Table 1B). These two are multiplied to give the project user days per year. The project user days per year are multiplied by a user day value plus the expected annual percent increase in the Consumer Price Index to give annual benefits (Table 2).

Next, annual costs are determined by multiplying the existing or projected annual boat launches for the facility by the cost per boat launching and the expected annual percent cost escalation rate to give

annual costs. If there is no charge for boat launching at the facility, a standard cost is substituted in the equation (Table 3).

TABLE 1B

<u>NUMBER IN MKT. AREA</u>		<u>ACTUAL</u>		<u>PROJECTED</u>
		2004	2024	
<u>BOATS < 26' IN LENGTH</u>	low	141,846	126,018	-0.56%
	high	141,846	164,178	0.79%
<u>ANNUAL GROWTH RATE</u>				0.1%

Project benefits per year and project operating costs per year are then discounted to yield their net present value. Since the value of a dollar is considered to be greater in the present year than in some future year, a discount rate is applied in order to de-inflate the future dollars and to convert the benefits and costs occurring over the 20-year grant period to a present day value. In this manner, the present day value may be comparable to other values in the present.

The sum of the present benefits and the discounted future benefits is the net present value of the project (Table 4). The sum of the present costs, including capital costs, and the discounted future costs is the net present cost of the project (Table 5).

The net present value of benefits is then divided by the net present value of costs to yield the benefit/cost ratio. The benefit/cost ratio must be greater than unity (1.00) before public investment in a project is justified (Table 6).

TABLE 2

PROJECT USER DAYS

1	42,153	USER DAY VALUE	\$	17.89
2	42,202	CPI		2.3%
3	42,250	ANNUAL BENEFITS	1	754,125
4	42,299		2	772,357
5	42,348		3	773,245
6	42,396		4	774,134
7	42,445		5	775,024
8	42,494		6	775,916
9	42,543		7	776,808
10	42,592		8	777,701
11	42,641		9	778,596
12	42,690		10	779,491
13	42,739		11	780,388
14	42,788		12	781,285
15	42,837		13	782,183
16	42,886		14	783,083
17	42,936		15	783,983
18	42,985		16	784,885
19	43,035		17	785,788
20	43,084		18	786,691
			19	787,596
			20	788,502

Annual Benefits

Annual base year user days for this project are 42,105. (Table 1A). The annual percentage growth rate is .1% (Table 1B). Annual benefits are shown in Table 2. The net present value of benefits is shown in Table 4.

Annual Costs

Annual costs are shown in Table 3. The net present value of benefits is shown in Table 5.

Benefit/Cost Ratio

The benefit/cost ratio for this project is 2.32 (Table 6). This means that estimated benefits exceed estimated costs. The construction of this project is, therefore, economically justified.

Glossary/Data Sources

Much of the data below was derived from the 2002 California Boating Facilities Needs Assessment (BNA) - a

comprehensive assessment of boats and boating facilities statewide (authored by the California State University, Sacramento Foundation and the NewPoint Group Management Consultants). Volume V - Boating Economic Assessments and Facilities Demand Projections - summarizes the economic benefits of boating to California, the values of recreational boating in California, and the demand projections for boating and boating facilities derived from the 2001 California Boats and Boaters Survey (BBS).

1. Annual Base Year User Days - annual boat launches times average persons aboard a boat.

2. Annual Boat Launches - existing or projected yearly boat launches at a facility, estimated by the grantee, or from regional data from the BBS.

3. Average Persons Aboard a Boat - regional data from the BBS.

4. Annual Percentage Growth Rate - the average of the low and high boat usage (over the 20-year life expectancy of the project) derived from boat forecasts regional data for boats less than 26 foot in length.

5. Boat Forecasts Regional Data - boat ownership in California by region and boat length through 2020. Data sources include DMV Year-End Boat Registration Report; DMV Boat Registration Data Tapes; California Department of Finance, County Population Estimates for January 1; California Department of

TABLE 3

BOAT LAUNCHING FEE	5.00
ANNUAL LAUNCHES	10,500
ANNUAL COST	\$52,500
ANNUAL COST ESCALATION	2.30%
ANNUAL GROWTH RATE	5.40%

ANNUAL COSTS	1	\$ 52,500	\$ 53,918
	2	\$ 53,708	\$ 55,158
	3	\$ 54,943	\$ 56,426
	4	\$ 56,206	\$ 57,724
	5	\$ 57,499	\$ 59,052
	6	\$ 58,822	\$ 60,410
	7	\$ 60,175	\$ 61,799
	8	\$ 61,559	\$ 63,221
	9	\$ 62,974	\$ 64,675
	10	\$ 64,423	\$ 66,162
	11	\$ 65,905	\$ 67,684
	12	\$ 67,420	\$ 69,241
	13	\$ 68,971	\$ 70,833
	14	\$ 70,557	\$ 72,462
	15	\$ 72,180	\$ 74,129
	16	\$ 73,840	\$ 75,834
	17	\$ 75,539	\$ 77,578
	18	\$ 77,276	\$ 79,363
	19	\$ 79,053	\$ 81,188
	20	\$ 80,872	\$ 83,055

TABLE 4

PRESENT VALUE OF BENEFITS

Year	Benefits	Discount Rate	Benefits
0	\$754,125	1.00	\$754,120
1	\$772,367	1.05	\$739,100
2	\$773,245	1.09	\$708,080
3	\$774,134	1.14	\$678,370
4	\$775,024	1.19	\$649,910
5	\$775,916	1.25	\$622,630
6	\$776,808	1.30	\$596,510
7	\$777,701	1.36	\$571,480
8	\$778,596	1.42	\$547,500
9	\$779,491	1.49	\$524,520
10	\$780,388	1.55	\$502,510
11	\$781,285	1.62	\$481,430
12	\$782,183	1.70	\$461,230
13	\$783,083	1.77	\$441,870
14	\$783,983	1.85	\$423,330
15	\$784,885	1.94	\$405,570
16	\$785,788	2.02	\$388,550
17	\$786,691	2.11	\$372,240
18	\$787,596	2.21	\$356,620
19	\$788,502	2.31	\$341,660

\$10,567,230

The discount rate being used is 4.50%. This is equivalent to the interest rate being charged by the Department of Boating and Waterways on its public loans. Present value is determined by dividing future benefits by $(1+r)^n$, where r is the discount rate and n is the number of years into the future.

Finance, Interim County Population Projections; US MARAD, Merchant Vessels of the U.S.

6. User Day Value - the measure of the value of one day of recreation to the user. For the purposes of this analysis, it is the value of recreation provided by publicly accessible waterways and boating facilities within California. The user day value was determined by using a technique known as the travel cost method. The travel cost method assumes that an individual's willingness to pay time and travel expenses for a recreational outing can be estimated based on the number of trips that they make at different travel costs. These costs can then be used as a proxy to estimate the "price" of recreation.

The BBS estimated a travel cost per day for recreational boating in California, which was then divided by the average number of persons

TABLE 5

PRESENT VALUE				
Year	Capital Costs	Discount Factor	Cost	
0	\$3,769,500	\$44,000	1.000	3,813,500
1		\$45,364	1.045	43,410
2		\$46,770	1.092	42,830
3		\$48,220	1.141	42,260
4		\$49,715	1.193	41,690
5		\$51,256	1.246	41,130
6		\$52,845	1.302	40,580
7		\$54,483	1.361	40,040
8		\$56,172	1.422	39,500
9		\$57,914	1.486	38,970
10		\$59,709	1.553	38,450
11		\$61,560	1.623	37,930
12		\$63,468	1.696	37,420
13		\$65,436	1.772	36,920
14		\$67,464	1.852	36,430
15		\$69,556	1.935	35,940
16		\$71,712	2.022	35,460
17		\$73,935	2.113	34,980
18		\$76,227	2.208	34,520
19		\$78,590	2.308	34,050
Total Present Value of BLF				\$4,546,010

The discount rate being used is 4.50%. This is equivalent to the interest rate being charged by the Department of Boating and Waterways on its public loans. Present value is determined by dividing future benefits by $(1+r)^n$, where r is the discount rate and n is the number of years into the future.

aboard a boat on an average boating trip. This yielded an average travel cost per person per day of boating of \$17.89. This is the user day value used in this benefit/cost analysis.

7. Consumer Price Index - monthly data on changes in the prices paid by urban consumers for a representative basket of goods and services.

8. Boat launching fees - existing or projected fees for boat launching from grantee.

9. Annual Percentage Cost Escalation Rate- the annual percent increase in the 20-city average of the construction cost index.

10. Standard cost - The cost to be used in the calculation of annual costs when the boat launching facility does not charge a fee. This cost (\$5.23) is derived from a DBW Fee Survey completed in August 2001, and is increased by the Consumer Price Index annually.

11. Regional Data - In the BNA, California is divided into ten regions: North Coast, San Francisco, Central Coast, South Coast, San Diego, Northern Interior, Sacramento Basin, Central Valley, Eastern Sierra, and Southern Interior. This project is located in the San Francisco region.

Financial Considerations

Projects are publicly funded from boaters tax dollars. After the project is funded, the grantee must maintain the facility for 20 years at no additional cost to the

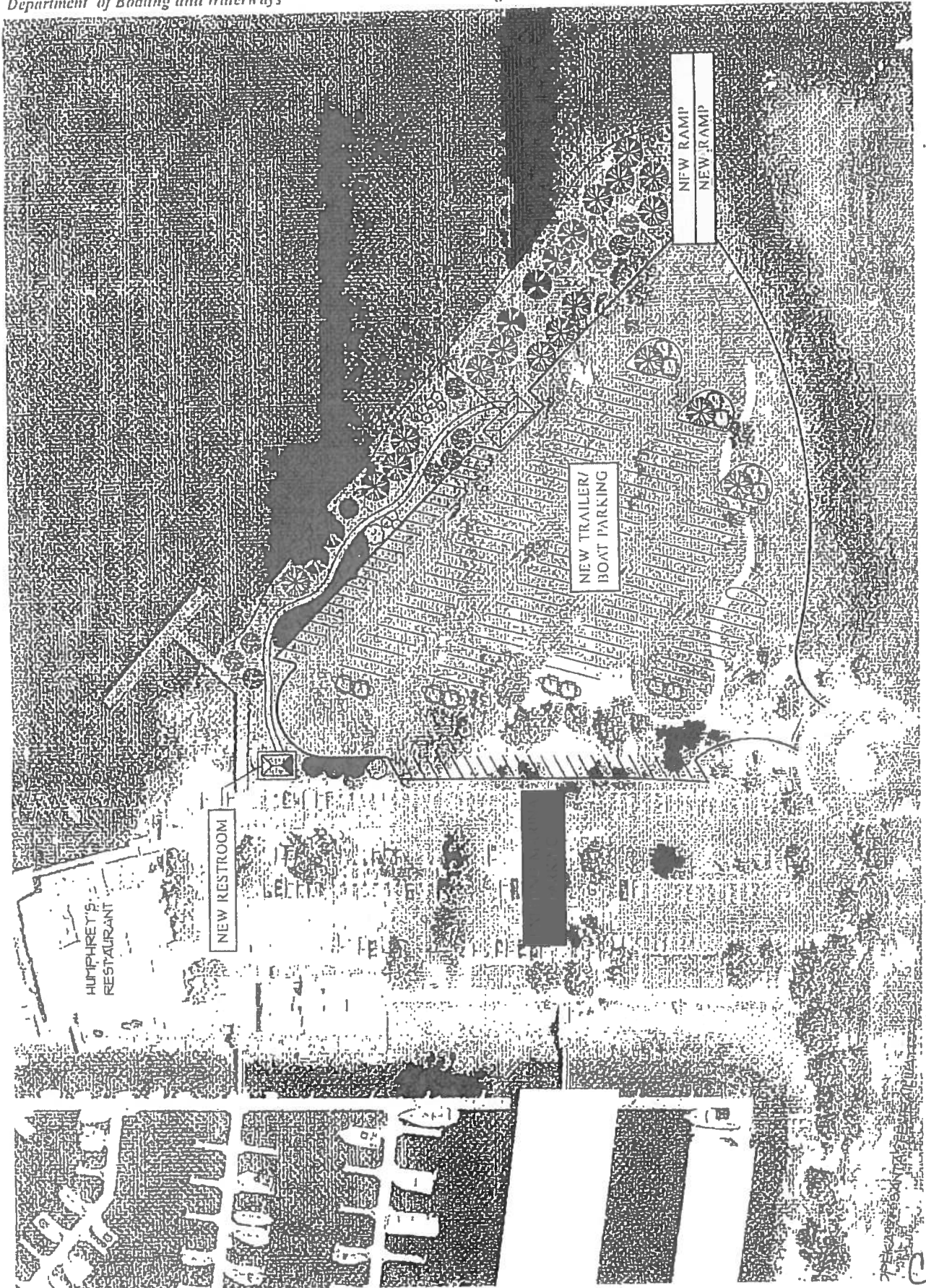
TABLE 6

NET PRESENT VALUE OF BENEFITS	\$10,567,230
NET PRESENT VALUE OF COSTS	\$4,546,010
BENEFIT/COST RATIO	2.32

Department. The completed project will be open to all on an equal and reasonable basis. There will be a \$5.00 fee to launch a boat at the Antioch BLF.

RECOMMENDATION

In view of the foregoing demonstration of the project's engineering and financial feasibility, the Department of Boating and Waterways recommends that the Boating and Waterways Commission consent to the phase I grant of \$280,000 to the City of Antioch for construction of the Antioch Marina BLF.



ANTIOCH MARINA

LAUNCH RAMP FEE PAYMENT OPTIONS

- | | | |
|----|---------------------------|---|
| 1. | FREE | |
| 2. | \$ HONOR SYSTEM | exact amount only |
| 3. | \$\$ HONOR SYSTEM | exact amount or with prepaid tokens |
| 4. | \$\$\$ HONOR SYSTEM | with change / credit card machine issuing receipt |
| 5. | \$\$\$\$ PAY AT ENTRY | money machine / gate system |
| 6. | \$\$\$\$\$ PAY AT ENTRY | attendant |
| 7. | \$\$\$\$\$\$ PAY AT ENTRY | attendant / gate system |

COST CONSIDERATIONS

1. FREE, \$5, \$10
2. WEEKENDS / HOLIDAYS MORE
3. JUST CAR VS VEHICLE W/TRAILER
4. MONTHLY/ YEARLY DISCOUNTS
5. BERTHERS FREE
6. BUSINESSES FREE / DISCOUNT
7. RESIDENTS VS NON-RESIDENT
- 8.

ATTACHMENT "D"



PARKS & RECREATION COMMISSION MEETING

Council Chambers
200 H Street
Antioch, CA 94509

Thursday
May 24, 2012
7:00 p.m.

AGENDA

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE
- III. ROLL CALL
- IV. PUBLIC COMMENTS

Residents are given the opportunity to address the Commission on Park and Recreation issues not on the regular agenda.

- V. APPROVAL OF MINUTES

Recommended Action:

Motion to approve minutes of the Parks and Recreation Commission meeting of April 26, 2012.

MINUTES

- VI. BUSINESS

- A. Continue to accept public input and develop a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.

STAFF REPORT

- B. Parks Update – Verbal Report

STAFF REPORT

- C. CIP 5 year plan

- VII. COMMUNICATIONS (Announcements and Correspondence)

- 1. Staff
 - 2. Commission Communication

VIII. ADJOURNMENT

Antioch City Hall
Regular Meeting
April 26, 2012

**CITY OF ANITTOCH
PARKS AND RECREATION COMMISSION**

1. Chairperson Immekus called the meeting to order at 7:07 p.m. on Thursday April 26, 2012.

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

Present: Commissioners Bonwell, Davis and Chairperson Immekus

Absent: Commissioners Robertson and Flores

Staff Present: Ryan Graham, Deputy Director of Community Development/Recreation
Ron Bernal, City Engineer/Director of Public Works
Mike Bechtholdt, Deputy Director of Public Works

4. **PUBLIC COMMENTS** - None

5. **APPROVAL OF MINUTES:** (February 22, 2012)

On motion by Commissioner Bonwell, seconded by Commissioner Davis, the Parks and Recreation Commission members present unanimously approved the minutes as written.

6. **BUSINESS**

A. Continue to accept public input and develop a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.

Deputy Director of Community Development Graham presented the staff report date March 14, 2012 recommending the Parks and Recreation Commission receive public input and provide a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.

City Engineer/Director of Public Works Bernal reported staff of the Department of Boating and Waterways had indicated it was their understanding the Fulton Shipyard boat ramp would have been closed as part of the new boat ramp project, they also indicated Antioch could apply for a grant for the Fulton Shipyard facility; however funding that project would not be a priority. He reviewed the feasibility study included in the staff report.

Jim Boccio, Antioch resident, representing the Citizens for the Preservation of River Access Committee, stated it was their goal to keep the boat ramp open, safe and not make it a financial detriment for the city. He reported at this time they are not in the position to work the development of a park; however if the city would fence and gate the facility, they will attempt to raise funds to assist and be willing to monitor the gate so they facility would remain closed dusk to dawn. He also suggested rules and regulations be put in place so that those not in compliance could be expelled from the area. He reported they have permission from Fulton Shipyard to use a wall for signage to generate revenue for maintenance and improvements. Additionally, he noted they have permission to install cameras in the area, and trash and recycling receptacles could be provided by the Red Caboose. He noted various organizations have offered to support their efforts and requested they be allowed to try this proposal for one year and if unsuccessful, the city could lock the gate.

Chairperson Immekus clarified the City Council authorized keeping the boat ramp open until such time as the Parks and Recreation Commission made a recommendation to the City Council for the long term disposition of the facility. He reiterated the Parks and Recreation Commission's recommendation to the interested parties, was to form an organization and put together a business plan, which the Commission would take under review. He noted they have not been presented with sufficient information this evening to make a recommendation to Council, at this time. He stated the Commission is looking for a business plan on how the organization will function which includes financial information.

In response to Mr. Boccio, Chairperson Immekus clarified a group of volunteers looking to oversee a City facility will not meet the requirements of the City Council, to manage the facility. He noted a more formal structure would be necessary.

Rick Robison reported the land was donated to the city for the residents. He stated he believed they were to come to the Commission to get direction on organizing volunteers to maintain the facility. He noted if the city were to install a fence and automatic gate, they would be interested in making payments to purchase it. He reiterated business owners are interested in putting signage up to generate revenue and adopt the boat ramp area. He reported it was their understanding the City Council wanted to keep the boat ramp open and they were unaware it was only until they found a solution for operating and maintaining the facility. He noted they do not have the funds to keep it open as a private entity or to lease the facility. He reported they had time and volunteers who wanted to improve the area and their goal was to keep the boat ramp open as long as possible. He noted they felt they could operate and maintain the boat ramp, however if they have to be a business or nonprofit it was cost prohibitive. He cautioned the city that the decline at the new boat ramp is designed in such a way to cause cigarette boats to high center on their trailers.

Mr. Boccio reported the school district transferred their half of the boat ramp property to the city with the understanding it would be used for recreational services.

Chairperson Immekus reiterated the City Council had previously decided the boat ramp would be closed as a consequence of building a new ramp.

Rick Robison stated in 2004, the City Council indicated they had no knowledge the Fulton Shipyard boat ramp would be closed.

Chairperson Immekus clarified the current City Council had made it clear the expectation was the boat ramp would be closed in favor of the new boat ramp and noted the financial viability of the new boat ramp was predicated on that closure. He noted the Feasibility Report (staff report attachment A) discussed these expectations.

Mr. Robinson stated he felt both boat ramps could be utilized during the peak season and generate fees for maintenance. He stated they are willing to provide free labor.

Chairperson Immekus stated the city could not allow an informal volunteer group handle finances, on behalf of the city.

Mr. Robinson expressed concern for there being too many regulations for the city to be a volunteer friendly environment. He cautioned that if the facility would be fenced off, it would generate negative press.

Commissioner Bonwell stated the city is looking for the residents to create an entity that would do their own lobbying and fundraising to put money towards operations and maintenance of the facility.

Mr. Robinson requested this item be postponed for a year to allow staff to bring forward an itemized breakdown for operation and maintenance of the facility so that they could look for ways to raise the funds.

Chairperson Immekus stated the interested parties need to address: how the facility would be managed, how safety issues would be addressed and how the financial expectation of closing this boat ramp would impact the new facility.

Mr. Robinson stated they would like the boat ramp kept open as an asset to the city of Antioch. He noted they are not interested in forming a non-profit; they want to work as volunteers to the city to provide access to the river. He stated he does not feel the city has considered income generated from the boating community.

Chairperson Immekus recommended Mr. Robison review the Feasibility Study provided by staff as attachment A of the staff report.

Tom Phillips, Antioch resident, stated he feels the increase in police calls for the boat ramp is due to the area being less utilized for the public good. He noted if the city had no interest in maintaining law and order in the area; it would become progressively worse. He stated he feels the city had been irresponsible with the handling of the area

because if it is closed the homeless occupation will increase and the area will become even more of a safety concern.

Chairperson Immekus recommended Mr. Phillips inform the Police Crime Prevention Commission of his concerns.

Commissioner Bonwell encouraged the residents to continue organizing the interested parties into a viable entity, who could move their efforts to keep the boat ramp open, forward.

Commissioner Davis concurred with Commissioner Bonwell and stated the city was going to require more information dealing with the financial and legal ramifications of keeping the boat ramp open. He encouraged them to take their level of commitment and enthusiasm to build an organization and formulate a plan dealing with the finances, safety plan and income generation. He noted once that is done, the Commission could make a recommendation to the City Council to consider.

In response to Mr. Phillips, Commissioner Bonwell encouraged him to contact Friends of Animal Services and the Friends of Library Services to discuss how they formed their organizations.

Chairperson Immekus stated the City Council is waiting to hear from the Parks and Recreation Commission; however if the interested parties could show they are making progress, they would ask for more time.

Following discussion, Deputy Director of Community Development/Recreation Graham stated he would agendize a meeting for May 24, 2012. The Commission requested no additional information from staff on this issue.

Chairperson Immekus declared a recess at 8:16 PM. The meeting reconvened at 8:19 PM. with all Commission members present with the exception of Commissioners Robertson and Flores who were absent.

7. COMMUNICATIONS (Announcements and Correspondence)

Deputy Director of Community Development/Recreation Graham stated in the future, staff would be bringing forward a park update, field preservation measures and an update on the WW grant. He invited the Commission, through the East Bay Regional Parks District, to a grand opening of the Great Mine Visitors Center at the Black Diamond Mines Regional Preserve. Contact information was provided.

Deputy Director of Public Works Bechtholdt announced the Rivertown Garden Club is holding the Arbor Day tree planting event on April 27, 2012 at 3:30 P.M., in Antioch Community Park.

D6

Commissioner Davis voiced his appreciation to staff for the improvements made to Chichibu Park.

Commissioner Bonwell announced he is the current President of the Delta Youth Soccer League.

8. ADJOURNMENT

There being no further business before the Commission, stand adjourned at 8:25 p.m. until May 24, 2012 at Council Chambers.

Respectfully Submitted,
Kitty Eiden

ATTACHMENT "E"

Antioch City Hall
Regular Meeting
May 24, 2012

CITY OF ANTIOCH PARKS AND RECREATION COMMISSION

Chairperson Immekus called the meeting to order at 7:00 p.m. on Thursday, May 24, 2012.

PLEDGE OF ALLEGIANCE

Present: Commissioners Bonwell, Davis and Chairperson Immekus

Absent: Commissioner Flores and Robertson

Staff Present: Ryan Graham, Deputy Director of Community Development
-Recreation

Mike Bechtholdt, Superintendent Parks

PUBLIC COMMENTS - None

APPROVAL OF MINUTES: (April 26, 2012)

On motion by Commissioner Davis, seconded by Commissioner Bonwell, the Parks and Recreation Commission members present unanimously approved the minutes of April 26, 2012 as written.

BUSINESS

- A. Continue to accept public input and develop a recommendation to the City Council regarding the future of the Fulton Shipyard boat ramp.**

Deputy Director of Community Development/Recreation Graham introduced the item and recommended the Parks and Recreation Commission receive public input. He noted no additional information was requested for this meeting from staff by the Parks and Recreation Commission.

Sheila White, Antioch resident reported Mr. Boccio was unable to attend the meeting as he was getting ready to leave for the holiday weekend. She noted he had taken the Commission's advice and talked with the Friends of Animal Services who informed him, as a non-profit, they hosted fundraisers to assist the City in keeping the Shelter open. She noted the Citizens for the Preservation of River Access (CPRA) wished to do the same for the boat ramp; however, they

were not interested in forming a non-profit. She reported the CPRA had decided to table the park project at this time.

Chairperson Immekus requested the speaker timer be stopped to allow Ms. White the opportunity to complete her comments.

Ms. White stated the CPRA would be willing to maintain and operate the boat ramp and charge for use on a yearly basis with daily users directed to the new boat ramp.

Chairperson Immekus stated the project would require a significantly higher level of organization. He noted the intent of encouraging the CPRA to seek information from the Friends of Animal Services and Friends of the Library was to give them a sense of how they organized and worked with the City on projects that were of common interests. He reported he had provided contact information for the leadership at the Antioch Youth Sports Complex and had personally contacted them to request they contact Mr. Phillips and provide him with copies of documentation they had used to form their organization. He noted the purpose was to inform the CPRA of the paperwork and structure necessary to form an organization that could be considered for the type of program they were interested in organizing.

Ms. White responded she was not interested in forming a non-profit due to the fact she was too busy with her business.

Chairperson Immekus stated he understood Ms. White's concerns; however, he noted a structured organization would be necessary to get insurance documents and the permits required to do business with the City. He reiterated the purpose of directing the CPRA to groups currently operating with the City was to determine what was needed to proceed with their efforts.

Commissioner Bonwell agreed that contact with those groups would provide information on the structure needed to progress toward an organization. He expressed concern the volunteer group had only two members in attendance this evening.

Ms. White clarified she had forgotten the date of the meeting and the City's calendar had not posted the meeting information at the beginning of the month. She noted she had called the City Clerk who stated she had no information for a May meeting and therefore she had not informed other CPRA members of this evening's meeting. She reported there was still interest; however, she could not be involved in a non-profit. She commented the duck hunters were supportive of their efforts and the Fulton Shipyard caretakers had expressed interest. She stated she feels citizens need to be able to control what would go on in the area, which they are unable to do without the City's support.

In response to Rick Robinson, Chairperson Immekus clarified the CPRA would not need to form a non-profit; however, some type of organizational structure would be necessary.

Rick Robison, Antioch resident questioned the CPRA could not partner with the City to take control of the facility.

Chairperson Immekus responded it would not be feasible due to the fact there would be a liability issue and the City had previously indicated they did not want the responsibility of keeping the facility open.

Mr. Robinson questioned how one individual could have signed the facility over to the City in 2004. He stated he feels the City only wanted to close the facility and drive users to the new boat ramp to generate revenue. He noted the State had indicated it would not be necessary to close the old boat ramp.

Chairperson Immekus reiterated the Feasibility Study in 2004 had anticipated closure of the old boat ramp.

Rick Robison reported Council had indicated in the past that they were not going to close the Fulton Shipyard boat ramp and stated he feels there was a need for two boat ramp facilities in Antioch. He noted direction to form a non-profit had been stressful and the CPRA was willing to operate and maintain the facility. He stated he felt sending this item to the Commission had been a delay tactic by the Council for the election season. He noted the CPRA would give the City the funds generated from advertising in the area. He further noted if the recommendation from the Commission was to close the facility, a majority of CPRA members would be willing to attend the Council meeting to advocate keeping it open.

Chairperson Immekus suggested the Mr. Robinson address his concerns with the Council, who had effectively wanted the boat ramp closed.

Mr. Robinson stated Mayor Davis and Councilmember Rocha had indicated they wanted to keep the boat ramp open. He questioned why it would be necessary for them to form an organization and stated he feels this issue had become political.

Commissioner Davis stated he had sat in all three of the Parks and Recreation Commission meetings when this issue had been discussed and he feels the Commission was fair and encouraging throughout the process. He reported they had asked for a plan to be formulated so the Commission could examine it in detail and interact with parties interested in keeping the boat ramp open. He stated he does not feel the Commission had been presented with a plan that addresses all the significant issues and until that plan was in hand, there is no

project to send forward to the Council. He noted if at a future date there was a plan that had validity and workability, they would be willing to consider it.

Commissioner Bonwell stated the Commission had attempted to assist the CPRA and provide direction with how they could move forward to form a business entity. He noted the Commission had no personal opinion on the disposition of the boat ramp.

Ms. White clarified their goal was to be the caretakers of the boat ramp so the City would not need to be financially responsible for operation and maintenance and their request was for the City to install the gate. She further noted she had spoken with Deputy Director of Community Development/Recreation Graham and City Engineer Bernal who indicated they did not have to form a non-profit. She questioned how they should proceed if the boat ramp were to remain open.

Chairperson Immekus clarified the intent of the Commission was to refer the CPRA to other organizations to determine how they interacted with the City and what structure would be necessary. He reiterated the Council had planned on the facility closing, and at the request of the volunteers, sent the issue to the Commission with a mandate to determine if there was a way for an independent group to take over operations and maintenance of the area.

Ms. White stated for personal reasons she would like the boat ramp to remain open.

Chairperson Immekus commented the Feasibility Study indicated the expectation would be that there would be a fee for launching at the new ramp and the old ramp would be closed. He stated the CPRA had good framework and now they needed to create an organization to manage the facility, obtain the proper permits and address the finances.

Ms. White indicated her focus is on keeping her business open and if the boat ramp were closed, she feels it would become a forgotten area. She reported she had received bad publicity with the discussion of criminal activity in the area.

Chairperson Immekus stated from a business standpoint, the restaurant is a point of destination. He stated he was sorry to hear Ms. White had received negative publicity.

Commissioner Bonwell stated he feels after three meetings on this issue, it is time to make a recommendation to the City Council. In the absence of a plan addressing the significant issues, he made a motion to recommend the City Council proceed with the closure of the boat ramp. The motion was seconded by Commissioner Davis. Following discussion the motion was withdrawn by Commissioner Bonwell and Commissioner Davis.

Chairperson Immekus made a motion to advise the City Council that the Parks and Recreation Commission was not prepared at this time to recommend that the boat ramp remain open, and given the information at hand if the interested parties could provide significant organizational support necessary to meet City standards, they would gladly reopen a review of their request, at later date.

Commissioner Davis seconded the previous motion for discussion.

Deputy Director of Community Development/Recreation Graham reminded the Commission that the boat ramp had not been closed and the authority of the Parks and Recreation Commission was a recommendation back to the City Council on that issue.

Following discussion, Chairperson Immekus and Commissioner Davis withdrew the previous motion and second. The Commission agreed if the CPRA provided a business plan in the future, to meet the necessary requirements, they would be open to reviewing that information, provided it was so directed by the City Council.

On motion by Commissioner Davis, seconded by Commissioner Bonwell, the Parks and Recreation Commission members present unanimously recommended to the City Council that the Fulton Shipyard boat ramp be closed.

Chairperson Immekus stated he feels there were people in the CPRA that had the time and opportunity to form an organization to move forward with their efforts. He clarified the Commission does not have any feeling one way or the other on the disposition of the facility. He encouraged the interested parties to move forward and recruit more people to form a structure the City could work with to run the facility on a privatized basis. On behalf of the Commission, he wished them good luck.

Following discussion, the Parks and Recreation Commission agreed to hear item C as the next agenda item.

C. CIP 5 Year Plan

Ahmed Abu-Aly, Associate Engineer, Capital Improvements Division presented the staff report dated May 17, 2012, recommending the Parks and Recreation Commission receive the Draft 2012-2017 Five Year Capital Improvement Program.

Following discussion, Commissioner Davis suggested a notice be placed at the boat ramp when a date is determined for the implementation of the launch fee. He stated in the future when funding becomes available he suggests the CIP address improvements for the Chichibu Park playground.

D. Parks Update – Verbal Report

Park Superintendent Bechtholdt gave a brief overhead presentation of the Parks Update including recycled water projects, the results of the insurance company's park assessment inspections, the Arbor Day event in Antioch Community Park and vandalism.

In response to Chairperson Immekus, Park Superintendent Bechtholdt stated there may be park in lieu fees left to fund the replacement of the Mira Vista Park play structure. He also noted the school has expressed interest in trying to raise funds for a replacement structure.

Following discussion, the Park and Recreation Commission agreed to work with the school and residents to raise funds for a replacement play structure in Mira Vista Park.

Commissioner Davis suggested using guidelines set for the City Park improvements.

Park Superintendent Bechtholdt reported Julie Haas-Wajdowicz was the staff person involved in the park structure replacement. He also noted the City was looking at a variety of vendors for replacement of the structure.

Once replacement costs are established, Chairperson Immekus and Commissioner Davis agreed to work with staff and the school to fundraise for the replacement of the play structure.

Deputy Director of Community Development/Recreation Graham announced the Waterpark would open on May 26, 2012 and noted WW money was allocated to the Waterpark for needed repairs. He reported the Skate Park had been vandalized and volunteers had painted over the graffiti. He announced Mello Roos funds were being utilized at the Community Center to enhance classes. He reported the Jr. Giant's registration was very successful and he would inform the Commission when opening day is scheduled. He recognized the Police Activities League (PAL) program for funding the Jr. Giants program. He noted the next Park and Recreation Commission meeting would include an update on programming at the Prewett Park Community Center, Water Park and Senior Center.

COMMUNICATIONS (Announcements and Correspondence)

Commission Bonwell reported on his attendance at the grand opening of the Great Mine Visitors Center at the Black Diamond Mines.

Deputy Director of Community Development/Recreation Graham announced the City had advertised to fill terms on the Parks and Recreation Commission. He

noted the filing deadline for applications is June 7, 2012, at 5:00 P.M. and reminded any sitting Commissioners whose terms are expiring who are interested, would need to re-apply.

Following discussion, the Parks and Recreation Commission agreed the next Commission meeting would be held on July 19, 2012.

ADJOURNMENT

There being no further business before the Commission, stand adjourned at 8:35 p.m. until July 19 at Council Chambers.

Respectfully Submitted,
Kitty Eiden

ATTACHMENT "F"

ANTIOCH CITY COUNCIL
SUCCESSOR AGENCY/
HOUSING SUCCESSOR
Regular Meeting
September 25, 2012

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Councilmember Kalinowski discussed the importance of increasing revenue through a future tax measure.

Councilmember Agopian stated he also felt it was important to discuss ways to improve the City's revenues.

Councilmember Harper suggested the City turn the responsibility of paying utility bills over to landlords to provide the City with the ability to collect on defaulting bills and therefore increasing revenue. He suggested the City look at new technology and procedures to keep police officers out on the street.

RESOLUTION NO. 2012/61

On motion by Councilmember Kalinowski, seconded by Councilmember Harper, the Council unanimously approved the resolution with 1) The budget amendments as outlined in attachment C (with the exception of the sewer fund adjustment of \$600,000 which is tentative pending the upcoming report to Council), and 2) Funding one Code Enforcement Officer under the same contract model, 3) Authorize up to 6 Community Service Officers, 4) Authorize the City to look for grants that provide in-kind for a Recreation Specialist, 5) Police Department come back to Council with regards to the Dispatch position versus Supervisor.

5. UPDATE ON FULTON SHIPYARD BOAT RAMP

City Manager Jakel reported this item would be on the agenda for the Parks and Recreation Commission in October for a formal recommendation.

Mayor Davis and Councilmember Rocha reported they had met with the stakeholders who had suggested the City consider utilizing a yearly parking permit and installing a locked gate and security camera.

Councilmember Kalinowski stated he felt the stakeholders should be responsible for managing the parking lot and permitting process.

Mayor Davis clarified the intent was to have stakeholders managing the property.

Councilmember Agopian voiced his support for an annual pass scenario with the ability to automate the system in the future.

City Manager Jakel stated the private sector may be interested in investing in a card key entry system with security cameras.

Shelia White reported there had been no interest from the stakeholders to manage the facility however many people were willing to volunteer to help maintain the property. She stated to prevent criminal activity in the area, they suggested the City install a gate that could be opened

during the day and locked at dusk. She noted there was wall on the property that could be used for advertising to generate funds for operations and maintenance. She suggested the City manage unlimited use permits for both boat ramp facilities.

Noel Pinto, Antioch resident, stated he supported keeping the Fulton Shipyard boat ramp open and expressed concern the Commission had discussed the issue for a year without making a recommendation to Council. He suggested promoting the waterfront to generate revenue. He offered to assist the Commission and form an oversight committee to resolve the issue.

Jim Boccio, Antioch resident, suggested the City consider monthly or annual passes in the form of a sticker be made available for purchase from the City for launching at either boat ramp. He noted loitering would be resolved with the installation of a gate and fence.

Mayor Davis requested this item return to Council in November.

6. CITY OF ANTIOCH AS SUCCESSOR AGENCY TO THE ANTIOCH DEVELOPMENT AGENCY

A. APPROVAL OF SUCCESSOR AGENCY WARRANTS

On motion by Councilmember Harper, seconded by Councilmember Agopian, the Council unanimously approved the warrants

PUBLIC COMMENTS – None

Ken Lee spoke in support for increased staffing in the Antioch Police Department and spoke to the importance of citizen involvement in deterring criminal activity.

STAFF COMMUNICATIONS

City Manager Jakel reminded the community the Economic Summit would be held from 8:30 A.M. – 1:30 P.M. on September 27, 2012 at the Community Center and the Prescription Drug Take Back Event would be held at the Antioch Police Department from 10:00 A.M. – 2:00 P.M. on September 29, 2012. He reported a permanent box for the disposal of drugs for the lobby of the Antioch Police Department would be presented to the City at the event.

COUNCIL COMMUNICATIONS

Councilmember Agopian suggested the City invite the College District to make a presentation on their future expansion plans.

Mayor Davis reminded the community there would be a fundraiser for the rebuilding of City Park on September 29 and 30 2012 at Uno Chicago Grill. He thanked Beverly Knight for adopting City Park and stated he had offered \$250.00 in reward money for information leading to the arrest of

ATTACHMENT "G"

