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CITY MANAGER'S OFFICE
RECEIVED
SEP 9 1987

DEPARTMENT OF PARKS
AND COMMUNITY SERVICES

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
SUITE 400
SACRAMENTO, CA
95814-2977

ROBERT P. THOMAS
DIRECTOR

September 9, 1987

916-449-5200

G. ERLING LINGGI
ASSISTANT DIRECTOR

DIVISIONS:

CROCKER ART MUSEUM
GOLF
METROPOLITAN ARTS
MUSEUM & HISTORY
PARKS
RECREATION
ZOO

City Council
Sacramento, California

APPROVED
BY THE CITY COUNCIL

SEP 15 1987

OFFICE OF THE
CITY CLERK

Honorable Members in Session:

SUBJECT: Old Sacramento "L" Street Landing Barge - Fees and Charges

SUMMARY

This report requests that City Council approve, by resolution: (1) establishment of a use procedure for administering the "L" Street Landing Barge located in Old Sacramento; (2) establishment of dockage fees for non-commercial licensed carriers; and (3) the elimination of current fees and charges for recreational boaters.

BUDGET AND FINANCE COMMITTEE ACTION

This report was approved by the Budget and Finance Committee at their meeting of September 8, 1987. The Committee requested that Parks and Community Services' and City Attorney's staff meet with the commercial tour vessel operators to clarify implementation of these policies, including what specifically constitutes a charter tour. Additionally, staff has clarified the landing barge procedures and reservation requirements to: (1) encourage submission of schedules for use of the barge by commercial tour vessel operators; and (2) prohibit the origination of non-charter tours from City-owned dockage in Old Sacramento (Exhibits B and C). This report reflects these clarifications.

BACKGROUND INFORMATION

In 1983, the Sacramento Housing and Redevelopment Agency installed the "L" Street Landind Barge, a floating docking barge (approximately 112' x 52' with eight feet of freeboard). The purpose of the docking facility is to stimulate interest regarding the waterfront development and provide convenient access to Old Sacramento for commercial tour vessels, recreational boaters, and easy access to the river by the general public. As a result of public demand, a handicapped ramp was installed from land-side to the barge as well as 200 feet of supplemental docking for recreational boaters. (See Exhibit A.)

City Council
September 9, 1987
Page Two

City Council authorized, in June 1983, an agreement between the City of Sacramento and SHRA for the operation and maintenance of the barge. The Department of Parks and Community Services Waterfront Management Section was designated the lead agency for management of the facility. The primary management function is twofold: (1) to propose an operation and fee schedule; and (2) to solicit contractual agreements with commercial tour operators to provide tour boat services, and thus generate revenue to help defray operational costs of managing the "L" Street Landing Barge.

With the completion of the Old Sacramento Riverfront project drawing near, inquiries for docking facilities have increased both from the local community and the tour boat leisure industry. The convenient accessibility of Old Sacramento by water has prompted numerous demands for use of the landing barge and currently, demand exceeds capacity. Additionally, the "L" Street Landing Barge will not support future demands, prompting City staff to develop new procedures for administering this barge and recreation dock facility.

Commercial Use

Since the "L" Street Landing Barge is the only facility on the Sacramento side of the river, demand for commercial use now exceeds capacity during peak time periods. In order to equitably meet the increasing demands for dock availability from both local tour operators and commercial tour vessel operators originating outside the Sacramento area, the "L" Street Landing Barge and Recreational Dock Use Procedures have been developed and are attached as Exhibit B.

Major points of the procedures include:

1. Commercial tour vessel operators are encouraged to submit an operations schedule in the fall for the upcoming year.
2. Conflicts for dates will be resolved utilizing a point system on the basis of passenger capacity, frequency of proposed visits, length of stay in Sacramento, experience with tours to general public, and revenue to the City.
3. The recreation dock is to be used on a first come, first serve and day use only basis for recreational and non-commercial carriers.
4. In the case of unforeseen conflicts, the outside area of the recreation dock may be utilized by commercial carriers during the off-season between the dates of September 16 and May 14 only.

On March 31, 1987, City Council authorized the Department of Parks and Community Services to enter into a ten year lease agreement with Channel Star Excursions, Inc. Terms of the lease grant an exclusive, permanent moorage facility and sale of individual tickets and prohibit the origination of non-charter tours from city-owned dockage in Old Sacramento.

Protecting the terms of the lease agreement with the proposed use procedures for the "L" Street Landing Barge will assure that the City receives proper delivery of quality tour vessel services advertised to the general public on a consistent schedule. Exhibit C provides Reservation Requirements to be imposed on other tour vessel operators requesting to use the "L" Street landing barge for tour origination.

Included in the Reservation Requirements are the following key points:

1. For tours originating from City-owned dockage, a tour qualifies as a charter tour when the entire vessel is hired out for the purpose of providing a tour for a particular group of persons.
2. Proof of the charter tour must be provided to confirm docking time.
3. Sale of tickets to the general public for charter tours is prohibited on the tour vessels and City wharfs and docking facilities.

The commercial tour vessel operators (Exploration Cruise Lines, Elizabeth Louise and River City Queen) who currently utilize the docking facility have reviewed and commented on the proposed use procedures. At the present time, the Old Sacramento Citizens and Merchants Association and the Old Sacramento Management Board support the proposed policy, but have not indicated whether it would be more advantageous to allow tour vessels at the recreation dock on a seasonal basis or if recreational boaters should be given first priority year-round. Unfortunately, there are no statistics that indicate which type of operation is most likely to contribute financially to the retail and dining establishments in Old Sacramento. However, staff have received letters of support (Exhibit D) from the Sacramento Boat Harbor Advisory Council and the Sacramento Yacht Club expressing a strong need for recreational boat docking in Old Sacramento.

No fee changes are recommended at this time for commercial tour vessels utilizing the "L" Street Landing Barge facility.

Non-Commercial and Recreational Use

Non-commercial vessels, such as the Nautical Heritage Society "Californian", United States Coast Guard Cutter "Point Chico", and the National Maritime Museum "Alma" request use of the "L" Street Landing Barge approximately six times a year. Traditionally, the City has not charged nonprofit groups provided that during their stay in Sacramento, time be allotted for the general public to visit and tour the vessel. Due to the increasing amount of requests from these nonprofits and the extension of days requested for the "L" Street landing barge, staff recommends implementing a nominal fee of \$.25 per foot. This will alleviate the burden of lengthy stays that restrict further use of the barge by other boaters and enable private vessels or commercial tour vessels to use the facility overnight.

Staff recommends eliminating the fee structure currently imposed on recreational boaters. Based on statistics of the 1983-84 season (April-October), revenue received from recreational boats totaled \$188.00 and \$1,106, respectively. With moorage of the Globe on the interior of the dock and the commercial tour vessel, River City Queen, utilizing the outside portion, there was virtually no room to accommodate recreational boaters during the 1985 and 1986 boating seasons. According to the present fee structure, the first two hours are free; \$3.00 per hour thereafter. Utilizing both sides of the recreation dock, nine boats with an average length of 20 feet can be accommodated. There are no statistics available which would indicate an average length of stay of a recreational boater.

Elimination of fees for recreational boaters would prove advantageous for marketing the "L" Street Landing Barge, increase visibility for dining and shopping in Old Sacramento and ultimately, accommodate recreational boaters on a more frequent basis.

Revenue collected from recreational boaters during the 1983-84 boating season amounted to \$1,294. Staffing the recreational dock area to charge fees has proven not cost effective. Given that the entire riverfront dockage area has tripled in size since 1983 and staffing level has remained the same, with staff being hired on a seasonal basis only, responsibility to maintain the facility effectively has increased and dock staff have focused upon maintenance of the facility.

FINANCIAL DATA

Institution of the "L" Street Landing Barge and Recreational Dock Use Procedures and "Reservation Requirements" assures that the City receives proper delivery of quality tour vessel services advertised to the general public on a consistent basis. Estimated revenue to the City over the next three years from Channel Star Excursions is \$40,980. From all other commercial carriers, the total anticipated revenue to the City for the same time period is \$78,000. Staff does not anticipate any change in these revenues related to the proposed use procedures.

Elimination of fees for recreational boaters utilizing the "L" Street Landing Barge and addition of a \$.25 per foot docking fee for non-commercial vessels will have a minimal effect on the City budget. No revenue has been received from recreational boaters since the 1984 boating season. Staff estimates approximately \$120 annually will be collected from non-commercial vessels using the "L" Street Landing Barge.

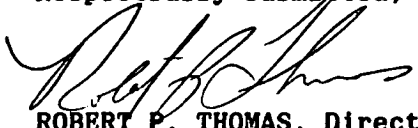
RECOMMENDATION

It is recommended that the Budget and Finance Committee approve this report and refer it to the full City Council for action. Further, it is recommended that the City Council approve, by resolution:

City Council
September 9, 1987
Page Five

1. "The 'L' Street Landing Barge and Recreational Dock Use Procedures" and "Reservation Requirements";
2. The addition of a dockage fee of \$.25 per foot for non-commercial licensed carriers using the "L" Street Landing Barge; and
3. That various fees and charges relating to recreation boats using the "L" Street Landing Barge be eliminated.

Respectfully submitted,



ROBERT P. THOMAS, Director
Parks and Community Services

Recommendation Approved:



WALTER J. SLUPE
City Manager

RPT:ja

September 15, 1987
District No. 1

RESOLUTION No. 87-750

Adopted by The Sacramento City Council on date of

RESOLUTION APPROVING THE USE PROCEDURES AND RESERVATION REQUIREMENTS FOR THE "L" STREET LANDING BARGE IN OLD SACRAMENTO AND AMENDING RELATED FEES AND CHARGES

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

1. That the "'L' Street Landing Barge and Recreational Dock Use Procedures" and the related "Reservation Requirements" are hereby approved.
2. That fees and charges for various City licenses, permits, services and facilities are hereby amended by eliminating fees for the recreational boats and to reflect the Parks and Community Services (Waterfront) related fees and charges as set forth below:

Dockage fees for non-commercial licensed carriers are \$.25 per foot, per day, at the "L" Street Landing Barge.

3. That the City of Sacramento Fee and Charge Report (page 61a) is hereby amended to reflect the Parks and Community Services related fees and charges as set forth above.

MAYOR

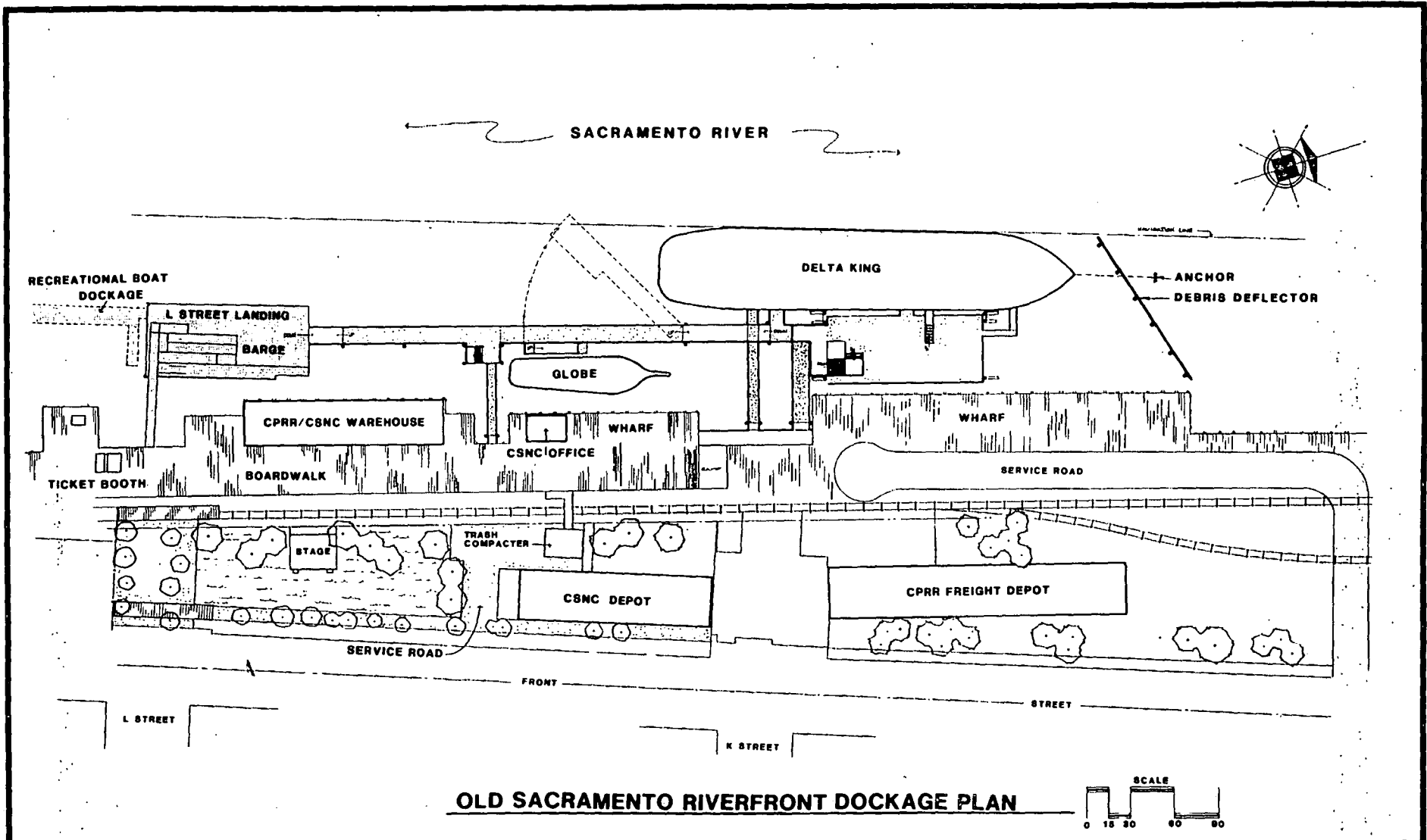
ATTEST:

CITY CLERK

APPROVED
BY THE CITY COUNCIL

SEP 15 1967

OFFICE OF THE
CITY CLERK



OLD SACRAMENTO RIVERFRONT DOCKAGE PLAN

REVISIONS	NO.	DESCRIPTION	DATE	BY
1	DATE: 10/01/96			

DRAWN BY: JYP
 DESIGNED BY: _____
 LANDSCAPE ARCHITECT: _____
 DATE: 10/1/96
 FIELD BOOK: _____ SCALE: 1" = 30'-0"

CITY OF SACRAMENTO
 DEPARTMENT OF PARKS & COMMUNITY SERVICES



OLD SACRAMENTO

SHEET

 SHEETS

31

**"L" STREET LANDING BARGE AND RECREATIONAL DOCK
USE PROCEDURES**

REQUESTS FOR USAGE

Any commercial tour vessel operator requesting to use the "L" Street Landing Barge may submit a schedule for the upcoming calendar year no later than October 15 of each year. Requests shall be submitted to:

City of Sacramento
Waterfront Management Section
1106 Front Street
Sacramento, CA 95814

Upon City approval, confirmation of requested dates and times will occur by December 1 of each year.

CONFIRMATION

It shall be the policy of the City that after all proposed schedules are submitted for the upcoming calendar year, consideration will be given to award 50% of the dates to those commercial tour vessel operators originating outside of the greater Sacramento area.

CONFLICTS

In the event a conflict occurs between two or more commercial tour vessel operators, a point system will be used to determine which operator will be awarded that date or time, based on the following criteria:

- A. Passenger capacity.
- B. Frequency of proposed visits.
- C. Length of stay in Sacramento.
- D. Accountability of prior years operating tours to the general public.
- E. Revenue to the City.

The operator with the greatest number of points will receive confirmation for that specific request, regardless of where the operator originates from.

ADDITIONAL REQUESTS

Additional dates may be requested throughout the calendar year providing that each commercial tour vessel operator adheres to the Reservation Requirements (attached hereto).

Page Two

PAYMENTS

All payments shall be in the form of a check made payable to the City of Sacramento, and may be delivered in person or by U.S. Mail to the Waterfront Management office.

1. Full payment is due 60 days prior to each departure date.
2. Cancellation notices received 30-60 days prior to departure will receive full payment refund less a \$5.00 service charge.
3. For final confirmation, verification of a charter tour must occur 15 days prior to departure date. If not, request will be immediately cancelled and full payment fee will not be refunded. Information submitted to the City regarding any charter tour will remain confidential.

LICENSE AGREEMENT

Each commercial tour vessel operator will be required to execute a license agreement with the City of Sacramento prior to using the "L" Street Landing Barge.

RECREATION DOCK

The 180 feet of usable recreation dock located south of the "L" Street Landing Barge will be used on a first come, first serve, day use only basis for recreational boaters or non-commercial carriers.

At City's discretion, the outside area of the recreation dock will be used as a "bumper" facility to accommodate unforeseen conflicts. This will not occur during boating season which shall be May 15 through September 15.

The "L" Street Landing Barge facility will continue to be available for rental. Previous uses include office or birthday parties, weddings, fund raisers and cocktail parties. Rental of the barge will not be permitted if the Waterfront Management Section feels it interferes with uses by commercial tour vessel operators.

**"L" STREET LANDING BARGE
RESERVATION REQUIREMENTS**

For tours originating from City-owned dockage, a tour qualifies as a charter tour when the entire vessel is hired out by the licensee to one or several persons or entities for private use for the purpose of providing a tour for a particular group of persons.

- 1. Call the Waterfront Management Section office to reserve docking time and date. Once verbally confirmed, full payment is due sixty (60) days prior to departure. If reservation is made less than sixty (60) days prior to departure, payment is due immediately upon request of reservation.**
- 2. Make a copy of unsigned charter contract and submit to Waterfront Management office, with full payment. Cancellations are not accepted and refunds will not be given less than thirty (30) days prior to the date of departure.**
- 3. To confirm docking time, submit signed contract and copy of any deposit check received at least fifteen (15) days before scheduled docking. If documentation is not received, the docking time requested will be released. Information submitted to the City regarding any charter tour will remain confidential.**
- 4. Sale of tickets to the general public for charter tours is prohibited on all commercial tour vessels and the City wharfs and docking facilities.**

TELEPHONE
(916) 371-9850

Sacramento Yacht Club

31
CLUB DOCKS
LIGHT 49

1048 South River Road
West Sacramento, CA



COMMODORE



July 1, 1987

EXHIBIT D

Honorable Anne Rudin, Mayor and
Members of the City Council
City of Sacramento
City Hall
Sacramento, California 95814

Dear Mayor and Members of the Council:

I understand that the City Community Services Department, Waterfront Management Section, is proposing certain action to encourage recreational boaters to visit Old Sacramento and its revitalized waterfront in their boats. Please be advised that the Sacramento Yacht Club, the oldest yacht club in the Sacramento-San Joaquin Delta and an organization with more than 200 members, strongly supports any action your council can take to further motivate and encourage boaters to visit the city's unique waterfront, including the elimination of dockage fees. In the past, several members of our Club have mentioned to me that they are disinclined to use the city dock due to the rather steep dockage charges (for your information, most overnight dockage rates in the Delta average 25¢ to 35¢ per foot). The elimination of a dockage fee would, in my opinion, lead to far greater use of the city's limited dockage in Old Sacramento and a consequent increase in the number of visitors who arrive in Old Sacramento by boat.

Should you take this action, the Sacramento Yacht Club will be pleased to work with the city and particularly the staff of the Waterfront Management Section to publicize this new policy in the recreational boating community.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "Michael A. Manley".

Michael A. Manley
Commodore

MAM:ell
cc: Secretary Ballin

SACRAMENTO BOAT HARBOR ADVISORY COUNCIL

July 10, 1987

Mr. Robert Thomas, Director
Department of Parks & Community Services
1231 I Street
Sacramento, CA 95814

Dear Mr. Thomas:

As a member of the Sacramento Boat Harbor Advisory Council and a recreational boater, I would like to strongly encourage you to take whatever steps possible to provide recreational boaters docking space within Old Sacramento.

During the "Waterfront Opening" celebration, I had an opportunity to see first hand the fine improvements that have been made in Old Sacramento, in particular the Waterfront. With the tremendous resource the City now has, every attempt should be made to encourage boaters to visit Old Sacramento via the river.

My congratulations to you for your efforts in making the Old Sacramento Waterfront Development a reality.

Sincerely,

Jay Decetis
JAY DECETIS
Chairperson



31

DEPARTMENT OF PARKS
AND COMMUNITY SERVICES

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
SUITE 400
SACRAMENTO, CA
95814-2977

ROBERT P. THOMAS
DIRECTOR

August 27, 1987

916-449-5200

G. ERLING LINGGI
ASSISTANT DIRECTOR

DIVISIONS:

CROCKER ART MUSEUM
GOLF
METROPOLITAN ARTS
MUSEUM & HISTORY
PARKS
RECREATION
ZOO

Budget and Finance Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: Old Sacramento "L" Street Landing Barge - Fees and Charges

SUMMARY

This report requests that City Council approve, by resolution: (1) establishment of a use procedure for administering the "L" Street Landing Barge located in Old Sacramento; (2) establishment of dockage fees for non-commercial licensed carriers; and (3) the elimination of current fees and charges for recreational boaters.

BACKGROUND INFORMATION

In 1983, the Sacramento Housing and Redevelopment Agency installed the "L" Street Landing Barge, a floating docking barge (approximately 112' x 52' with eight feet of freeboard). The purpose of the docking facility is to stimulate interest regarding the waterfront development and provide convenient access to Old Sacramento for commercial tour vessels, recreational boaters, and easy access to the river by the general public. As a result of public demand, a handicapped ramp was installed from land-side to the barge as well as 200 feet of supplemental docking for recreational boaters. (See Exhibit A.)

City Council authorized, in June 1983, an agreement between the City of Sacramento and SHRA for the operation and maintenance of the barge. The Department of Parks and Community Services Waterfront Management Section was designated the lead agency for management of the facility. The primary management function is twofold: (1) to propose an operation and fee schedule; and (2) to solicit contractual agreements with commercial tour operators to provide tour boat services, and thus generate revenue to help defray operational costs of managing the "L" Street Landing Barge.

With the completion of the Old Sacramento Riverfront project drawing near, inquiries for docking facilities have increased both from the local community and the tour boat leisure industry. The convenient accessibility of Old Sacramento by water has prompted numerous demands for use of the landing barge and currently, demand exceeds capacity. Additionally, the "L" Street Landing Barge will not support future demands, prompting City staff to develop new procedures for administering this barge and recreation dock facility.

Commercial Use

Since the "L" Street Landing Barge is the only facility on the Sacramento side of the river, demand for commercial use now exceeds capacity during peak time periods. In order to equitably meet the increasing demands for dock availability from both local tour operators and commercial tour vessel operators originating outside the Sacramento area, the "L" Street Landing Barge and Recreational Dock Use Procedures have been developed and are attached as Exhibit B.

Major points of the procedures include:

1. Commercial tour vessel operators are encouraged to submit an operations schedule in the fall for the upcoming year.
2. Conflicts for dates will be resolved utilizing a point system on the basis of passenger capacity, frequency of proposed visits, length of stay in Sacramento, experience with tours to general public, and revenue to the City.
3. The recreation dock is to be used on a first come, first serve and day use only basis for recreational and non-commercial carriers.
4. In the case of unforeseen conflicts, the outside area of the recreation dock may be utilized by commercial carriers during the off-season between the dates of September 16 and May 14 only.

On March 31, 1987, City Council authorized the Department of Parks and Community Services to enter into a ten year lease agreement with Channel Star Excursions, Inc. Terms of the lease grant an exclusive, permanent moorage facility and sale of individual tickets in Old Sacramento. Violations of this lease by other commercial tour operators will result in cancellation of use of the "L" Street landing barge by all other commercial carriers.

Protecting the terms of the lease agreement with the proposed use procedures for the "L" Street Landing Barge will assure that the City receives proper delivery of quality tour vessel services advertised to the general public on a consistent schedule. Exhibit C provides Reservation Requirements to be imposed on other tour vessel operators requesting to use the "L" Street landing barge as an embarkation and debarkation facility.

Included in the Reservation Requirements are the following key points:

Budget and Finance Committee

August 27, 1987

Page Three

1. A tour qualifies as a charter tour when the entire vessel is hired out for the purpose of providing a tour for a particular group of persons.
2. Proof of the charter tour must be provided to confirm docking time.
3. Sale of tickets for charter tours is prohibited on the tour vessels and City wharfs and docking facilities.

The commercial tour vessel operators (Exploration Cruise Lines, Elizabeth Louise and River City Queen) who currently utilize the docking facility have reviewed and commented on the proposed use procedures. At the present time, the Old Sacramento Citizens and Merchants Association and the Old Sacramento Management Board support the proposed policy, but have not indicated whether it would be more advantageous to allow tour vessels at the recreation dock on a seasonal basis or if recreational boaters should be given first priority year-round. Unfortunately, there are no statistics that indicate which type of operation is most likely to contribute financially to the retail and dining establishments in Old Sacramento. However, staff have received letters of support (Exhibit D) from the Sacramento Boat Harbor Advisory Council and the Sacramento Yacht Club expressing a strong need for recreational boat docking in Old Sacramento.

No fee changes are recommended at this time for commercial tour vessels utilizing the "L" Street Landing Barge facility.

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Non-commercial vessels, such as the Nautical Heritage Society "Californian", United States Coast Guard Cutter "Point Chico", and the National Maritime Museum "Alma" request use of the "L" Street Landing Barge approximately six times a year. Traditionally, the City has not charged nonprofit groups provided that during their stay in Sacramento, time be allotted for the general public to visit and tour the vessel. Due to the increasing amount of requests from these nonprofits and the extension of days requested for the "L" Street landing barge, staff recommends implementing a nominal fee of \$.25 per foot. This will alleviate the burden of lengthy stays that restrict further use of the barge by other boaters and enable private vessels or commercial tour vessels to use the facility overnight.

Staff recommends eliminating the fee structure currently imposed on recreational boaters. Based on statistics of the 1983-84 season (April-October), revenue received from recreational boats totaled \$188.00 and \$1,106, respectively. With moorage of the Globe on the interior of the dock and the commercial tour vessel, River City Queen, utilizing the outside portion, there was virtually no room to accommodate recreational boaters during the 1985 and 1986 boating seasons. According to the present fee structure, the first two hours are free; \$3.00 per hour thereafter. Utilizing both sides of the recreation dock, nine boats with an average length of 20 feet can be accommodated. There are no statistics available which would indicate an average length of stay of a recreational boater.

Elimination of fees for recreational boaters would prove advantageous for marketing the "L" Street Landing Barge, increase visibility for dining and shopping in Old Sacramento and ultimately, accommodate recreational boaters on a more frequent basis.

Revenue collected from recreational boaters during the 1983-84 boating season amounted to \$1,294. Staffing the recreational dock area to charge fees has proven not cost effective. Given that the entire riverfront dockage area has tripled in size since 1983 and staffing level has remained the same, with staff being hired on a seasonal basis only, responsibility to maintain the facility effectively has increased and dock staff have focused upon maintenance of the facility.

FINANCIAL DATA

Institution of the "L" Street Landing Barge and Recreational Dock Use Procedures and "Reservation Requirements" assures that the City receives proper delivery of quality tour vessel services advertised to the general public on a consistent basis. Estimated revenue to the City over the next three years from Channel Star Excursions is \$40,980. From all other commercial carriers, the total anticipated revenue to the City for the same time period is \$78,000. Staff does not anticipate any change in these revenues related to the proposed use procedures.

Elimination of fees for recreational boaters utilizing the "L" Street Landing Barge and addition of a \$.25 per foot docking fee for non-commercial vessels will have a minimal effect on the City budget. No revenue has been received from recreational boaters since the 1984 boating season. Staff estimates approximately \$120 annually will be collected from non-commercial vessels using the "L" Street Landing Barge.

RECOMMENDATION

It is recommended that the Budget and Finance Committee approve this report and refer it to the full City Council for action. Further, it is recommended that the City Council approve, by resolution:

1. "The 'L' Street Landing Barge and Recreational Dock Use Procedures" and "Reservation Requirements";
2. The addition of a dockage fee of \$.25 per foot for non-commercial licensed carriers using the "L" Street Landing Barge; and

Budget and Finance Committee
August 27, 1987
Page Five

- 3. That various fees and charges relating to recreation boats using the "L" Street Landing Barge be eliminated.

Respectfully submitted,



ROBERT P. THOMAS, Director
Parks and Community Services

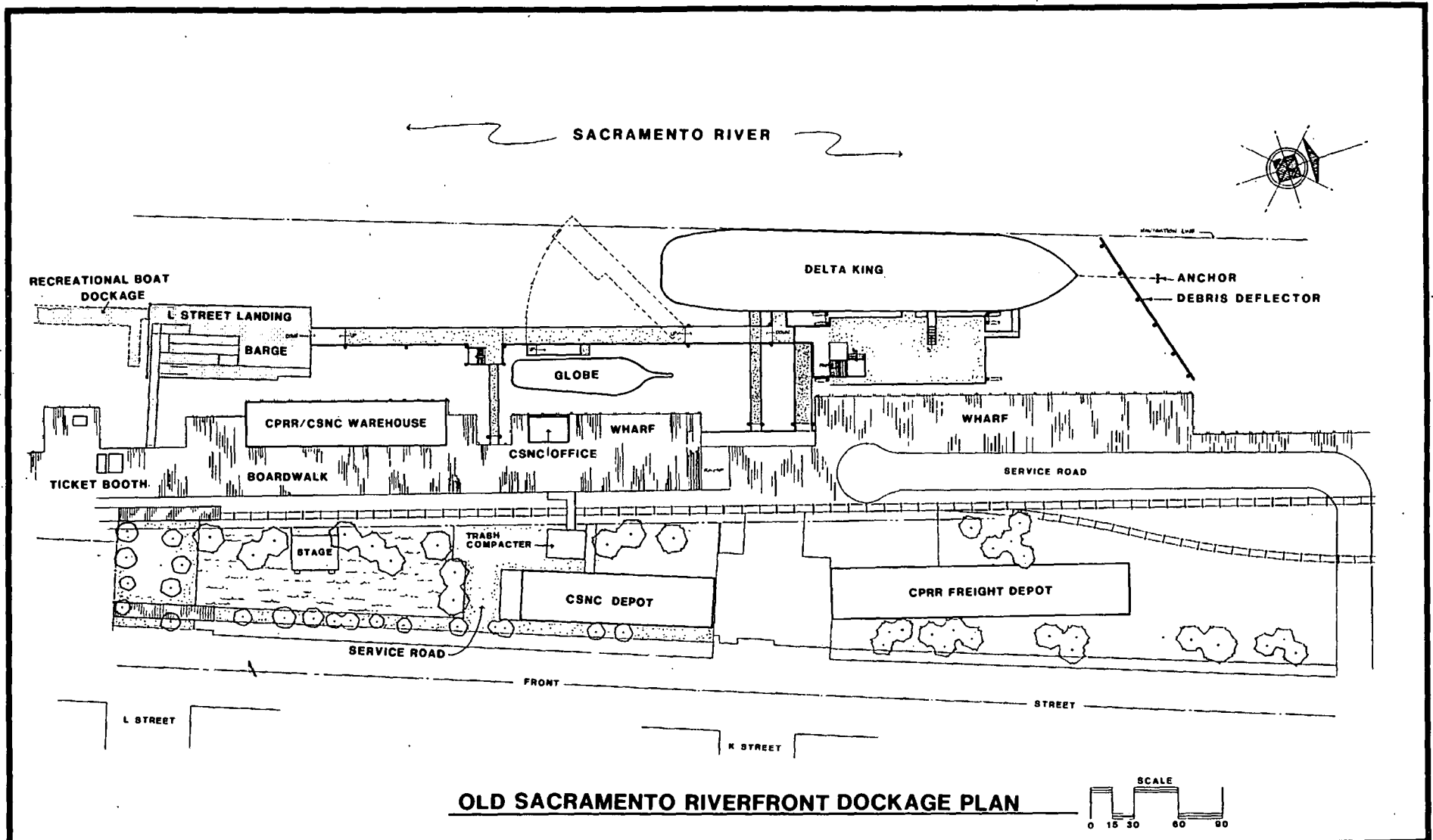
Recommendation Approved:



JACK R. CRIST
Deputy City Manager

RPT:ja

September 8, 1987
District No. 1



OLD SACRAMENTO RIVERFRONT DOCKAGE PLAN

REVISIONS		NO.	DESCRIPTION	DATE BY
1	DATE PLAN			

DRAWN BY	TJP
DESIGNED BY	
LANDSCAPE ARCHITECT	
DATE	4/12/86
FIELD BOOK	
SCALE	1" = 30' @

CITY OF SACRAMENTO
DEPARTMENT OF PARKS & COMMUNITY SERVICES



OLD SACRAMENTO

SHEET
9/C SHEETS

31

"L" STREET LANDING BARGE AND RECREATIONAL DOCK
USE PROCEDURES

REQUESTS FOR USAGE

Any commercial tour vessel operator requesting to use the "L" Street Landing Barge for the purpose of operating charter tours may submit a schedule for the upcoming calendar year no later than October 15 of each year. Requests shall be submitted to:

City of Sacramento
Waterfront Management Section
1106 Front Street
Sacramento, CA 95814

Upon City approval, confirmation of requested dates and times will occur by December 1 of each year.

CONFIRMATION

It shall be the policy of the City that after all proposed schedules are submitted for the upcoming calendar year, consideration will be given to award 50% of the dates to those commercial tour vessel operators originating outside of the greater Sacramento area.

CONFLICTS

In the event a conflict occurs between two or more commercial tour vessel operators, a point system will be used to determine which operator will be awarded that date or time, based on the following criteria:

- A. Passenger capacity.
- B. Frequency of proposed visits.
- C. Length of stay in Sacramento.
- D. Accountability of prior years operating tours to the general public.
- E. Revenue to the City.

The operator with the greatest number of points will receive confirmation for that specific request, regardless of where the operator originates from.

ADDITIONAL REQUESTS

Additional dates may be requested throughout the calendar year providing that each commercial tour vessel operator adheres to the Reservation Requirements (attached hereto).

PAYMENTS

All payments shall be in the form of a check made payable to the City of Sacramento, and may be delivered in person or by U.S. Mail to the Waterfront Management office.

1. Full payment is due 60 days prior to each departure date.
2. Cancellation notices received 30-60 days prior to departure will receive full payment refund less a \$5.00 service charge.
3. For final confirmation, verification of a charter tour must occur 15 days prior to departure date. If not, request will be immediately cancelled and full payment fee will not be refunded. Information submitted to the City regarding any charter tour will remain confidential.

LICENSE AGREEMENT

Each commercial tour vessel operator will be required to execute a license agreement with the City of Sacramento prior to using the "L" Street Landing Barge.

RECREATION DOCK

The 180 feet of usable recreation dock located south of the "L" Street Landing Barge will be used on a first come, first serve, day use only basis for recreational boaters or non-commercial carriers.

At City's discretion, the outside area of the recreation dock will be used as a "bumper" facility to accommodate unforeseen conflicts. This will not occur during boating season which shall be May 15 through September 15.

The "L" Street Landing Barge facility will continue to be available for rental. Previous uses include office or birthday parties, weddings, fund raisers and cocktail parties. Rental of the barge will not be permitted if the Waterfront Management Section feels it interferes with uses by commercial tour vessel operators.

**"L" STREET LANDING BARGE
RESERVATION REQUIREMENTS**

A tour qualifies as a charter tour when the entire vessel is hired out by the licensee to one or several persons or entities for private use for the purpose of providing a tour for a particular group of persons.

1. Call the Waterfront Management Section office to reserve docking time and date. Once verbally confirmed, full payment is due sixty (60) days prior to departure. If reservation is made less than sixty (60) days prior to departure, payment is due immediately upon request of reservation.
2. Make a copy of unsigned charter contract and submit to Waterfront Management office, with full payment. Cancellations are not accepted and refunds will not be given less than thirty (30) days prior to the date of departure.
3. To confirm docking time, submit signed contract and copy of any deposit check received at least fifteen (15) days before scheduled docking. If documentation is not received, the docking time requested will be released. Information submitted to the City regarding any charter tour will remain confidential.
4. Sale of tickets to the general public for charter tours is prohibited on all commercial tour vessels and the City wharfs and docking facilities.

TELEPHONE
(916) 371-9850

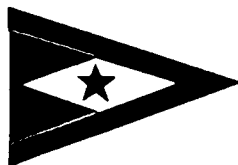
Sacramento Yacht Club

31
CLUB DOCKS
LIGHT 49

1048 South River Road
West Sacramento, CA



COMMODORE



July 1, 1987

EXHIBIT D


Honorable Anne Rudin, Mayor and
Members of the City Council
City of Sacramento
City Hall
Sacramento, California 95814

Dear Mayor and Members of the Council:

I understand that the City Community Services Department, Waterfront Management Section, is proposing certain action to encourage recreational boaters to visit Old Sacramento and its revitalized waterfront in their boats. Please be advised that the Sacramento Yacht Club, the oldest yacht club in the Sacramento-San Joaquin Delta and an organization with more than 200 members, strongly supports any action your council can take to further motivate and encourage boaters to visit the city's unique waterfront, including the elimination of dockage fees. In the past, several members of our Club have mentioned to me that they are disinclined to use the city dock due to the rather steep dockage charges (for your information, most overnight dockage rates in the Delta average 25¢ to 35¢ per foot). The elimination of a dockage fee would, in my opinion, lead to far greater use of the city's limited dockage in Old Sacramento and a consequent increase in the number of visitors who arrive in Old Sacramento by boat.

Should you take this action, the Sacramento Yacht Club will be pleased to work with the city and particularly the staff of the Waterfront Management Section to publicize this new policy in the recreational boating community.

Sincerely,


Michael A. Manley
Commodore

MAM:ell
cc: Secretary Ballin

SACRAMENTO BOAT HARBOR ADVISORY COUNCIL

July 10, 1987

Mr. Robert Thomas, Director
Department of Parks & Community Services
1231 I Street
Sacramento, CA 95814

Dear Mr. Thomas:

As a member of the Sacramento Boat Harbor Advisory Council and a recreational boater, I would like to strongly encourage you to take whatever steps possible to provide recreational boaters docking space within Old Sacramento.

During the "Waterfront Opening" celebration, I had an opportunity to see first hand the fine improvements that have been made in Old Sacramento, in particular the Waterfront. With the tremendous resource the City now has, every attempt should be made to encourage boaters to visit Old Sacramento via the river.

My congratulations to you for your efforts in making the Old Sacramento Waterfront Development a reality.

Sincerely,

Jay Decetis
JAY DECETIS
Chairperson