

ALTERNATIVES FOR THE CITY OF SAN LEANDRO BOAT HARBOR BASIN TOWN HALL MEETING

November 9, 2010
7:00 p.m. – 9:00 p.m.
300 Estudillo Avenue, San Leandro Main Library, Dave Karp Room

MEETING NOTES

I. Welcome and Introductions

City Manager Hollister called the meeting to order at 7:00 p.m. and welcomed everyone present. He introduced Business Development Manager Battenberg to give an overview of the discussions, effort, and process to consider enhancing the shoreline and the marina over past years to the present time; Public Works Director Bakaldin to give an overview of the harbor, dredging, Shoreline Enterprise Fund; and Facilities and Open Space Manager Pollart to present preliminary options in the Harbor Basin Alternatives Study.

II. Discussion

Business Development Manager Battenberg, Public Works Director Bakaldin, and Facilities and Open Space Manager Pollart gave a powerpoint presentation, as stated above (see attached slides).

The public in attendance provided the following input or asked questions:

- Is there any way to keep the concrete docks? *The area beneath the concrete docks are first to silt-up. The areas beneath the wood docks don't silt-up as fast. The concrete docks can be re-used to replace the wooden ones if the direction is to retain the docks along the east and south edges of the harbor.*
- The rise in sea level should be taken into consideration of the harbor plans and the shoreline master plan. It appears that the new restaurants do not take into consideration the sea-level rising.
- The City should consider renegotiating the Cal-Boat Loan terms.
- Has the City been comprehensive in seeking federal financing? *The City has exhausted its search for federal funding with trips by the City Council to Washington D.C. and following three years of lobbying received funding assistance for the 2009 partial dredge. U.S. Army Corp of Engineers funding has been directed towards levies and other similar projects following hurricane Katrina.*
- Has a ferry terminal been considered to generate revenue for the marina and shoreline, and to receive assistance for dredging costs? *The San Francisco Bay Water Transit Authority considered the site and the City was supportive of the ferry service. Unfortunately, after analysis a ferry terminal was not recommended at the marina.*
- A Neptune Drive resident interjected that a compromise should be reached. He believed that investment in the shoreline could make the area a safer place for his family to walk.
- Can new development keep the harbor maintained? *Revenue from new development is not likely to be realized for another 10-15 years. The City may*

attempt to maintain a partial number of slips along the east and south sides of the harbor and hope that in 10-15 years development will generate sufficient revenues to maintain a portion of the harbor.

- Seagate townhouse condominiums are a good example of residential development along the shoreline area and golf course.
- Traffic must be closely studied; new development will bring more traffic.
- A solar farm should be part of the plan to generate revenue by selling back electricity to the utility company.
- The alternative that includes various little islands in the inner harbor would disrupt water (tidal) flow. Thus siltation would occur quickly and the inner harbor would become a shallow-puddled habitat for geese which would result in foul odors.
- It is less expensive to maintain a 25 foot boat on a trailer than to have it docked at the marina. There needs to be more longer boat slips than the shorter ones.
- The discussion and meeting notes from the Marina-Shoreline charrettes in the 1990's should be reviewed. Ideas from them should be considered for the shoreline master plan.
- The inner basin should be left open for dragon boat races. *Staff interjected that the inner harbor does not have to be completely removed. It may transition from a full harbor to a partial harbor. The City has not committed to completely closing the harbor.*
- What revenues are received by the City with new development? *Staff replied the developer would pay traffic impact fees and building permit fees. The hotel would generate transit occupancy tax. The new development would generate ground lease (rent) revenue. The restaurants would continue to generate sales tax revenue.*
- The hotel and banquet facility could generate a substantial amount of revenue. The shoreline is a desirable location for weddings and receptions. It is not uncommon for couples to spend up to \$60,000 for wedding ceremonies and receptions.
- Day use docks should be included in the marina design. This would allow boaters from other marinas to come to San Leandro and spend their time and money in the restaurants.
- Jack London Square in Oakland is well developed however it is poorly tenanted, utilized and visited.
- Similar to Lake Elizabeth in Fremont, the inner harbor can provide opportunities for small sail boats, beach volley ball and perhaps a water park.
- The par course should be expanded around the edge of the inner harbor area.
- The concrete docks should be relocated along the east and south edge of the harbor to replace the wooden ones and provide a partial marina. *Staff concurred and stated that an ideal situation would be to develop a transition plan (partial marina) that the City could afford to maintain for 10 to 15 years at which time the revenue from development could hopefully sustain a smaller boat harbor.*

III. Adjourn

The meeting adjourned at 9:15 p.m.