
LAKEPORT BOAT LAUNCHING FACILITY FEASIBILITY REPORT



First Street existing restroom



Third Street existing restroom

City of Lakeport
\$135,250 Grant

SUMMARY

The Boating and Waterways Commission (Commission) is being asked to provide Advice and Comment on the City of Lakeport's (City) request for a \$135,250 construction grant from the Harbors and Watercraft Revolving Fund (HWRF) for improvements to the Lakeport Boat Launching Facility (BLF).

The proposed grant will fund all construction costs to install one new prefabricated restroom at the Third Street boat ramp, and 25 percent of construction costs to install a second restroom at the First Street boat ramp. Project improvements include replacing the existing dilapidated restrooms with new prefabricated two-unit unisex restrooms, and related site preparation including replacement of existing utility fixtures.

There are no expected problematic financial, engineering, permitting, stakeholder or public access issues associated with this project. If approved, the proposed construction improvements are expected to be completed by June 2022.

The Department of Parks and Recreation, Division of Boating and Waterways seeks Commission Advice and Comment on this proposed \$135,250 HWRF planning and construction grant to the City of Lakeport for the proposed improvements to Lakeport BLF described in this June 10, 2021 Feasibility Report.

GRANT APPLICANT AND PREVIOUS COMMISSION ACTION

Grant Applicant

The grant applicant for the proposed project is the City of Lakeport. The City owns the land and maintains all BLF amenities.

Commission Site Visit

Due to the COVID-19 pandemic, site tours are not currently feasible. Boating and Waterways Commission members are scheduled to receive a virtual tour of the BLF site on June 10, 2021, during the Commission meeting.

Previous Commission Action

In FY1975/76, a \$178,000 grant was approved to improve the Fifth Street BLF by widening the ramp to two lanes, installing a boarding float, a parking area, and landscaping.

In FY1988/89, a \$139,000 grant was approved to develop two parcels between Third and Fifth Streets for a 22 space parking area with walkways, lighting, and landscaping.

In FY1996/97, a \$573,000 grant was approved to improve the Third Street BLF by reconstruction and expansion of the boat ramp, installation of boarding docks, shoreline protection, parking, landscaping, lighting, signs, and amenities.

In FY1999/00, a \$400,000 grant was approved to supplement the FY1996/97 grant due to project bids coming in well over budget.

GENERAL LOCATION AND AREA

Location

The City of Lakeport is on the western shore of Clear Lake in Northern California. Clear Lake is the largest natural lake in California, and is located 80 miles inland from the Pacific Coast, 100 miles northwest of Sacramento, and 110 miles north of San Francisco.

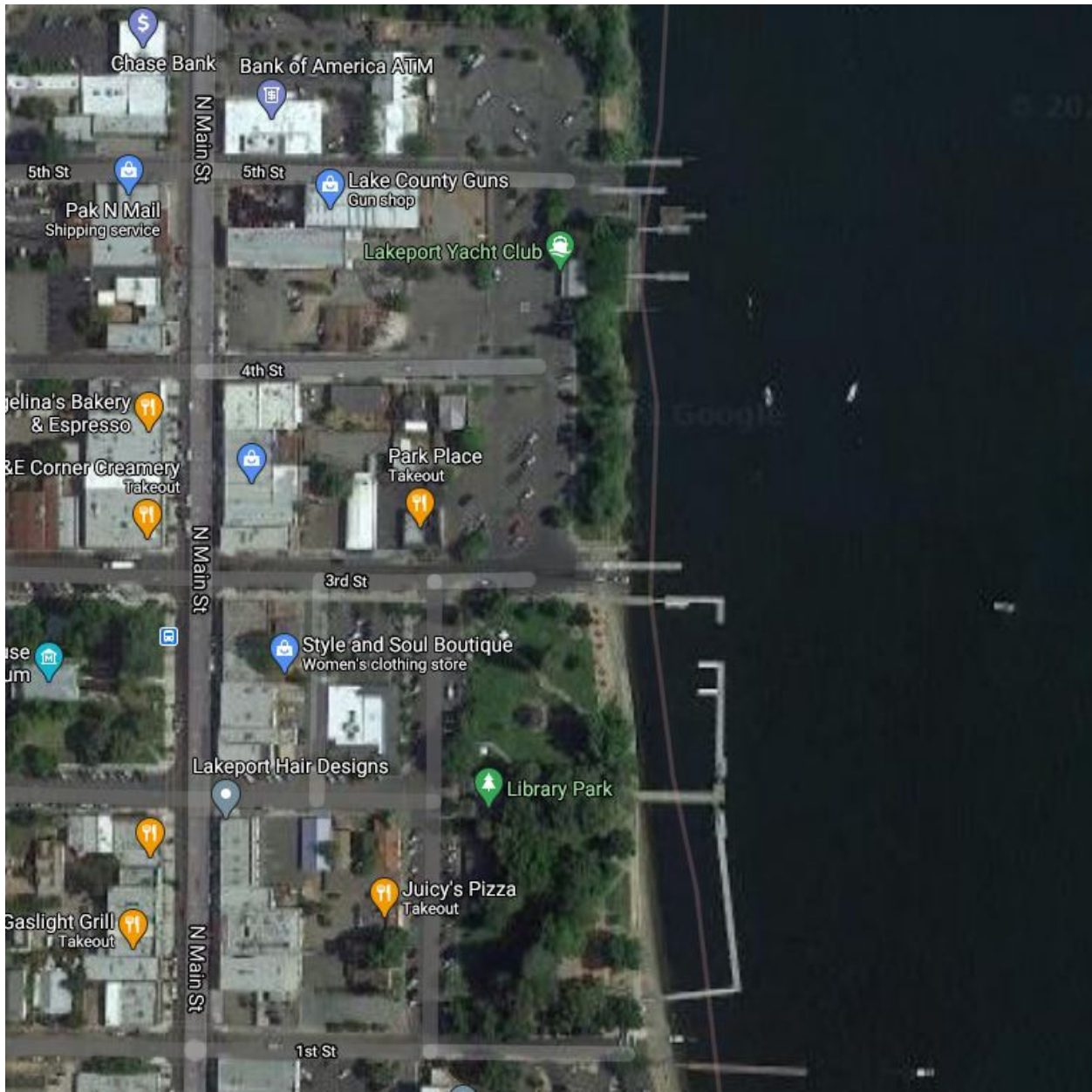
Directions

If you are using GPS to navigate to the 1st facility, enter "2 1st Street, Lakeport CA 95453" as your destination. For the 3rd Street facility, enter "2 3rd Street, Lakeport CA 95453" as your destination.

To reach Lakeport from Sacramento International Airport, take Interstate 5 North 49 miles to Exit 578. Turn left and head west on Highway 20 for 37 miles. At the traffic circle, take the second exit onto Highway 53 South. Continue for 8 miles, then turn right onto Highway 29 North. Continue for 20 miles.

Then, to reach the First Street BLF, turn right onto Soda Bay Road, followed by a quick left onto Main Street. In two miles, turn right onto First Street.

To reach the Third Street BLF from the First Street BLF, head west on First Street. Turn right on Park Street. In 500 feet, turn right onto Third Street.



Source: Google

Area

Clear Lake is about eight miles wide and 20 miles long with over 100 miles of shoreline. The lake surface area is about 65 square miles at a surface elevation of 1,326 feet. The lake is shallow along the shoreline and gradually deepens to a depth of approximately 24 feet. The seasonal water level fluctuates about three feet. During a normal rainfall year, the water level fluctuates very little.

The majority of communities around Clear Lake are small, rural townships with populations of less than 3,500. The cities of Lakeport (pop. 5,000) and Clearlake (pop. 13,000), are the only incorporated cities in Lake County. Lakeport, the county seat of Lake County, serves as one of the regional focal points for tourism.

At First Street there is a two-lane boat ramp with boarding docks. North of the ramp and just to the west, there is a parking area, children's playground, grassy shoreline, and the First Street restroom. A concessionaire next to the First Street ramp rents motorized and non-motorized boats, as well as jet skis and stand-up paddleboards, to the public. The restroom near the First Street ramp is used by recreational boaters, but most of its users arrive in the area to utilize the playground and park, and to frequent local businesses. The City recently constructed courtesy docks at this ramp to encourage lake tourism and patronage of the City's downtown area. At Third Street there is another two-lane boat ramp, and a boater parking lot with about 15 spaces for vehicle trailers and another 15 spaces for single vehicles. The restroom at this location is used almost exclusively by recreational boaters launching and retrieving vessels. The Fifth Street boat ramp is two blocks north of the Third Street ramp.

Recreational activities in Lakeport include fishing, boating, water skiing, jet skiing, sailing, boat racing, and swimming. There are many special events throughout the year at Lakeport, including: The Team Bass Tournament in February; the Pear Blossom Festival and Catfish Derby in April; the Great Seaplane Fly-In and National Bow Fishing Tournament in May; the Clear Lake Rodeo and Horse Show in July; and the Lake County Fair in September. These recreational activities together with the mild climate attract numerous visitors from the San Francisco Bay Area, the Sacramento Valley, and the Pacific Coast area.

History

The First Street boat ramp was built around 1950. The Third Street Boat Launching Facility was constructed in 1984, with renovations in 1997 and 2004. The restrooms at both First Street and Third Street were both constructed in 1979 and have not been replaced since.

Usage

The Lakeport BLF, which includes the First Street, Third Street ramps, and Fifth Street ramps, is open 24 hours a day. Access to the facility is not controlled. Motorized and non-motorized vessels are launched from this facility.

All the ramps at the BLF are used mostly by motorized boaters. The BLF is located near a business district and a park, and at the First Street location, the restroom is used by visitors conducting a variety of activities. The City estimates about one quarter of its users at First Street are recreational boaters. Other users visit the area to frequent nearby businesses or other nearby recreational amenities like Library Park, or to partake in boating activities facilitated by a concessionaire located next to the ramp..

The Third Street restrooms are right next to the boat ramp and a large boater parking area that can accommodate about 15 vehicles with boat trailers and 15 additional vehicles. These restrooms are used almost exclusively by recreational boaters.

The BLF is in an underserved and economically challenged area. Lake County consistently ranks in the bottom five counties in the State for median household income. Expenditures associated with boating and outdoor recreation create jobs and other economic activity throughout the County.

The lakefront area plays a critical role in the City of Lakeport's identity while providing a wide range of recreation opportunities for residents and visitors and an important environmental resource for wildlife. There have been previous efforts to develop a vision for the lakefront area yet with current challenges, such as lack of incentives redevelopment agencies could provide, the ability to attract reinvestment in to communities such as Lakeport have been challenging.

Existing Conditions

The Lakeport BLF restrooms are at the end of their useful life. According to the City, they are over 30 years old and have become cost-prohibitive to maintain.

The existing boarding floats, boat ramp, and parking area have been well maintained, and have several more years of useful life.

PROJECT DESCRIPTION

The proposed grant would provide funding for the construction to rehabilitate the Lakeport Boat Launching Facility.

Proposed DBW Scope

If approved, this grant would contribute up to \$135,250 to construct the following scope items:

Restrooms – Demolish two existing dilapidated restrooms and install two new prefabricated two-unit flush restroom facilities. DBW will pay all construction costs for the Third Street restroom, and 25 percent of construction costs for the First Street restroom, reflecting the proportion of its anticipated use by recreational boaters. The City will pay for demolition of the old restrooms and required site work.

Utility materials – Concrete for slab, plumbing and electrical equipment to be installed by City.

Engineering – Funds are allotted for engineering and permitting agency requirements of design updates, and completion of as-built drawings.

Cost Estimate

The estimated total project cost to complete construction is \$198,000. See Table 1 below for expected costs to replace the First Street restroom, and Table 2 for expected costs to replace the Third Street restroom.

| Table 1: Lakeport BLF Project Cost Estimate, First Street | | |
|--|----------------------|------------------|
| CONSTRUCTION SCOPE | COST ESTIMATE | |
| | DBW | City |
| Demolition | | \$ 3,250 |
| Site preparation | | 1,625 |
| Slab and utility installation | | 1,000 |
| Slab and utility materials | 2,869 | |
| Pre-fabricated restroom installation, 1st Street | 17,000 | \$ 51,000 |
| Construction Subtotal | \$ 19,869 | \$ 56,875 |
| NON-CONSTRUCTION COSTS | | |
| Escalation (3% x 2 years) | 4,605 | |
| Construction contingency (10%) | 7,674 | |
| Design / Engineering (5%) | 3,837 | |
| Inspection (5%) | 3,837 | |
| Permits (3%) | 2,302 | |
| Non-Construction Subtotal | \$ 22,256 | \$ - |
| TOTAL COST PER PROJECT PARTNER | \$ 42,125 | \$ 56,875 |
| TOTAL ESTIMATED PROJECT COST | \$ 99,000 | |
| <i>Source: City cost estimate and DBW estimates</i> | | |
| <i>Percentages are of the construction subtotal</i> | | |
| <i>3% per year for 2 years = 6% escalation</i> | | |

| Table 2: Lakeport BLF Project Cost Estimate, Third Street | | |
|--|----------------------|-----------------|
| CONSTRUCTION SCOPE | COST ESTIMATE | |
| | DBW | City |
| Demolition | | \$ 3,250 |
| Site preparation | | 1,625 |
| Slab and utility installation | | 1,000 |
| Slab and utility materials | 2,869 | |
| Pre-fabricated restroom installation, 3rd Street | 68,000 | |
| Construction Subtotal | \$ 70,869 | \$ 5,875 |
| NON-CONSTRUCTION COSTS | | |
| Escalation (3% x 2 years) | 4,605 | |
| Construction contingency (10%) | 7,674 | |
| Design / Engineering (5%) | 3,837 | |
| Inspection (5%) | 3,837 | |
| Permits (3%) | 2,302 | |
| Non-Construction Subtotal | \$ 22,256 | \$ - |
| TOTAL COST PER PROJECT PARTNER | \$ 93,125 | \$ 5,875 |
| TOTAL ESTIMATED PROJECT COST | \$ 99,000 | |
| <i>Source: City cost estimate and DBW estimates</i> | | |
| <i>Percentages are of the construction subtotal</i> | | |
| <i>3% per year for 2 years = 6% escalation</i> | | |

Project Status

The proposed project has been planned only to the concept level. (See Exhibit A on page 9.) However, because the restroom will be prefabricated and will be installed at the same location as the current restroom, and the path of travel is already in place, design and engineering work should be minimal.

Timeline

The City estimates that project construction would be completed approximately one year from execution of the proposed grant agreement.

Engineering Feasibility

There are no particularly difficult or unusual problems associated with the proposed project.

Environmental Impact and Permits

The City has completed a Categorical Exemption pursuant to the provisions of CEQA. Other permitting has not yet begun, but there will be no in-water work or construction beyond like-kind replacement of existing amenities, so City permits should be all that are required.

PROJECT METRICS

Annual Launches

Current. According to the City of Lakeport's grant application, the annual number of motorized boat launches at the existing facility is 10,000. The number of non-motorized boat launches is 2,000.

Future. The City estimates that the annual number of motorized boat launches at the improved facility will increase by 30%, to 13,000 launches per year, and the number of non-motorized launches will also increase by 50% to 3,000 launches per year. DBW conservatively estimates that these numbers will grow more slowly, by 5%, to 10,500 and 2,100 respectively.

Annual User Days

Current. Based on the California Boating Needs Assessment study published in 2002, the area average for numbers of users per boat (motorized) at Clear Lake is 4.84. Therefore, the current estimated annual number of user days is 48,400 motorized and 2,000 non-motorized for a combined 50,400 (annual launches * users per boat).

Future. DBW estimates that the annual user days for this facility will increase by 5 percent for motorized to 50,820 and increase by 5 percent for non-motorized to 2,100 for a combined 52,920 annual user days.

User Day Value

Current. The 2019 Boating Needs Assessment Study estimated a base user day value. This value, adjusted for CPI is \$38.90 per user. The total current annual user day value for this facility is \$1,935,360 (user day value * current annual user days).

Future. DBW estimates that the total annual user day value for the proposed facility will increase after the facility is improved to \$2,032,128 (user day value * projected annual user days).

Benefit-Cost Ratio

A common method in the analysis of investments is to establish net present value of the benefits and costs associated with a project. If the Benefit-Cost ratio exceeds "1" then the investment, weighed against available investment alternatives, is worthy of consideration from a financial perspective. The results of this analysis are as follows:

Benefit. The total net benefits over the 20-year life of the project are estimated to be \$1,592,290.

Cost. Net costs over the 20 year grant period are estimated to be \$198,000.

Ratio. Assuming a total project cost of \$198,000 to complete construction, the Benefit-Cost Ratio is 8.04.

User Fees

The City does not currently charge fees for usage of the site and does not intend to charge in the future.

CONCLUSION

The Department's analysis indicates that this project, as proposed, makes needed improvements, is feasible from an engineering perspective, is cost effective, and improves public access.

COMMISSION ADVICE AND COMMENT

The Department of Parks and Recreation, Division of Boating and Waterways seeks Commission Advice and Comment on the proposed \$135,250 Harbors and Watercraft Revolving Fund construction grant to the City of Lakeport for the proposed improvements to Lakeport BLF described in this June 10, 2021 Feasibility Report.

Exhibit A – Concept Design

