

**CALENDAR ITEM  
C18**

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04/09/09  
PRC 4798.9  
M. Clark

**AMENDMENT OF LEASE**

**LESSEE:**

City of West Sacramento  
1110 West Capitol Avenue  
West Sacramento, California 95691

**AREA, LAND TYPE, AND LOCATION:**

A 0.217-acre parcel, more or less, of sovereign lands in the Sacramento River, adjacent to Assessor's Parcel No. 010-103-01, city of West Sacramento, Yolo County.

**AUTHORIZED USE:**

Continued use and maintenance of an existing concrete boat ramp and floating boat dock known as the Broderick Boat Launch Facility.

**LEASE TERM:**

49 years, beginning May 31, 1973.

**CONSIDERATION:**

The public use and benefit; with the State reserving the right at any time to set a monetary rental if the Commission finds such action to be in the State's best interest.

**PROPOSED AMENDMENT:**

1. Amend Section 1 (Basic Provisions) of the lease to authorize the construction, use, and maintenance of a ten-foot by 132.5-foot concrete extension to the existing ramp, a four-foot by 16-foot aluminum gangway, an eight-foot by 20-foot aluminum uncovered boarding float held in place by a cable anchoring system, and placement of riprap; the use of a temporary work area for the removal of a sunken vessel, and for construction-and installation-related activities.
  
2. Amend Section 2 (Special Provisions) of the lease to include specific

CALENDAR ITEM NO. C18 (CONT'D)

provisions for construction activities, construction limiting dates, removal of the sunken vessel, and a limited term for the use of temporary work areas concurrent with construction limiting dates. In addition, lease provisions include the installation of warning signs and buoys, upstream and downstream of the construction site, in order to provide notice to the public that construction activities are taking place in the River, and include Best Management Practices.

3. Delete Section 3 (Land Description) of the lease in its entirety, and replace with a new Section 3, as described on the attached Exhibit B.

All other terms and conditions of the lease shall remain in effect without amendment.

**OTHER PERTINENT INFORMATION:**

1. Lessee owns the uplands adjoining the lease premises.
2. On August 30, 1973, the Commission authorized a Public Agency Permit with the County of Yolo for the construction of a concrete ramp and an uncovered floating boat dock. That lease will expire May 30, 2022. On December 19, 1974, the Commission authorized an amendment to replace the Land Description and on June 30, 1992, the Commission authorized the assignment of the lease to the city of West Sacramento (City) and approval of repairs and reconstruction of the deteriorated boat ramp known as the Broderick Boat Ramp. The City is now applying for an amendment to the lease for the proposed Broderick Boat Launch Facility Improvement Project. The project includes an expansion of the lease area in the Sacramento River (River) and temporary work areas during construction. The project includes the construction of a concrete ramp extension, an aluminum gangway, an aluminum uncovered boarding float with cable anchoring system, and placement of riprap; the removal of a sunken vessel; the temporary placement of a sediment curtain, a construction work barge, and warning signs and buoys.
3. The Broderick Boat Launch facility is available to the public, free of charge, from dawn to dusk. The existing concrete ramp now measures 35 feet by 161 feet and includes an uncovered floating boat dock, now referred to as an uncovered boarding float. The proposed project is part of the Sacramento Riverfront Master Plan and will include widening the existing boat ramp by ten feet on the south side of the ramp, installing an aluminum gangway and an uncovered boarding float attached by a cable anchoring system on the south side, installing additional riprap, and the

CALENDAR ITEM NO. **C18** (CONT'D)

removal of a sunken steel boat. The project is being funded by the California Department of Boating and Waterways.

4. In-water construction of the ramp expansion will involve excavating three feet of the river bed to install pre-cast concrete panels. The panels will be installed with a small crane or lifted into place with a cable and set onto a prepared gravel base underwater immediately adjacent to the existing boat ramp. The gravel base will be created by installing the gravel with a loader or backhoe that will be mounted on a small barge in the River or operated from the upland. The area will not be dewatered during construction, so a sediment curtain will be placed downstream of the construction site. The new aluminum gangway and uncovered boarding float will be installed on top of the new concrete panel and will be secured at the top and base of the ramp. The removal of the sunken vessel, which is located approximately 100 feet north of the existing ramp, will include the use of a barge anchored immediately adjacent to the sunken vessel. The vessel will then be taken to an appropriate location for disposal.
5. All in-water construction may begin no sooner than August 1, 2009, and must be completed by December 31, 2011. The lease provides for a limited term for the use of the temporary work area in the River concurrent with the above in-water work schedule.
6. The lease contains provisions that the Lessee must implement the Commission's "Best Management Practices for Marina Owners/Operators" and encourage implementation of the Commission's "Best Management Practices for Guest Dock Users and Boaters", including additional Best Management Practices (BMPs) the Commission subsequently deems appropriate for either of the above categories. Lessee shall post the BMPs for Guest Dock Users and Boaters in prominent places within the lease premises. The Lessee shall provide the Commission, on the first anniversary of the lease and tri-annually thereafter, a report on compliance with all BMPs.
7. An Initial Study/Mitigated Negative Declaration was prepared and adopted for this project by the city of West Sacramento on June 11, 2008. The California State Lands Commission's staff has reviewed such document. A Mitigation Monitoring Program was adopted by the city of West Sacramento on June 11, 2008.
8. This activity involves lands identified as possessing significant environmental values pursuant to Public Resources Code sections 6370, et seq. Based upon the staff's consultation with the persons nominating

CALENDAR ITEM NO. **C18** (CONT'D)

such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

**APPROVALS REQUIRED:**

U.S. Army Corps of Engineers, NOAA Fisheries, U.S. Fish and Wildlife Service, California Department of Fish and Game, Central Valley Flood Protection Board, State Historic Preservation Office, California Regional Water Quality Control Board

**EXHIBITS:**

- A. Site and Location Map
- B. Land Description
- C. Best Management Practices

**PERMIT STREAMLINING ACT DEADLINE:**

April 20, 2009

**RECOMMENDED ACTION:**

IT IS RECOMMENDED THAT THE COMMISSION:

**CEQA FINDING:**

FIND THAT A MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING PROGRAM WERE PREPARED AND ADOPTED FOR THIS PROJECT BY THE CITY OF WEST SACRAMENTO ON JUNE 11, 2008, AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.

ADOPT THE MITIGATION MONITORING PROGRAM ON FILE IN THE OFFICE OF THE STATE LANDS COMMISSION AND BY REFERENCE MADE A PART HEREOF.

**SIGNIFICANT LANDS INVENTORY FINDING:**

FIND THAT THIS ACTIVITY IS CONSISTENT WITH THE USE CLASSIFICATION DESIGNATED BY THE COMMISSION FOR THE LAND PURSUANT TO PUBLIC RESOURCES CODE SECTIONS 6370, ET SEQ.

**AUTHORIZATION:**

AUTHORIZE THE AMENDMENT OF LEASE NO. PRC 4798.9, A GENERAL LEASE – PUBLIC AGENCY USE, OF SOVEREIGN LANDS TO AUTHORIZE THE CONSTRUCTION, USE, AND MAINTENANCE OF A CONCRETE RAMP EXTENSION, AN ALUMINUM GANGWAY, AN

CALENDAR ITEM NO. **C18** (CONT'D)

ALUMINUM UNCOVERED BOARDING FLOAT ANCHORED BY A CABLE SYSTEM, AND PLACEMENT OF RIPRAP; THE USE OF A TEMPORARY WORK AREA FOR THE REMOVAL OF A SUNKEN VESSEL AND FOR THE CONSTRUCTION AND INSTALLATION-RELATED ACTIVITIES, AS SHOWN ON EXHIBIT A (FOR REFERENCE PURPOSES ONLY); CONSTRUCTION LIMITING DATES; USE OF TEMPORARY WORK AREAS; THE INCLUSION OF BEST MANAGEMENT PRACTICES; AND DELETE THE LAND DESCRIPTION AND REPLACE WITH A NEW LAND DESCRIPTION AS DESCRIBED ON EXHIBIT B ATTACHED AND BY REFERENCE MADE A PART HEREOF; EFFECTIVE APRIL 9, 2009; ALL OTHER TERMS AND CONDITIONS OF THE LEASE WILL REMAIN IN EFFECT WITHOUT AMENDMENT.



## EXHIBIT C

### BEST MANAGEMENT PRACTICES FOR BOAT LAUNCH USERS AND BOATERS

#### **Bilge Water Management**

Keep bilge area as dry as possible

Regularly check fittings, fluid lines, engine seals, and gaskets

Fix all oil and fuel leaks in a timely manner

Do not drain oil into the bilge

Fit a drain pan, if feasible, underneath the engine to collect drips and leaks

Consider the use oil-absorbent pads, even in small boats.

If a bilge contains oil, absorb as much free oil as possible with a pad. Then pump the bilge dry and wipe down the bilge and equipment. If a bilge is severely contaminated, use a pump out service. Never pull the drain plug on a boat with a bilge full of oil, especially if it is on a launch ramp.

Dispose of oil-soaked absorbents at a proper facility. Check with the marina operator for guidance.

Do not use detergents or bilge cleaners unless the bilge can be pumped into an appropriate facility.

#### **Petroleum Containment**

Fill portable fuel containers on land or on the fuel dock to reduce the chance of fuel spills into the water.

Avoid overfilling fuel tanks and attend the fuel nozzle at all times.

Perform all major engine maintenance away from surface water. Any maintenance work on an engine must be done in compliance with rules and regulations governing the marina.

Use petroleum absorption pads while fueling to catch splash back and the any drops when the nozzle is transferred back from the boat to the fuel dock.

Keep engines properly maintained for efficient fuel consumption, clean exhaust, and fuel economy. Follow all manufacturers' specifications.

Immediately report oil and fuel spills to the marina office and the U.S. Coast Guard National Response Center (Phone # 1 (800) 424-8802) and other appropriate agencies.

## **Hazardous Materials**

Improper handling of hazardous materials can cause harm to human health and the environment and can result in serious penalties and expensive cleanup costs if contaminations occur.

Hazardous wastes generated by recreational boaters are considered household hazardous waste. Dispose of household hazardous waste in properly marked containers if provided by the marina or at the nearest appropriate site.

## **Vessel Sewage**

Boaters should never pump out any holding tank in waters inside the three nautical mile limit. Always remember that it is illegal to discharge raw sewage from a vessel into U.S. waters.

Pumpout facilities should be used to dispose of stored waste whenever possible. They are fast, clean, and inexpensive.

Marine sanitation devices (MSDs) must be maintained to operate properly. Keep your disinfectant tank full, use biodegradable treatment chemicals, and follow the manufacturer's suggested maintenance program.

Do not dispose of fats, solvents, oils, emulsifiers, disinfectants, paints, poisons, phosphates, diapers, and other similar products in MSDs.

Whenever possible, use land-based rest rooms rather than onboard ones.

## **Vessel Cleaning and Maintenance**

Ask your marina manager what types of maintenance projects are allowed in the slip.

Minimize the use of soaps and detergents by washing your vessel more frequently with plain water.

Do not use cleaners that contain ingredients such as ammonia, sodium, chlorinated solvents, or lye.

Use hose nozzles that shut off when released to conserve water and reduce the runoff from boat washing.

Ventilate your space to prevent the accumulation of flammable or noxious fumes.

Use eye protection and a respirator when there is the possibility that dust and debris could damage eyes or lungs.

Remove oil, debris and clutter from your immediate work area and dispose of properly.

Avoid spills in the water of all solvents, paints and varnishes.

Carefully read labels to ensure the products are used in a manner that is safe and won't harm the environment.

Use teak cleaners sparingly and avoid spilling them or fiberglass polishers in the water.

## **Sanding and Painting**

When working in marinas, use designated sanding and painting areas. Check with the marina manager for the location and proper use of these areas.

Work indoors or under cover whenever wind can potentially blow dust and paint into the open air.

Where feasible, use environmentally friendly tools, such as vacuum sanders and grinders, to collect and trap dust. Some marinas have this equipment for rent, check with the manager.

Clean up all debris, trash, sanding dust, and paint chips immediately following any maintenance or repair activity.

Use a drop cloth beneath the hull to catch sanding dust and paint drops when working over unpaved surfaces.

When sanding or grinding hulls over a paved surface, vacuuming or sweeping loose paint particles is the preferred cleanup method. Do not hose the debris away.

Buy paints, varnishes, solvents, and thinners in sizes appropriate for the proposed work to avoid having to dispose of stale products.

When possible, use water-based paints and solvents.

Switch to longer lasting, harder, or non-toxic antifouling paint at your next haul out.

Paints, solvents, and reducers should be mixed far from the water's edge and transferred to work areas in tightly covered containers of 1 gallon or less.

Keep in mind that solvents and thinners may be used more than once by allowing the solids to settle out and draining the clean product off the top.

When in doubt about proper disposal practices, check with your marina and/or appropriate government agency.

Boaters should report any illegal discharge of boat sewage to the marina office or appropriate agency.

Boaters should use environmentally sensitive cleaning supplies that may end up in your gray water.

## **Boat Hull Cleaning and Maintenance**

Ensure hull paint is properly applied and maintained to protect the hull from fouling organisms and thus improve your boat's performance.

Wait 90 days after applying new bottom paint before underwater cleaning.

Schedule regular hull cleaning and maintenance to reduce the build up of hard marine growth and eliminate the need for hard scrubbing.

Regularly scheduled gentle cleaning will also increase the effectiveness of the antifouling hull paint and extend its useful life.

Repair paint bonding problems at haul out to avoid further chipping and flaking of paint in the water.

Use, or ask your diver to use, non-abrasive scrubbing agents, soft sponges or pieces of carpet to reduce the sloughing of paint and debris.

Boaters are encouraged to use boat hull cleaning companies and individuals that practice environmentally friendly methods.

## **Solid Waste**

Do not dump plastic or any other trash into the water.

Use the dumpsters, trash receptacles and other approved containers to dispose of garbage and other waste.