

Use Permit Application

Lakeport Boat Rentals, Inc. DBA

Disney's Boat Rentals



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APPENDIX

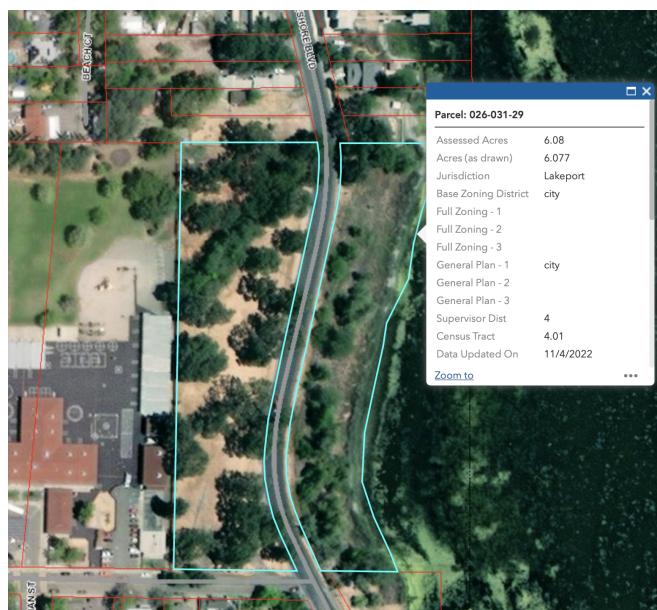
Cultural Study	Appendix A - PDF
Environmental Study	Appendix B - PDF
Stormwater Control Plan	Appendix C - PDF
Parcel Map	Appendix D - PDF

Project Justification

Since purchasing 2200 Lakeshore, our plan has always been to move the business from Main Street to this new property. We have been in business now for over 40 years, serving residents and tourists of Lakeport. Our current business model has been working well but there are some inefficiencies to our operation. Main Street has great business visibility; however, launching a boat for each and every customer is quite inefficient. Our goal with 2200 Lakeshore is to have an all-in-one destination for our customers. The rental check-in location will be the same location our customers will board their boat, a luxury we don't have at the moment. In addition, we will have enough property to potentially expand in the future when the need arises. To have our business located out of the town center may sound like a detriment to the City at first; however, now downtown Lakeport is a destination where people will want to take their rented boat. At the moment, customers ask where to eat on the water or simply use the restroom and we tell them "right here in Lakeport we have the best options". Customers want to take the boat somewhere besides the location they started for food and activities. Even though our new property is only minutes from our current location, now Library Park, Xabatin Community Park, and downtown Lakeport feel like a destination they can head to for lunch - thus keeping the tourist dollars here in Lakeport.

It has always been a goal of ours to make our operation more "marina-like" for our guests. The development put before you gives us that opportunity.

Location Map



Project site is the property located directly east of Lakeport Elementary. It includes both sides of Lakeshore Blvd.

Project Description

Disney's Boat Rentals will be moving their existing business to 2200 Lakeshore Blvd., Lakeport. The 6 acre property is located on both the east and west side of Lakeshore Blvd. with approximately 750' of lake frontage. The proposed project's site is further described as Assessor Parcel Number: 026-031-29 and currently has split zoning of R-5 (Resort/High-Density Residential) and OS (Open Space). Per the Lakeport municipal code for R-5 zoning in 17.07.050 section D, "Rental of lake-oriented recreational equipment is permitted" subject to a use permit. Additionally, for OS zoning in 17.14.040 section J "boat docks, piers, floats, ramps, and related uses" are permitted subject to a use permit. The project would consist of splitting the 6 acres into 4 parcels. The initial development will be limited to Parcel 2 (see Appendix D). The remaining parcels will remain in their park-like setting giving a natural buffer to the north and south of our project. Our goal is to minimize our development footprint to keep the wide-open spaces and beautiful lake views for the community to enjoy. Currently the section of property zoned OS is overgrown with native vegetation, the project will include trimming up the vegetation to achieve a more optimal viewing of Clear Lake.

The proposed project will consist of constructing a boat rental office in a central location on the west side of Lakeshore Blvd. with the first story footprint of approximately 2700 square-feet, 1500 square-feet of which will be an attached boat storage facility to include boat repair activity within the building (allowed per 17.07.050 section G). Additionally, the project includes 1000 square-feet on the second floor for "back office" activities. The total square footage of the building will be approximately 3700 square feet between the two floors. The project will develop a total of 12 parking spaces, one ADA compliant space and one EV parking space. Also, the parking flow will be set-up in a manner to allow access to "overflow" parking to the north and south of the proposed parking lot.

Customers will arrive and park at the office building on the west side of Lakeshore Blvd before crossing the street to access their boat. At a meeting with City staff at the project site on 7/20/22 with Paul Curren, Jenni Byers, Victor Fernandez, and Jim Kennedy in attendance, Paul agreed and approved a mid-block crossing for the property where the line-of-sight to the north and the south would be the greatest. He advised that a traffic study would not be required on the condition that Rapid Flashing Beacons (RFBs) be added. Additional signage and street marking may be added to increase pedestrian safety.

Once customer's cross the street, they will see two docks, a "Customer Dock" and a "Fuel Dock", a detailed plan for this area can be found in the "Shoreline Development/Lakebed Encroachment" section of this document. Customers will only have access to our "Customer

Dock”, our second dock, “fuel dock” will only be used by employees with proper training. Both docks will be set-up with a permanent gangway and a suspended pier, this ensures that we can extend from the shoreline past native tules. The suspended pier and permanent gangway will extend approximately 60’ from our concrete pad(s). Another 20’ gangway will join the fixed structure and the floating docks.

Also located on our Customer Dock is a 16’ x 20’ “dock building” that is used for the storage of lifejackets, kayaks, inner tubes, and boating related items. The floating dock and dock building is in-use at our current location, it has been approved and permitted from the City of Lakeport, and approved with permit pending through the County of Lake’s Water Resources Department.

At the proposed fuel dock we will have the ability to refuel our rental boats, fueling will not be accessible to public boats, only our rental fleet. We have proposed a 1,200 gallon mobile fuel trailer to be used in the refueling of our boats, this gives the security and flexibility to be moved from the east side of Lakeshore when needed (Figure 7). To refuel our mobile trailer, it will be moved to the west side of the property, where the parking lot and office building are located, and refueled via a fuel delivery company. Utilizing a mobile trailer also gives us the ability to move it from the lakeside during periods of high-water, we cease business operations during the winter months when the potential for flooding is the greatest. More details about how we plan to fuel our boats can be found in the “Fueling Plan” section of this document.

The property currently has curb and gutter installed. Sidewalk will be installed on the west side of Lakeshore Boulevard and will span the entire distance of Parcel 2. Additional sidewalks will be installed between the two pads on the east side of Lakeshore Boulevard, “Pad A” and “Pad B”. In discussions with City staff, asphalt may be used for sidewalk instead of concrete, at least on the east side of Lakeshore. We will work with City staff to find the best option for all parties.

The described development put before you is something that we’re really excited about. This streamlines many of the most time consuming aspects of our business. The property itself gives us plenty of space for future expansion and development as well. Lastly, this development will give our customers a better overall experience by keeping everything in one location.

Shoreline Development/Lakebed Encroachment

Two pads (“A” and “B”) will be installed on the east side of Lakeshore Boulevard (Figure 1). Pad A will be located immediately after crossing the road and will allow access to the Customer Dock. Pad B will be about 115’ North at our refueling area. We will have two floating docks in the water during the boating season, our “Customer Dock” and our “Fuel Dock” connected to

Pad A and Pad B respectively. They will both be stored on dry land in the winter months. Both floating docks will be accessed via a 40' gangway attaching to a 25' suspended pier, then a 20' gangway to attach the floating dock to the pier. This combination of gangway to pier, to gangway, to floating dock will lengthen our dock and keep boats further from the shoreline. Our proposed plan gets the start of our floating dock(s) 85' past the high water mark. The goal behind this great distance from shore is to protect native tules and potential habitat close to shore. Our goal is to keep all tules intact and on the property, we would prefer to keep the shoreline natural. However, if it is deemed necessary, we have included a "Revegetation Plan" in this document. The Revegetation Plan is only to be used if needed. Again, the tules are vital for the ecology of the lake and we'd prefer not to remove them. A Spill Prevention Control and Countermeasure plan (SPCC) as well as a fueling description can be found in the FUELING PLAN section of this document.

Pad A and Customer Dock:

(Figure 4, 8)

Located at the crosswalk, this pad will extend towards the lake about 20'. Additionally, it will extend North and South by 10' on each side, making the total frontage to Lakeshore Blvd 30'. After crossing the street, Pad A will be accessed from an ADA curb cut, where they can proceed to the Customer-Dock. In extreme drought years, customers will have access to an ADA ramp on the North and South side of Pad A, these ramps will lead down to ground level, where a system of mobile platforms can join together and make a walkway to access the Customer Dock. These walkways will keep the habitat underneath free from foot traffic and minimize habitat disturbance. In non-drought years, the dock will be accessed via a permanent 40' gangway that attaches to a 25' suspended pier that will be fixed to the lakebed via four 8" pylons. After the pier, another gangway (20') will connect the pier to our floating dock. The floating dock will be stationary with the use of stainless steel cables fastened to a series of 13 anchors. These anchors weigh about 300 lbs each to insure the stability of our floating dock. As the lake level decreases, winches hidden underneath the decking planks are used to tighten the stainless steel cables that are attached to the anchors. This prevents excessive swaying in the dock during high winds.

Pad B and Fuel Dock:

(Figure 5, 6, 9)

Approximately 115' North of Pad A, is where our Pad B, our Mobile Fuel Trailer, and Fuel Dock will be located. There will be no customer, or public, use of this area. Only trained employees will have access to Pad B. Our Mobile Fuel Trailer will be parked and

stationary on Pad B a majority of the time during our operating season. When the trailer itself needs to be refueled, it will be hooked up to a pickup truck and brought to the west side of the property, with the office building and parking lot. After refueling the Mobile Fuel Trailer, it will be brought back to Pad B and parked at the southernmost corner. This corner of Pad B will have the appropriate impact barrier(s) (ballards) as well as fencing around the Mobile Fuel Trailer to secure it at night and non-operation hours. Pad B is set up in a manner to allow safe maneuvering off-street. When parking at Pad B, our pickup truck will pull off of lakeshore using the 30' wide driveway encroachment, pull all the way to the north and line up to back into the Mobile Fuel Trailer parking spot. Once parked, the pickup truck will be able to pull straight out of Pad B thus preventing the need to reverse into traffic. This layout gives us ample room to safely maneuver the trailer while allowing enough setbacks from Lakeshore Blvd (CA fire code section 5707.4.1).

Just as with the Customer Dock, the Fuel Dock will be accessed via an identical gangway, suspended pier, gangway, floating dock set-up. The floating dock portion will use the same anchoring system. As it is a smaller dock, it will require just 4 anchors to keep it in place. The fuel dock will also include storage for fuel spill response equipment, nozzle drip control, fire suppression, and more. This dock will only be used by staff who have been trained using our Spill Prevention, Control, Countermeasure plan (SPCC). There will be no access for the general public or our customers, from land or by water. Employees will drive a boat by water to the fuel dock, fuel the boat, and return to the Customer Dock for the next rental.

Mooring:
(Figure 10)

Some rental-boat mooring spaces will also take place with this development. These will be located to the north of the fueling dock and to the south of the Customer Dock. The anchors will weigh at least 90 lbs, and be attached with 3/16" coil or galvanized chain as required. Employees will be tendered out to a moored boat to retrieve the vessel and drive it to the Customer Dock where the customer will board. Our plan includes 10 mooring buoys to be used for rental boats only.

Navigational buoys:
(Figure 10)

A single 5 mph buoy will be placed on the property permanently. It will conform with county regulations.

Revegetation Plan:

Our goal is not to disturb or remove any vegetation on the property. Great care has been taken on the placement of the structure on the west side of property as well as the east side. The two story building, driveway encroachment, and parking lot, have all been placed in a manner specifically to not require any tree or vegetation removal. The gangways to our suspended pier will not rest on top of any tules. It will allow enough space for tules to continue to grow. We may need to trim the tules in this area seasonally, as permitted in County Section 23-15 which will not result in the death of the plant. However, we are prepared, if it is deemed necessary by the County of Lake, Department of Fish and Wildlife, or another agency, to remove tules and replant them in a separate location.

There is an abundance of tules at the project site, nearly all of the roughly 700' of shoreline, contain tules. Given the filtering nature for the water of Clear Lake, and the wildlife habitat located in and around tules, we'd like to replant any removed tules back on the current property. However, we'd work closely with the County of Lake if the replanted tules would fit better elsewhere. There is a location on the north end of this property that was identified in our Biological Report as a potential relocation site for tules.

If removal is deemed necessary, we would want to remove the absolute minimum amount of tules, possibly around the pylons that are in the suspended pier(s). There will be no tule removal for an extended beach or a large sea wall, our goal is to enhance the habitat and wildlife located at this property, not remove it.

Fueling Plan

Our rental-only refueling station will be operated on a seasonal basis just like our business. We will have our fuel available for our boats from our opening date in the Spring until we close for the boating season in the Fall. In the winter months our double-wall self-operated mobile trailer tank will be stored away from the lake. This ensures the tank is away from any potential flood years from Clear Lake's high water winters. Our tank ([TransCube Mobile Refuler](#))(Figure 7) will include a 1,200 gallon DOT approved trailer. Marine fueling experts have found this option to be the most reliable, environmentally secure solution for our rental marina. Additionally, we will have a [Tier 1 EPA SPCC](#) plan filled out and will update frequently.

Tank Size and Specs:

This TransCube trailer is the most reliable, environmentally secure solution for refueling our rental boats. Our TransCube trailer system is certified and trusted by the US Department of Transportation (DOT), UL 142 listed for fuel storage, and certified and accredited by the National Fire Protection Association (NFPA).

Our mobile refueling trailer also features a double wall steel tank that provides a built-in, weather proof secondary containment. An additional feature that this system includes is a secondary manway access that enables easy access to the inner tank for routine maintenance and inspection.

Refueling The TransCube Trailer:

We will be getting our fuel trailer re-filled during our operational months. Our trailer will be parked on the East side of Lakeshore Blvd for a majority of the operational months. We will have the need to get the tank refueled during the boating season. When the tank gets low we will schedule a fuel delivery from a bulk fuel delivery service. We will have our designated (hazardous material certified) driver hook up to the trailer and park it on the west side of Lakeshore Blvd in a refueling location. After the trailer is filled up and ready to be placed back on the East side of Lakeshore we will have the same driver place it back in the East side fueling location. (Figure 6) shows how the trailer will be positioned on the East Side of Lakeshore Blvd. Figure 7 is the trailer itself) We will also have staff members help guide the trailer back into position. Each staff member will wear high visibility vests and be equipped with radios to ensure the refueling process goes safely.

When the trailer is getting refueled by the delivery agency, they will provide all necessary precautions for filling our 1200 gallon trailer. We will work together to ensure this process goes as planned.

Spill Response Team:

Our goal is to get our boats filled up with fuel without letting a drop of fuel touch the water surface. In the event that a spill were to happen we will take necessary action to provide quick clean up and adequate reporting. Our spill response team includes one owner of Disney's Boat Rentals to always be on site when fueling is taking place. Brandon Disney, Connor Disney, and Kory Disney are the responsible ones for making sure that fuel spill response happens in a timely manner. The three owners of Disney's will be responsible for staying up to date with spill response procedures. We will train on

this weekly and make sure that there are no questions on what to do if a spill were to occur.

Spill Response Equipment:

We will ensure that our spill response team has all necessary equipment for fast response to a spill. Our fuel hose will be equipped with a break-away style attachment to allow our tank to be shut off if the hose were to be compromised saving us a bigger clean up than necessary. Our dock will be equipped with a marina specific clean up container that contains a Spill Boa absorbent boom allowing us to keep a potential spill to a confined area. We will also carry absorbent pads, absorbent socks and additional items like caution tape and gloves to ensure the safety of our employees. We will be constantly ensuring that our equipment is up to date and replaced as needed.

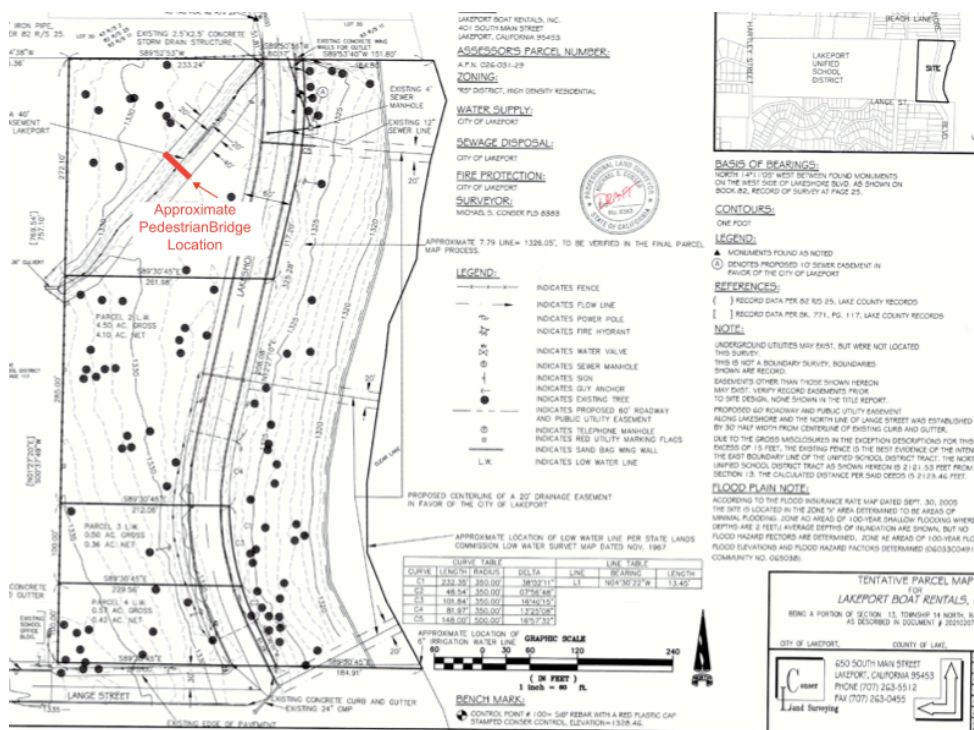
Landscaping Plan

Landscaping for the property would focus on the current natural aspects of the property. Shade would be provided by the large natural oak trees on the west side of Lakeshore. Current plans have zero removal of the oak trees, all vegetation would remain intact aside from seasonal trimming. Additionally, picnic area(s) and activity zones would be included on the west side of the property as well as a lawn area for guests to enjoy. Future plans may include: permanent corn hole boards, sand volleyball court, and covered picnic area(s).

Project Phases

If budget constraints should arise, the proposed project may need to be split into two phases. Phase one would include all of the on-site improvements for appropriate use of the property: driveway and parking lot, crosswalk and pedestrian safety, east-side improvements for boating use, and the two story check-in office. The boat storage and maintenance building could, if needed, be in a later phase budget depending. At this time there is no plan for splitting the building into two phases, however this option may prove to be useful. A pedestrian bridge to cross the creek at the north portion of the property is also being considered. This (budget

depending) could be completed in the first phase or a later phase addition. Other future phase additions are also being considered. These likely will include amenities for nightly stays such as camping sites or cabin rentals.



Pre-Construction Studies

In compliance with recommendations from Lakeport's Community Development Department and the California Environmental Quality Act (CEQA), three pre-construction studies have been completed (Appendix A, B, and C). Appendix A contains the completed cultural study from Dr. John Parker and includes his recommendations. Appendix B contains the completed environmental study from Dr. Geo Graening and includes his recommendations. Appendix C contains the Stormwater Control Plan from Tyler Pearson at Cornerstone Civil Design

Stormwater Control Plan

The stormwater control plan was completed by Tyler Pearson from CornerStone Civil Design. The plan calls for the stormwater to drain to three separate “Bioretention Areas”. The full stormwater control plan is attached in Appendix C.

Parcel Map

Currently, 2200 Lakeshore is one six-acre parcel. The proposed plan includes a split into four separate parcels. Development at this time would only occur in one of the four new parcels (Appendix D).

Conclusion

The development put before you will be, without a doubt, a massive improvement to the way we currently operate. Not only will it streamline many of our daily operations, but it will be an improved experience for our customers. This project has put environmental and cultural potential impacts at the forefront when it comes to design and implication. There will be zero tree removal on the entire property and our fuel system and dock layout also puts potential impact at the top of the list.

This project also gives us the possibility for future expansion. Whether it is adding more boats to our fleet, adding bike rentals, or cabin rentals, this property gives us the opportunity that our current location does not.

We are very excited to develop what has been a barren, overgrown, and unused piece of land in the City of Lakeport for many years.

Figure 1



Figure 2

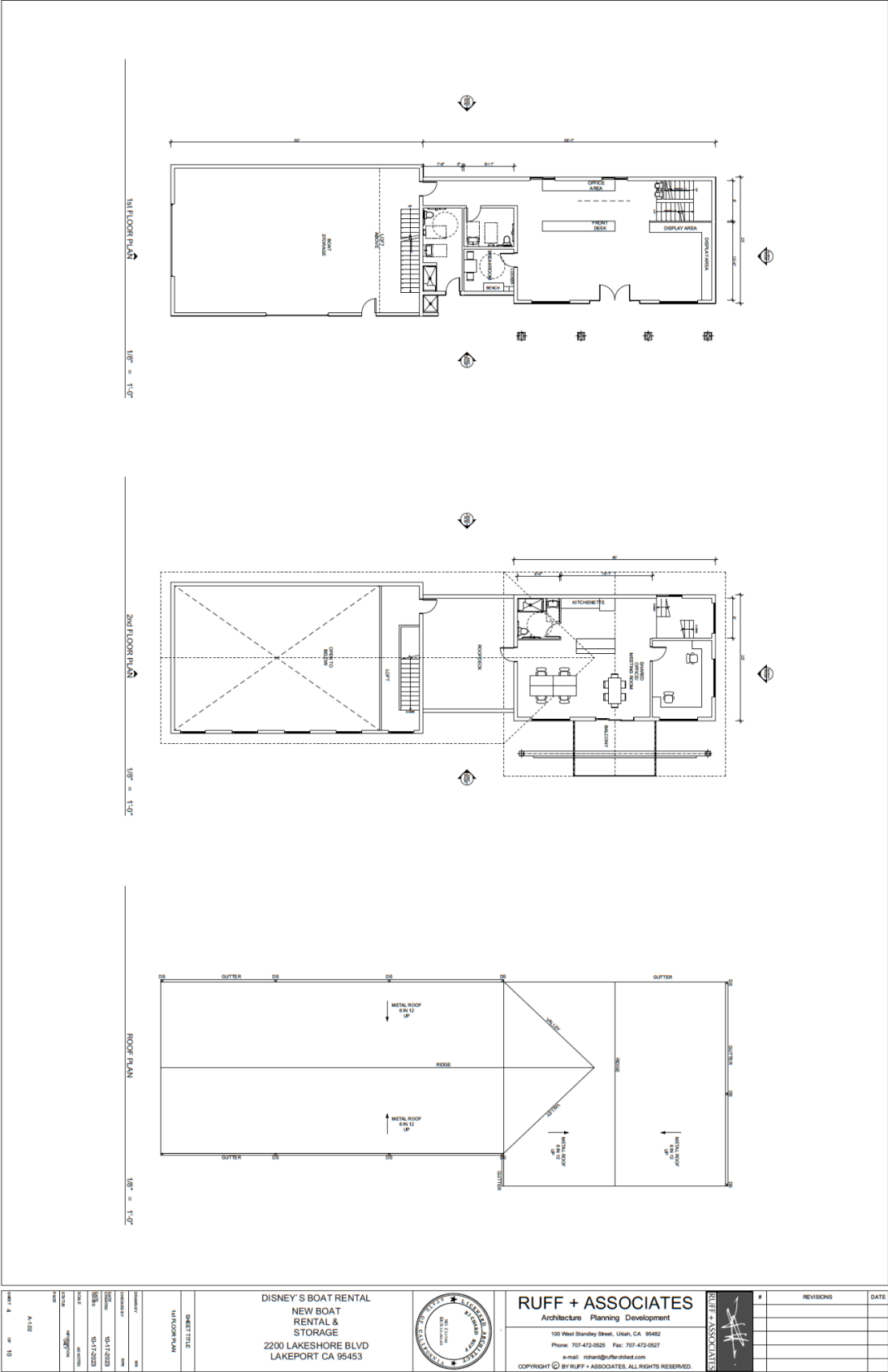


Figure 4



Figure 5

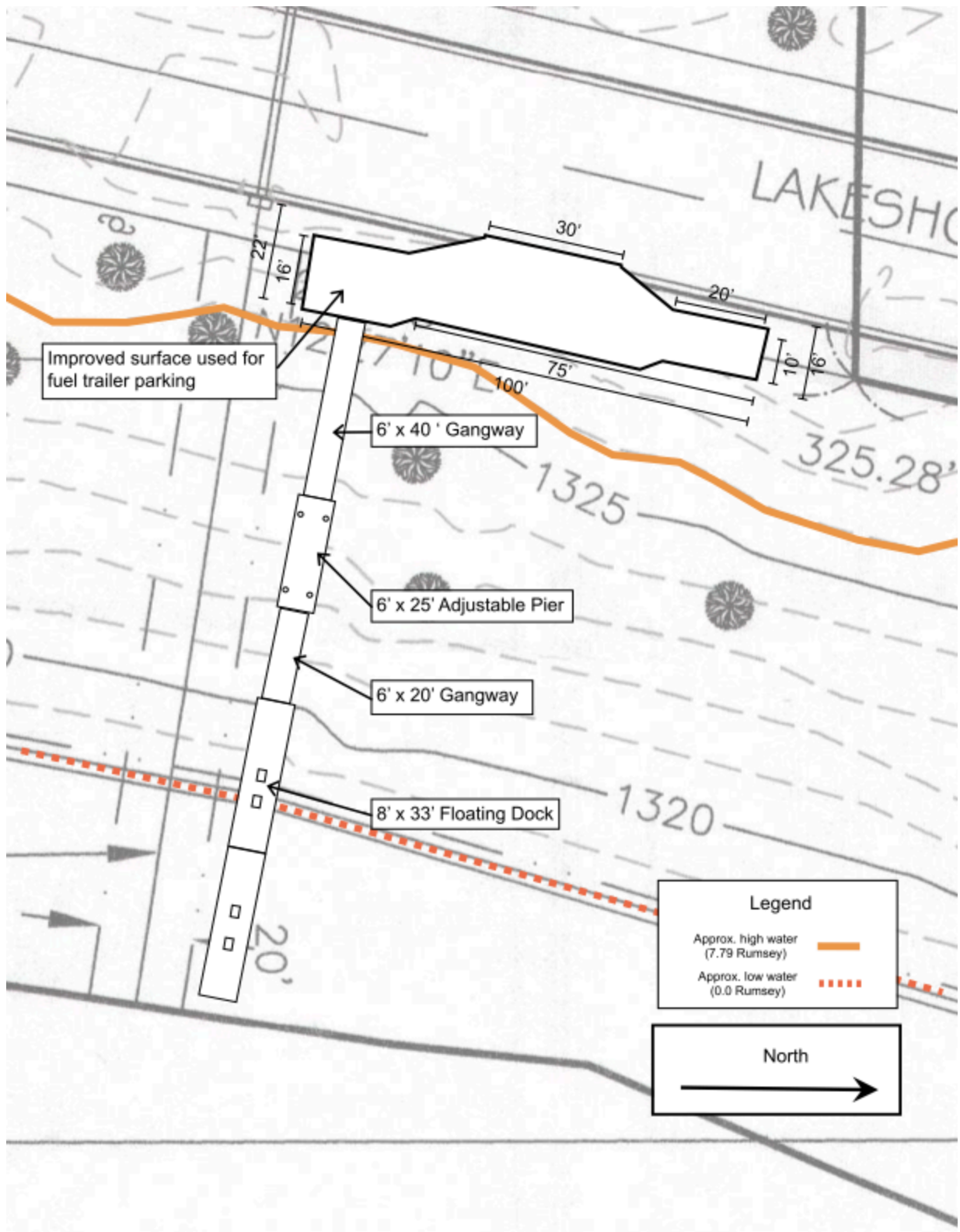


Figure 6

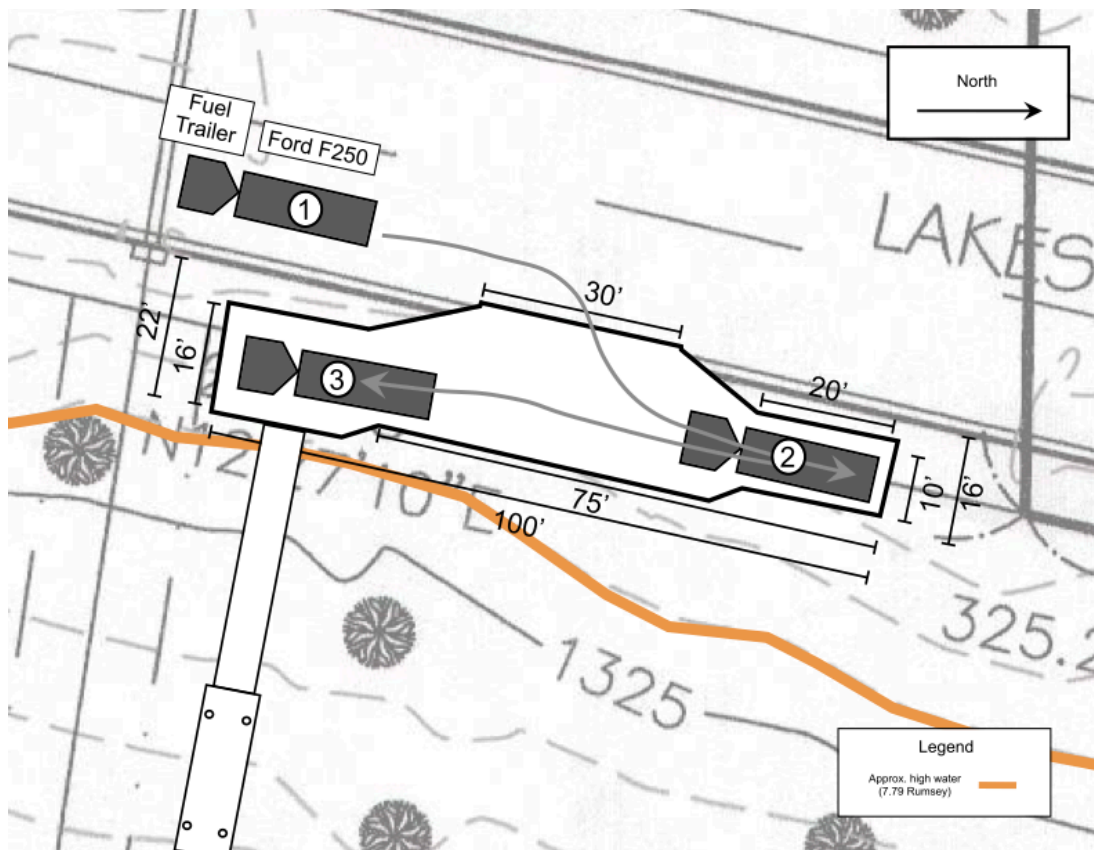


Figure 7



H50TCG-EB

Figure 8

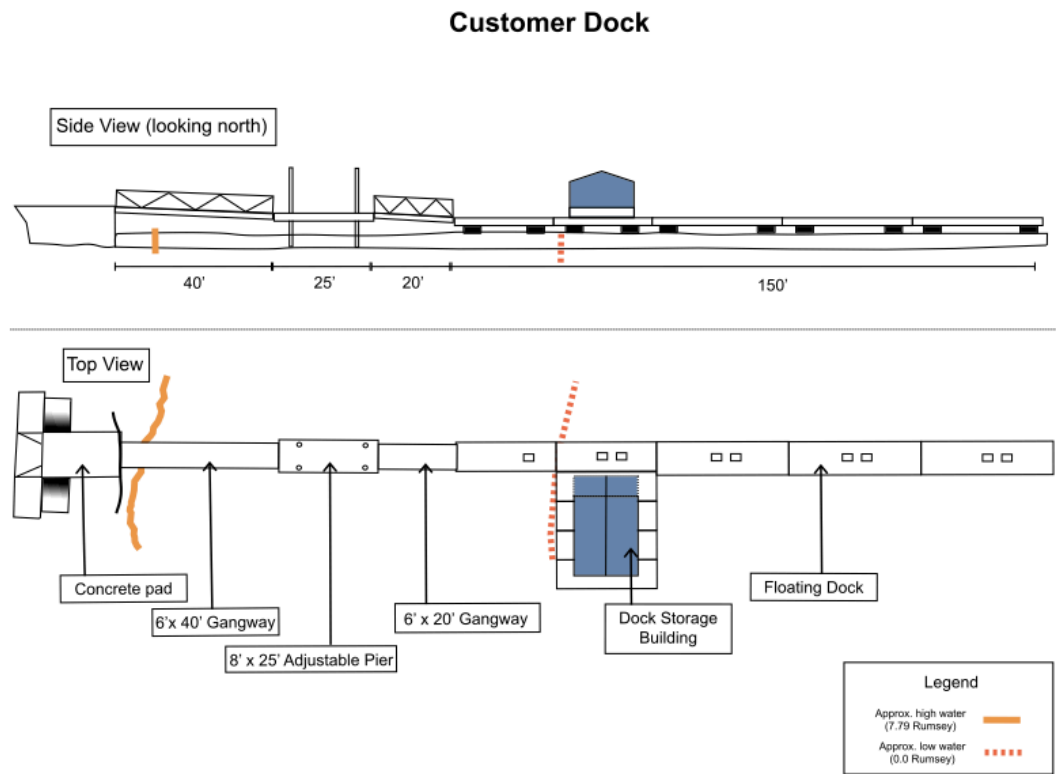


Figure 9

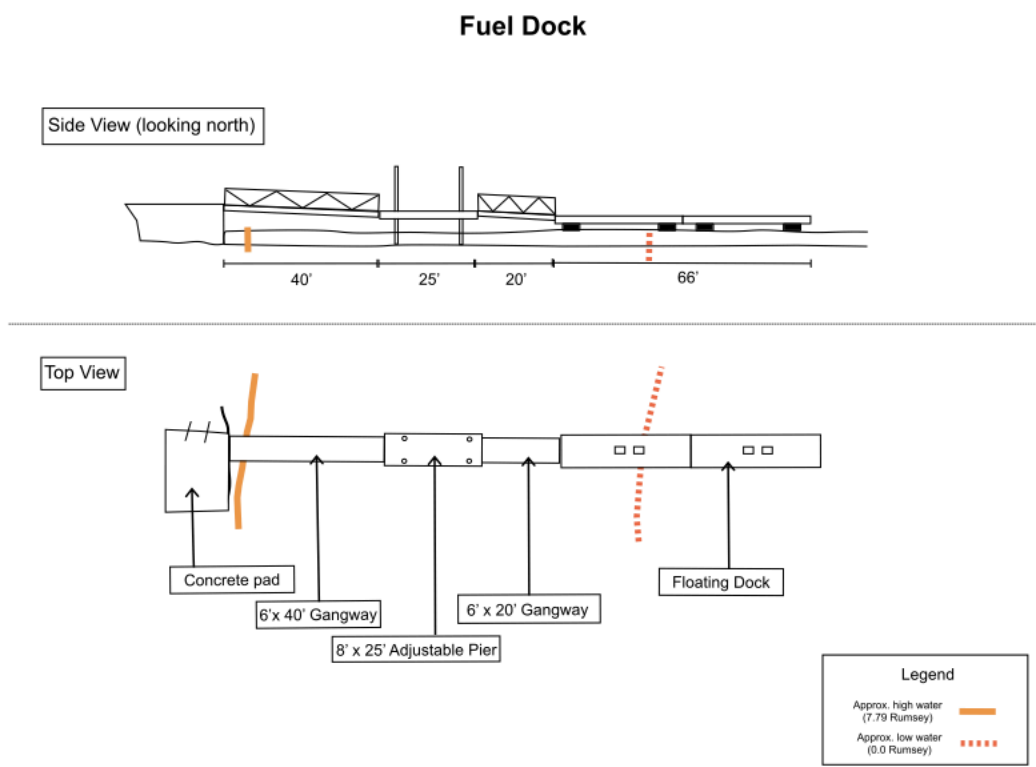


Figure 10

