



**SACRAMENTO  
HOUSING AND REDEVELOPMENT  
AGENCY**



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May 27, 1986

Budget and Finance Committee  
of the City of Sacramento  
Sacramento, California

Honorable Members in Session:

SUBJECT: Old Sacramento Landing Barge and Access to Delta  
King/Globe

SUMMARY

The attached letter is submitted to you for review and recommendation prior to consideration by Redevelopment Agency of the City of Sacramento.

RECOMMENDATION

The staff recommends approval of the attached resolution approving the plan, transfer of funds and contract execution.

Respectfully submitted,

*William H. Edgar*  
WILLIAM H. EDGAR  
Executive Director

TRANSMITTAL TO COMMITTEE:

*Solon Wisham Jr.*  
\_\_\_\_\_  
SOLON WISHAM, JR.  
Assistant City Manager

Attachment

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## SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY



May 13, 1986

Redevelopment Agency of the  
City of Sacramento  
Sacramento, California

Honorable Members in Session:

SUBJECT: Old Sacramento Landing Barge and access to  
Delta King/Globe

### SUMMARY

This report evaluates various alternatives for the future of the barge and access to the Delta King/Globe. It recommends (1) leaving the landing barge in its present location, (2) constructing access ways to the Delta King including a loading platform, and (3) connecting the Delta King to the barge and Globe with a pedestrian walkway.

### BACKGROUND

During the approval of the initial barge funding in 1983, the Sacramento Housing and Redevelopment Commission requested that funds be set aside to enhance the barge to become more compatible with the character of Old Sacramento. A total of \$60,000 was appropriated in the 1985 budget. These funds were subsequently recommended by staff to be deferred and used for access facilities to the Delta King and completion of the Globe. Based on this action, the Sacramento Housing and Redevelopment Commission requested a report to discuss the future of the barge.

The initial rationale to install the barge as a temporary facility was to coincide with the start of the waterfront construction and to promote the early use of the waterfront by tour boats. This notion of the early use and promotion of the waterfront has been successful. For the past two years three tour boat companies have been using the barge in a variety of ways. The "River City Queen" has been in operation on a daily basis for nine months of each year. The Exploration Cruise Lines have been using the barge for two seasons with spring and fall

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# SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of  
the City of Sacramento  
May 13, 1986  
Page 2

excursions bringing passengers from San Francisco every three days. Their business has increased to the point that during the second year another boat was added, thus, doubling the number of landings. The "Elizabeth Louise" is a charter boat that has recently become operational and uses the barge as needed. Agency/City staff have recently received proposals from two other potential tour boat operators.

Tour boat operators have praised the stability and moorage facilities of the barge. During the past two years the barge has served its function very well. A number of public gatherings and functions have been held on the barge because of its size (e.g., Water and Jazz Festival). From experience, staff have concluded that the barge presently functions much better than any replica of the historic ship "Crescent" (to be historically correct) which would replace the barge if it were to be removed.

## APPROVALS

The Old Sacramento Riverfront Master Plan was prepared by a team of consultants in 1978 and approved by the Agency in June 1980 and amended in May 1983. The Department of the Army, Corps of Engineers, authorized the installation of the barge with a condition that it be removed by April 4, 1988, unless the permit is extended. The Agency approved a Specific Use and Leasing Plan for the waterfront in January 1985. This document is important because it establishes a change in major policy direction from previous plans by allowing boats of a different time period than other the 1870's to locate permanently on the waterfront. In September 1985, the City Council approved a lease agreement with the Delta King for moorage purposes. The lease approval of the Delta King, a historic riverboat of the 1920's, is a direct result of the January 1985 policy action.

## POLICY ALTERNATIVES FOR THE BARGE AND ACCESS TO THE DELTA KING

The study relating to the long term future of the existing landing barge started out in isolation, however, this study has been merged with the study of moorage and access ways for the Delta King resulting in a combined system wide approach for the entire riverfront in Old Sacramento. The concept of location and access to the four main elements of the riverfront have always remained constant as approved by the Agency in 1985. The elements are: (1) a tour boat facility at the foot of L Street, (2) the Delta King located at the foot of K Street, (3) the Globe located between K & L Streets, and (4) a system of pedestrian connectors on the water linking all three ships together.

# SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of  
the City of Sacramento  
May 13, 1986  
Page 3

During the past several months a team of persons including the developers of the Delta King, Agency staff and engineering consultants, Chief Building Inspector, Fire Marshall, and City Waterfront staff have been discussing and reviewing a number of design alternatives to provide access to the Delta King. The 150 foot limit to the navigational line, needs of developer, the 25 foot differences in water elevation, budget and various codes including handicapped requirements have combined together to present an array of very difficult problems to overcome.

The following alternatives present variations on specific ways to implement the overall concept.

## Alternative A

This alternative assumes the relocation of the existing barge up to the Delta King to provide a landing platform and access way. A large landing platform is required by the fire marshall for passengers leaving the Delta King in case of a fire and for a staging area for firefighters. This alternative could be in place by the target date of July 2, 1986 prior to the Water Festival which would allow the Delta King to move only once more to its permanent location and then continue to complete renovation in Old Sacramento. The Agency has contracts with three tour boat operators and must continue to provide suitable landing facilities for them. If this alternative were chosen, another landing platform similar to the existing barge would be constructed for use by the tour boats.

### Advantage:

1. Meet target date of July 2, 1986 and allow Delta King to open up as early as possible without the need for multiple towing from its present location.

### Disadvantages:

1. Very high cost (\$1,049,000).
2. Construction of a new barge to replace the existing one could not be completed by July, thus, causing disruption to the existing contracts with tour boat operators and their schedules. Such an action could lead to litigation.

# SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of  
the City of Sacramento  
May 13, 1986  
Page 4

## Alternative B

This alternative moves the existing barge next to the Delta King and replaces the barge with another larger barge called the "Neptune" (see Exhibit 1). The Neptune is a historic dredge barge presently in Isleton. It was built in the 1880's and rebuilt in 1906. It is 140 feet long x 70 feet wide and has a freeboard of about 8 feet and is about 100 feet high. The superstructure is 5 stories above the deck. The Neptune's 200 foot boom is missing and the barge is in need of major repair. The History and Museum Division would prefer the Neptune over the present barge. Informal proposals have been made in the past to bring the Neptune to Old Sacramento.

This alternative would assume the following deal as proposed by the owner:

### Phase I

The responsibilities of the Agency would include moving the Neptune to Old Sacramento, driving new piling and moorage systems as necessary, insurance, maintenance of dock, furnishing ramps and handicapped systems, refurbishing rigging and installing utilities from wharf to vessel. (estimated Phase I cost is \$350,000 to \$400,000 not including exterior rehabilitation)

### Phase II

No contemplated use of barge by developer at present. If vessel becomes disabled and a hazard then City is responsible for towing away. City could have a 12 month option to purchase vessel for \$350,000. If City does not purchase, then developer will submit plan for commercial use. The exterior and interior rehabilitation of the vessel including the hold and floors above the main deck remain to be completed.

### Advantages:

1. Use of a historic vessel that would provide additional interest on the waterfront.
2. Would provide equivalent facilities for tour boat operators.
3. Has possibilities for future commercial use.

# SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of  
the City of Sacramento  
May 13, 1986  
Page 5

## Disadvantages:

1. Cost to transform Neptune to be used for tour boats would be a minimum of \$350,000 to \$400,000 not including exterior rehabilitation. If the City were to purchase than \$350,000 would be needed plus an additional sum to repair the exterior and interior of the upper floors and interior of the vessel. The total cost could well exceed \$1 million.
2. Future commercial potential and use of vessel uncertain with lack of private plan and financing sources.
3. Possible disruption of present tour boat contracts and schedule if Neptune could not be repaired in time per Phase I.

## Alternative C

Replace present barge with the historically correct ship the Cresent and move existing barge to serve the Delta King. If the Agency were to construct the Cresent which is a hulk similar to the Globe and be historically correct, another non-historic ship would have to be built adjacent to the Cresent to be used for the handicapped access ramps. The Cresent could not be built in its historic form and still meet handicapped access requirements and therefore the second ship must be constructed along side the Cresent.

### Cost:

- |    |  |            |
|----|--|------------|
| a. | Cresent (based on Globe costs but made out of steel to withstand tour boats) | \$ 600,000 |
| b. | Second boat containing handicapped ramp system                               | \$ 700,000 |

The second boat or float would have to be wider than the Cresent and designed to withstand the weight and pressure of the gangplank and handicapped ramp system. It would probably be flat bottomed, made out of steel with a wooden skirt.

- |    |   |                  |
|----|---|------------------|
| c. | Installation of gangplank and handicapped ramp system. Installation of lighting | \$ 30,000        |
| d. | Moorage system  | <u>\$ 80,000</u> |
|    |   | \$1,410,000      |

# SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of  
the City of Sacramento  
May 13, 1986  
Page 6

LESS Salvage Value of Existing Barge (assuming the Agency was not going to keep the barge per initial staff report)	<u>\$ -126,000</u>
SUBTOTAL	\$1,284,000
PLUS a portion of Alternative A which assumes moving existing Barge up to Delta King, moorage and access system and connectors between Neptune and Delta King	<u>+604,224</u>
TOTAL	\$1,888,224

## Advantage:

1. Historically correct boat Cresnet would be constructed.

## Disadvantages:

1. Very high cost. At present, all of the 1985 downtown bond funds are committed to a variety of projects. If a decision was made to spend \$1.888 million now under this alternative then other projects such as the Docks, Northeast Neighborhood housing acquisition, Garage U parking structure, Crocker Art Gallery, Central Library would have to be drastically reduced or this project would have to be funded in four to five years from the next bond issue.
2. Cresnet would not function as well as barge according to tour boat captains.

## Alternative D

This alternative assumes the barge remain in its present location and constructs a new landing platform next to the Delta King with pedestrian connectors between the barge, Globe and Delta King (see Exhibit II ). The cost for this alternative as proposed (including construction, contingency, A & E and partial repayment to Delta King developers for payment of legitimate moorage costs previously incurred) is \$790,794.

# SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of  
the City of Sacramento  
May 13, 1986  
Page 7

## Advantages:

1. Lower cost than other alternatives. In addition to \$400,000 previously approved and committed to the Delta King for access and moorage systems, the Agency has \$214,000 in its present approved budget to complete connections from the Delta King to the Globe and the barge for a total of \$614,000. The difference between \$790,794 and \$614,000 is \$176,794 which will have to be augmented through a transfer of funds from the Docks project.
2. Existing tour boat facility would not be disrupted.
3. Construction sequence, timing of moorage, and access to Delta King to be handled and coordinated by one contractor/developer.

## Disadvantage:

1. Would not meet target date of July 2nd which means the Delta King would come up to Old Sacramento during the fall of 1986.

## Confirmation of previous action

On January 14, 1986, by Resolution No. 86-001 the Agency directed the Executive Director to take all steps necessary to construct and install moorage and access systems for the Delta King, including changes in the preparation of plans, bidding and award of bids. Agency staff and the developers of the Delta King have reached an agreement on the design and cost of the moorage and access system. Because time is of the essence and the complexity of coordination and physical connections of the Delta King to moorage systems, utilities, etc. it would be in the best interest of the City to have the Executive Director carry out the intent and direction under Resolution No. 86-001 by the suspension of competitive bidding and enter into a negotiated contract with the Delta King developers to construct all of the needed facilities related to this project. The developers have as a part of their team an experienced contractor who has recently constructed a large commercial marina on the Sacramento River in Sacramento County.

# SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of  
the City of Sacramento  
May 13, 1986  
Page 8

## FINANCIAL DATA

The approved budget to place access and moorage systems to the Delta King and walkway connector between the barge, Globe and Delta King is \$614,000. Alternative D will have a construction cost total of \$790,794. The shortfall of \$176,794 plus an additional contingency to cover any unforeseen problems and \$60,000 for barge enhancement for a total of \$360,000 would be made up of a transfer of funds from the "Docks" Area Project.

## ENVIRONMENTAL REVIEW

Environmental review is not required for actions requested in this staff report.

## POLICY IMPLICATIONS

The actions proposed in this staff report are not consistent with previously approved policy and therefore a change in the barge's temporary status to permanent is recommended because of the reasons outlined in Alternative D. However, the approval to moor a vessel or landing facility which is of a later period is consistent with the action regarding the Delta King and its access ways.

## VOTE AND RECOMMENDATION OF COMMISSION

At its regular meeting of May 19, 1986 the Sacramento Housing and Redevelopment Commission adopted a motion recommending adoption of the attached resolution. The votes were as follows:

AYES: Glud, Lopez, Luttrell, Moose, Pettit, Wooley

NOES: Angelides

ABSENT: Amundson, Sanchez

# SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of  
the City of Sacramento  
May 13, 1986  
Page 9

## RECOMMENDATION

Recommend approval of the attached resolution approving Alternative D specific plan, transferring \$360,000 from the "Docks" Area Project to the Old Sacramento Waterfront project, confirming previous Agency action on January 14, 1986 by authorizing the Executive Director to enter into a contract with Coyne & Company and Sierra National Construction Company for construction of waterfront facilities per approved plan at a construction cost not to exceed \$790,794, and approving a request to change the status of the existing landing barge from temporary to permanent.

Respectfully submitted,

*William H. Edgar*

WILLIAM H. EDGAR

TRANSMITTAL TO COUNCIL:

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Walter J. Slipe  
City Manager

Contact Person: Leo T. Goto, 440-1320

0028M

# RESOLUTION NO.

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF

May 27, 1986

AUTHORIZING APPROVAL OF THE RETENTION  
OF THE EXISTING BARGE AND CONSTRUCTION  
OF VARIOUS MOORAGE AND ACCESS SYSTEMS  
TO THE DELTA KING AND OTHER VESSELS ON THE RIVERFRONT

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY  
OF SACRAMENTO:

Section 1: Alternative D (retention of the existing landing barge, construction of a new landing platform adjacent to the Delta King and other related access and moorage systems) as shown in the attached site plan (Exhibit II) is hereby approved with the strong understanding the Agency will encourage a replacement of the present barge with an historically significant vessel.

Section 2: The Executive Director in carrying out the intent of Resolution No. 86-001 relating to the construction and installation of moorage and access systems for the Delta King is hereby authorized to suspend competitive bidding and enter into a negotiated contract with Coyne & Co., Inc. and Sierra National Construction Co. to construct the public facilities needed for access and moorage to the Delta King and pedestrain walkways between the Delta King, Globe and barge (as proposed per Section 1) not to exceed \$790,794 under a design-build approach. The justification for the suspension of competitive bidding procedures is attached hereto as Exhibit A.

Section 3: The specifications for this project shall be in accordance with the usual and customary specifications for other similar marina projects and shall adequately provide for health and safety without incurring excessive public costs.

Section 4: The Executive Director is hereby directed to apply to appropriate state and federal agencies to change the status of the existing barge from temporary to permanent and to apply as necessary to all permitting agencies for implementation of the the specific plan as approved in Section 1.

Section 5: The sum of \$360,000 shall be transferred from cost center 0457 to 0496.

\_\_\_\_\_  
CHAIR

ATTEST:

\_\_\_\_\_  
SECRETARY

EXHIBIT A

On January 14, 1986, by Resolution No. 86-001 the Redevelopment Agency directed the Executive Director to take all steps necessary to construct and install moorage and access systems for the Delta King, including changes in preparation of plans, bidding and award of bids. Agency staff and the developers of the Delta King have reached an agreement on the design and cost of the moorage and access systems. Because time is of the essence and because of the complexity of coordination and physical connections of the Delta King to moorage systems, utilities, etc., it is in the best interest of the City to have the Executive Director carry out the intent and direction under Resolution No. 86-001 by competitive bidding pursuant to Section 203 of the Sacramento City Charter and entering into a negotiated contract with Coyne & Co., Inc. & Sierra National Construction Co. to construct all of the needed facilities related to this project. The developers have as a part of their team an experienced contractor who has recently constructed a large commercial marina on the Sacramento River in Sacramento County.

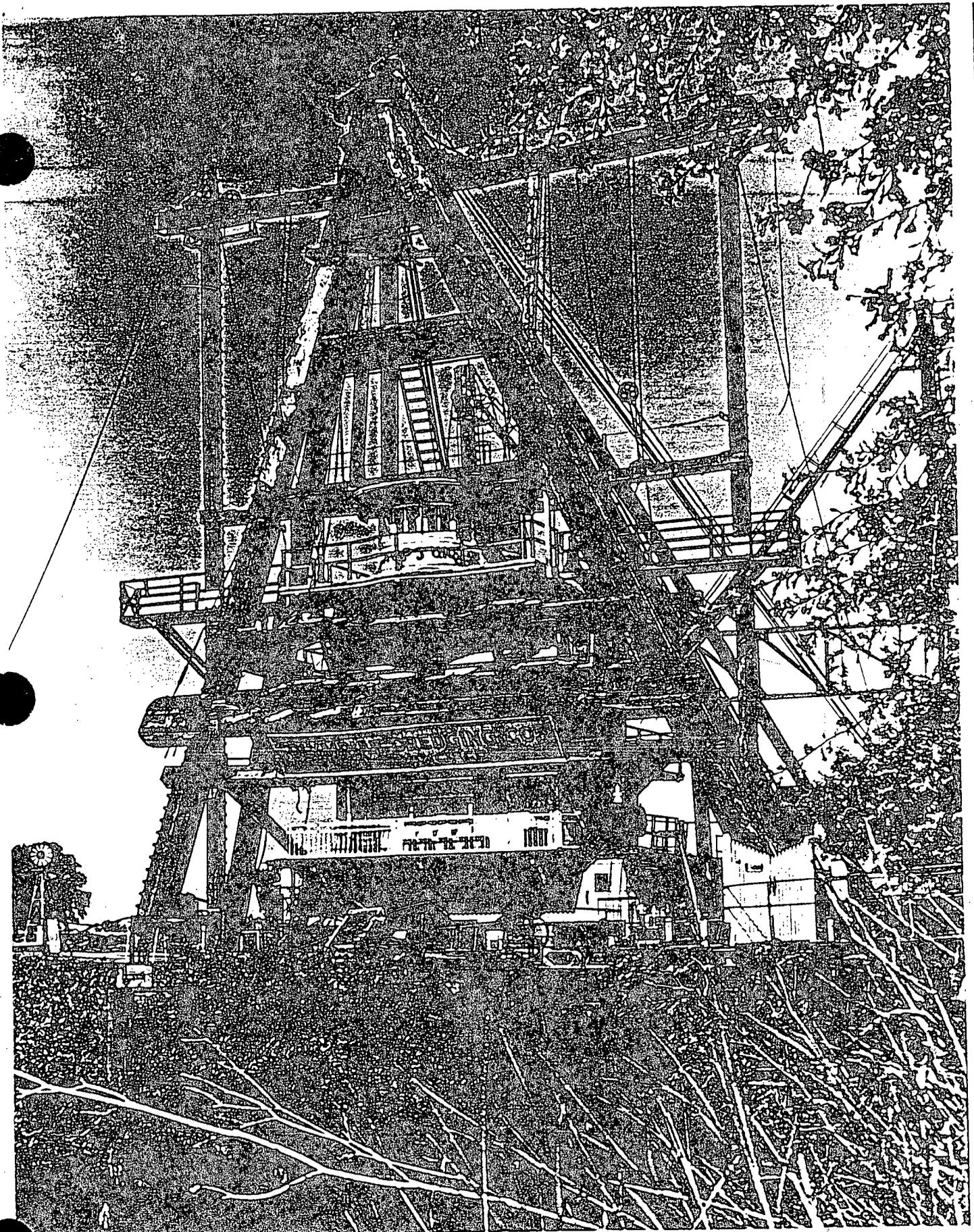


EXHIBIT I