

OLD SACRAMENTO
RIVERFRONT EMBARCADERO
AND K STREET BARGE
REPAIR PROJECT # PB15-030

APPENDIX

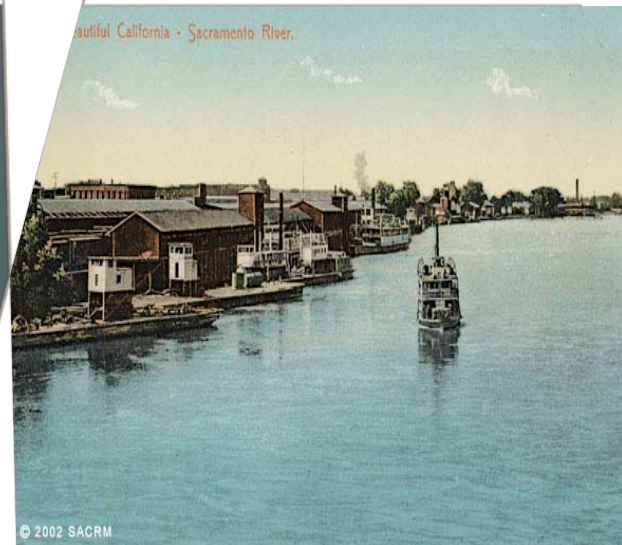
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CEQA HISTORICAL RESOURCES
IMPACTS ANALYSIS

Old Sacramento Riverfront Embarcadero and K Street Barge Project, Sacramento, California

CEQA Historical Resources Impacts
Analysis

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Document Information

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Cover Illustration: Historic Period Rendering of Sacramento Riverfront, image courtesy of Sacramento History Online, July 2015.

Summary of Findings

This report addresses potential impacts of the City of Sacramento's proposed Old Sacramento Riverfront Embarcadero and K Street Barge Project (Project) upon historical resources that are in and directly adjacent to the Project Area. Historical resources that are addressed as part of this analysis include three National Register of Historic Places (NRHP) listed resources: the Old Sacramento Historic District, a historical resource that is listed in the NRHP as a National Historic Landmark District (NHL) (Reference Number 66000219, listed 1966); the Delta King, a moored river steamship that is listed in the NRHP (Reference Number 78000797, listed 1978); the J Street / Sterling Shipwreck, remnants of a river vessel located at the foot of J Street, also listed in the NRHP (Reference Number 91000562, listed 1991). In addition to their NRHP status, all of the three resources are listed in the California Register of Historical Resources (CRHR), eligible as City of Sacramento Historic Resources, and historical resources for the purposes of the California Environmental Quality Act (CEQA) as codified in the criteria outlined in Section 5024.1 of the California Public Resources Code (PRC). In addition to the above three resources, this analysis includes review of California Historical Landmark Number 780, the site of the First Transcontinental Railroad, located adjacent to the Project Area and a historical resource for the purposes of CEQA.

The City of Sacramento Project analyzed as part of this study proposes to rehabilitate the Old Sacramento Riverfront Embarcadero; conduct upgrades on the K Street Barge; and improve a number of streetscape elements including lighting, bike path and pedestrian amenities, and small-scale landscape features in order to improve accessibility and correct deficiencies associated with deferred maintenance in the Project Area. For a location map of the Project Area please refer to **Figure 1-1**. For a detailed location map of the Old Sacramento Historic District in the Project APE please refer to **Figure 1-2**. For a site map indicating the location of the Delta King and the location of the J Street / Sterling Shipwreck in the APE, please refer to **Figure 1-3**. For detailed site plans of the Project and conceptual detail regarding Project elements please refer to **Appendix A**.

This impacts analysis follows the guidelines presented in the California PRC (Sections 21000 et seq.) and the California Code of Regulations (14 CCR Sec.15000 et seq.). The report summarizes the Project, presents a focused discussion of the history, significance, and character defining features of the associated historical resources, and analyzes potential impacts to the historical resources that may be caused by the proposed Project. The analysis concludes that the Project will not cause any substantial adverse changes to the historical resources addressed as part of this study, as the Project will not alter in an adverse manner any of those physical characteristics of the resources that justify their inclusion in the NRHP, CRHR, or the City of Sacramento Register of Historic Resources.

Table of Contents

| | |
|--|------------|
| Summary of Findings | 1-1 |
| 1 Project Description | 1-1 |
| 1.1 Introduction..... | 1-1 |
| 1.2 Project Location and Context | 1-1 |
| 1.3 Project Goals | 1-1 |
| 1.4 Project Components..... | 1-3 |
| 1.4.1 Phase 1 | 1-4 |
| 1.4.2 Phase 2 | 1-8 |
| 2 Description of Historical Resources | 2-1 |
| 2.1 Regulatory Framework | 2-1 |
| 2.2 Historical Significance and Character Defining Features..... | 2-2 |
| 2.2.1 Old Sacramento Historic District..... | 2-2 |
| 2.2.2 The Delta King Steamship | 2-3 |
| 2.2.3 J Street / Sterling Shipwreck..... | 2-4 |
| 2.2.4 California Historical Landmark Number 780 | 2-4 |
| 3 Impacts Analysis for Historical Resources | 3-1 |
| 3.1 Regulatory Framework..... | 3-1 |
| 3.2 Impacts Analysis..... | 3-1 |
| 4 Protection Measures..... | 4-1 |
| 5 Conclusions..... | 5-1 |
| 6 Bibliography | 6-1 |
| 7 Preparer’s Qualifications..... | 7-1 |

Appendices

Appendix A Old Sacramento Riverfront Embarcadero and K Street Barge Project Plan Set

Figures

| | | |
|-------------------|--|-----|
| Figure 1-1 | Project Location and Vicinity..... | 1-2 |
| Figure 1-2 | Old Sacramento Historic District Boundary, Source City of Sacramento | 1-3 |
| Figure 1-3 | Location of Delta King Steamship and Submerged J Street / Sterling Shipwreck | 1-3 |

Photographs

| | |
|---|------|
| Photograph 1-1: Overview of Existing Old Sacramento Embarcadero Bolted Wood Surface, Looking South | 1-4 |
| Photograph 1-2: Representative Floodwall Section..... | 1-5 |
| Photograph 1-3: Delta King with K Street Barge Access at Right, Facing North..... | 1-6 |
| Photograph 1-4: K Street Barge Stairs..... | 1-6 |
| Photograph 1-5: Hoistway and Elevator Accessing Delta King, Facing Southwest..... | 1-7 |
| Photograph 1-6: Cantilevered Pier Section at North End of Project | 1-9 |
| Photograph 1-7: California Pacific Steamers Building, Facing South..... | 1-10 |
| Photograph 1-8: One-Story Addition on California Pacific Steamers Building..... | 1-10 |

Acronyms

| | |
|---------|--|
| ADA | Americans with Disabilities Act |
| CalOSHA | California Occupational Safety and Health Administration |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| CRHR | California Register of Historical Resources |
| HRC | Historical Resources Commission |
| NHLD | National Historic Landmark District |
| NHPA | National Historic Preservation Act |
| NRHP | National Register of Historic Places |
| OHP | Office of Historic Preservation |
| PQS | Professionally Qualified Staff |
| PRC | Public Resources Code |
| SOI | Secretary of the Interior |

1 Project Description

1.1 Introduction

This section describes the Project as proposed by the City of Sacramento. In general, the Project includes resurfacing and rehabilitation of the Old Sacramento Riverfront Embarcadero; upgrades on the K Street Barge; and bike path and pedestrian amenities in order to improve accessibility and correct deficiencies associated with deferred maintenance in the Project Area. As described, the Project is to be implemented in two phases. **Phase 1** includes the removal and replacement of existing Embarcadero boardwalk and decking, replacement of existing wood fascia on the Embarcadero floodwall, repair of the existing K Street barge, dock, stairs, and elevator, lighting improvements, and a number of minor streetscape and infrastructural modifications. **Phase 2** includes several optional components that are still under consideration at the time of this writing: removal of a pier section at the north end of the Embarcadero, the development of a maintenance platform on the California Pacific Steamers Building on the riverside edge of the Embarcadero, and the redevelopment of a bike path through the Project Area. This effects analysis addresses both phases of construction, which are described in greater detail below. The following Project Description is adapted for this CEQA Impacts Analysis from a working Project Description developed by the Project planning team in consultation with the City of Sacramento.

1.2 Project Location and Context

The Project is located on the Old Sacramento Riverfront Embarcadero, downtown in the City of Sacramento along the east bank of the Sacramento River between I Street and L Street (**Figure 1-1**). The waterfront area was redeveloped in the mid-twentieth century and has become the Old Sacramento State Historic Park, which was registered as a National Historic Landmark in 1966. Old Sacramento preserves the 1870 riverside scene, with the Delta King, cobblestone streets, boardwalks, nineteenth century-styled buildings, and many other historic period elements.

The Project site is approximately 1.5 acres located along the Sacramento River. The Project is bounded on the west by the Sacramento River, Joe's Crab Shack, the Rio City Café, and the Delta King Hotel; on the north by the I Street Bridge; to the east by the Sacramento Southern Railroad alignment, a playground, shops and restaurants along Front Street; and on the south by Neasham Circle and the Tower Bridge. The railroad and park area immediately east of the Project Area and north of K Street is part of the Old Sacramento State Historic Park, which continues north of J Street to the I Street Bridge (**Figure 1-2**).

1.3 Project Goals

The primary objective of the Project is to correct deficiencies related to accessibility and deferred maintenance at the Riverfront Embarcadero and at the K Street Barge. The Project would address concerns with the existing boardwalk related to the deterioration of the wood timber decking walking surface and floodwall, and would improve access and structural integrity of the K Street Barge that supports the Delta King. In addition, the Project includes streetscape improvements, including the rehabilitation of the Embarcadero Canopies, placement of historically appropriate lighting, bike path resurfacing and infrastructural streetscape enhancements, as well as plantings and small-scale landscape enhancements and improvements. The purpose of these improvements is to make the Old Sacramento Embarcadero and surrounding Historic District accessible and safe for residents and visitors to enjoy, while maintaining the physical and contextual integrity of the historic assemblage.

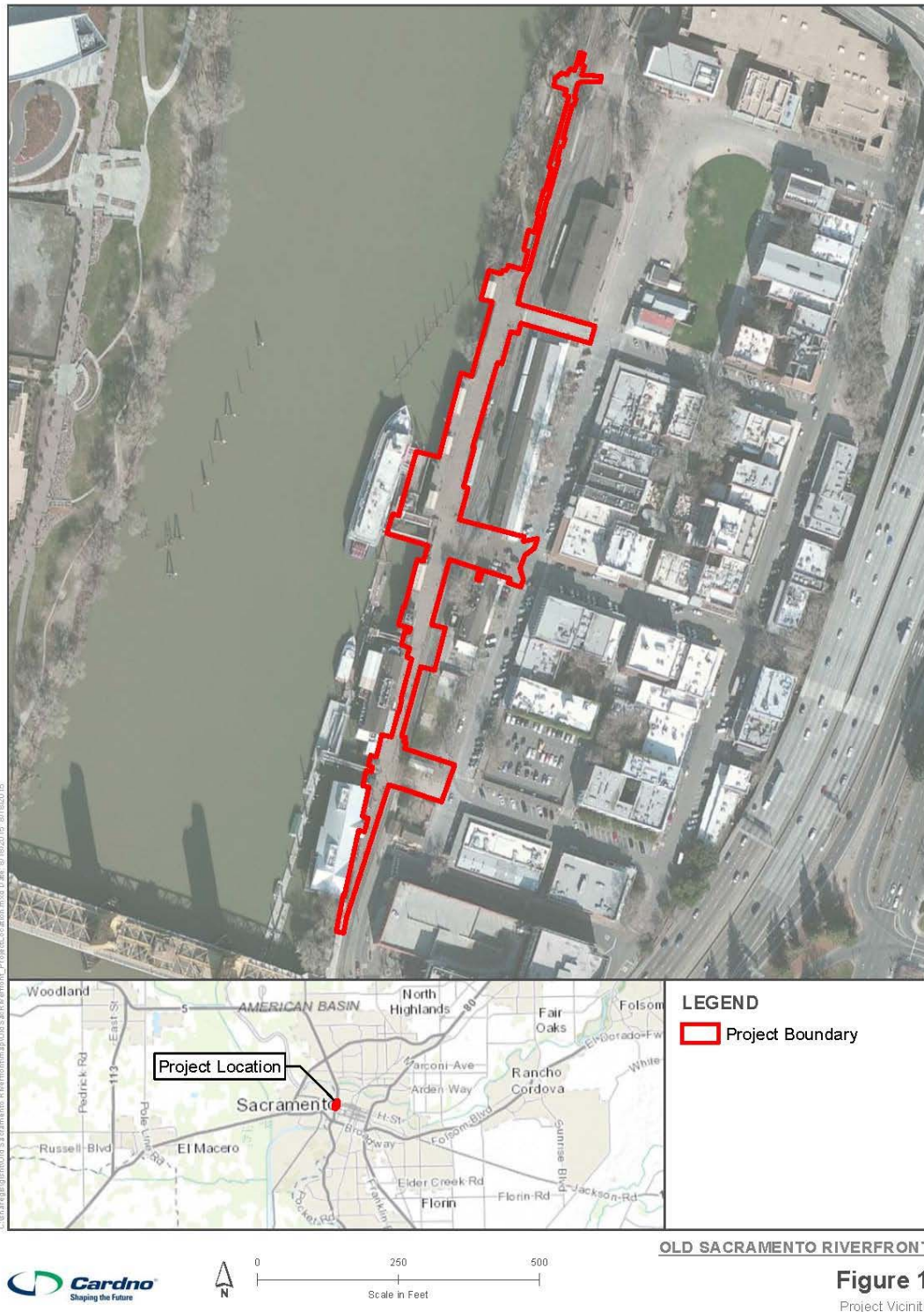


Figure 1-1 Project Location and Vicinity

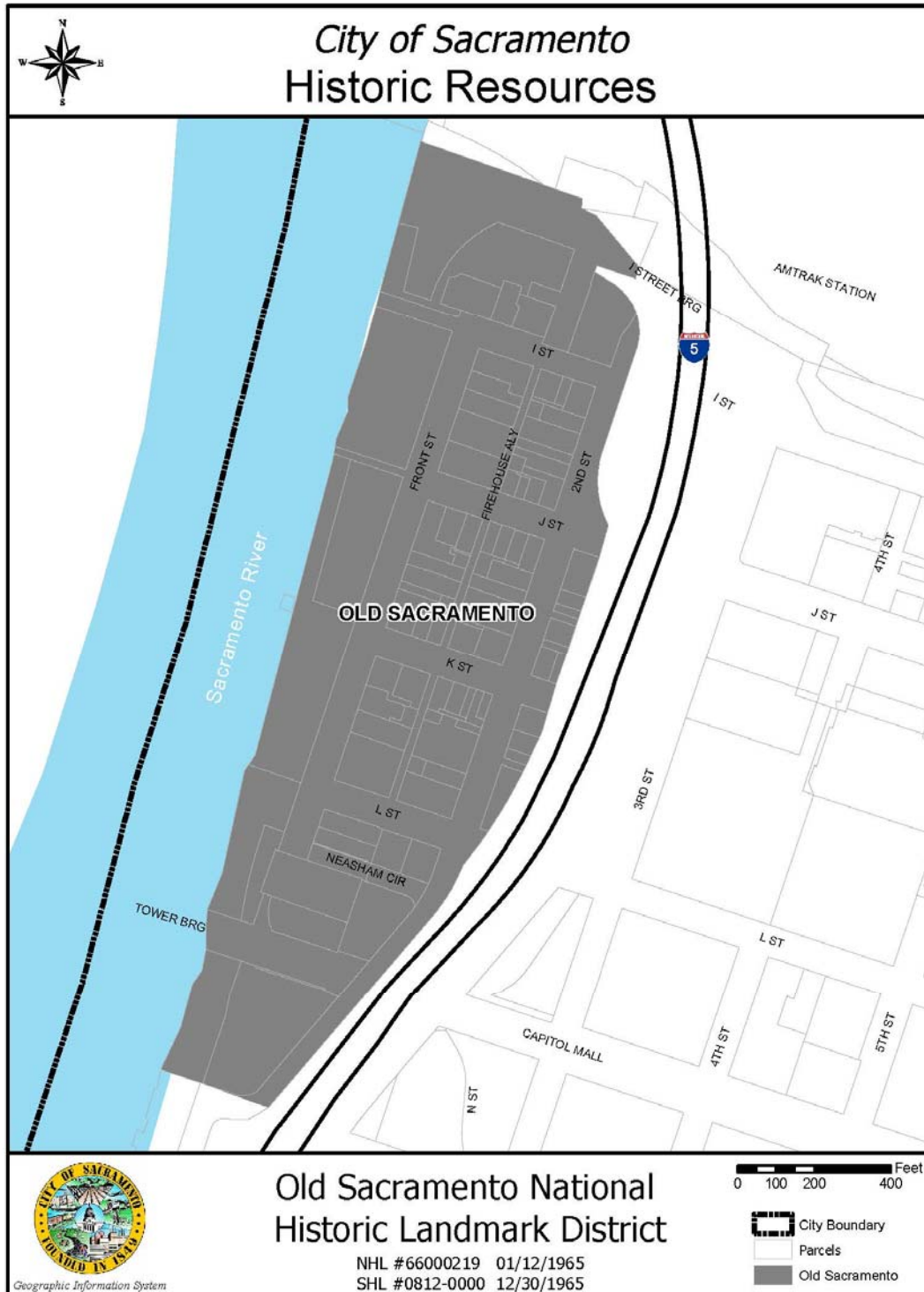


Figure 1-2 Old Sacramento Historic District Boundary, Source City of Sacramento



Figure 1-3 Location of Delta King Steamship and Submerged J Street / Sterling Shipwreck (Steamship circled and J Street / Sterling Shipwreck indicated with arrow)

Project goals include:

- Provide an accessible and American with Disabilities Act (ADA) compliant streetscape for visitors to Old Sacramento and the waterfront Embarcadero.
- Construct new features that may be easily maintained and repaired;
- Complement the Historic District's Character Defining Features in the Project design;
- Make improvements that are high quality, durable, and affordable; and
- Construct the project in a way that is environmentally acceptable and preserves Sacramento River water quality.

1.4 Project Components

As discussed, the Project will be implemented in two phases, Phase 1 and Phase 2. The components of each are discussed in detail below. As noted, at the time of this writing, components related to Phase 2 are still under consideration by the City of Sacramento. They are analyzed herein; however, in the event that they are incorporated into the Project.

1.4.1 Phase 1

1.4.1.1 *Embarcadero Boardwalk and Floodwall*

The existing Embarcadero boardwalk was constructed from 1984 to 1986 and is approximately 1,200 linear feet long with 60,000 square feet of exposed timber decking used as a walking surface. The riverfront boardwalk receives pedestrian and bike traffic from visitors of the Capitol Mall, the Historic Park, restaurants, and shops in the Old Sacramento Historic District. The docks west of the boardwalk area provide access to private and passenger boats as well as the K Street Barge that allows access to the Delta King Hotel. The existing wood boards are experiencing extensive wear and degradation. Numerous tripping hazards are present along the Embarcadero, as depicted in representative **Photograph 1-1**. The purpose of the replacement Project is to eliminate these safety hazards while maintaining the historic design character of the Embarcadero surface.

Currently, the wood boards of the Embarcadero Boardwalk are placed on a concrete slab-on-grade over aggregate base and are bolted in place (**Photograph 1-1**). The bolts were installed with the concrete slab. The repair proposed as part of the Project involves removing the wood boards with a backhoe and leaving bolts in the concrete. The remaining bolts would be snapped off at the concrete and left in place. Any damaged concrete would be repaired. The concrete slab would remain to provide the structure for installation of the new paving material replacing the existing wood boards. In addition, new concrete slab would be provided in areas of the boardwalk that currently do not contain an existing slab in order to support areas of new paving material. The new paving material will be constructed of stamped concrete designed to replicate wood grain with small areas of pavers placed over the existing concrete slab-on-grade. The stamped concrete was selected in order to provide a durable surface condition that would require low maintenance, be cost efficient, would maintain safe accessibility for users, and would not undermine the historic character and visual aesthetic of the Old Sacramento Embarcadero. Please refer to **Appendix A, Page A 1.12** for locational extent of boardwalk replacement and a visual depiction of the proposed stamped concrete surface.



Photograph 1-1: Overview of Existing Old Sacramento Embarcadero Bolted Wood Surface, Looking South

The Embarcadero features concrete and wood sheathed floodwalls along the alignment (**Photograph 1-2**). The top elevation of the wall is 34.5' msl. In several areas, the floodwall fascia is constructed from a timber section, mirroring the walkway surface. The repair will include removal of the existing deteriorated wood fascia boards on both sides and top of the existing flood wall, and replacement with a new wood on all sides that are exposed to public viewing. Flood wall surfaces that front the river, and thereby cannot be seen will remain exposed concrete. As such, all visible floodwall surfaces will be read as wood, as exists currently. The bolts would be cut or ground flush with the face of the wall and the existing blemishes patched to match the adjacent concrete surface. Low-profile ground-illuminating lights will be placed in the wood veneer on the easterly (land) side of the floodwall. The lights will be fed from the new conduit which will be run behind new wood where there are currently existing conduits for other feeds.



Photograph 1-2: Representative Floodwall Section

1.4.1.2 K Street Barge

Project work at the K Street Barge includes accessibility upgrades and structural repairs to maintain structural integrity. The barge services the Delta King and is an integral service component of the Delta King's access and operation. Project work involves accessibility upgrades at the existing north gangway from the boardwalk, including a new intermediate elevator stop and landing; elevator modernization and hoistway repairs; stair modifications to confirm to current code requirements; and various repairs to the barge relating to structural integrity, water tightness, ventilation and other deferred maintenance deficiencies.

The Delta King is moored to a dock that is mounted on the hull of the barge. On top of the barge is an elevator, gangway, and stairs that provide a mostly accessible (ADA compliant) path of travel from street level to the Delta King. The barge, as with the associated elements, rises and falls with the elevation of the river (**Photograph 1-3**).

The barge is in need of interior repairs to address leakage, rust, and proper closure to the elements. These repairs will be conducted on the interior of the barge and will not involve any alterations that will modify the obstruction to flow which results from the current barge. The repairs will not alter any aspects of the adjacent Delta King historical resource.



Photograph 1-3: Delta King with K Street Barge Access at Right, Facing North



Photograph 1-4: K Street Barge Stairs

The existing steel-framed stairs that extend from the upper landing to the barge level will be modified to conform to current code requirements as part of the project (**Photograph 1-4**). The existing riser height exceeds code maximum, the risers are open, and openings in the railings exceed code maximum. Replacement includes modifying the rise/run ratio and closing the vertical gap between the stairs. The existing wood treads will be reused, and new detailing will match the existing conditions so that the feature will largely maintain current appearance.

The existing barge elevator is contained in a steel and wood framed hoistway enclosure originally designed to reflect the architecture found within the Old Sacramento Historic District (**Photograph 1-5**). Repairs to the elevator will occur inside the hoistway and will not alter the horizontal or vertical footprint of the facility. There will also be repairs to some of the exterior siding and roof of the enclosure to address areas of rot or other wood decay. The siding repairs will replace in-kind and will not alter the exterior material type. The existing roof shingles will be replaced with corrugated metal, to mirror the shade canopies in the Project Area.

A new intermediate elevator stop and landing will be added midway between the barge level and upper level that connects to the gangway from the Embarcadero. The elevator enclosure will be modified to add the required opening. The landing at the new elevator stop will be connected directly to the Delta King by a new gangway. The new landing and walkway will match the existing architectural design and style.



Photograph 1-5: Hoistway and Elevator Accessing Delta King, Facing Southwest

1.4.1.3 Streetscape Enhancements

In addition to the two major Project components described above, Phase 1 of the Project involves a number of streetscape alterations and improvements, in order to provide a safe and accessible environment within a historically appropriate physical context. The Project proposes the following improvements, all of which are designed to be historically compatible and sympathetic to the surrounding resources. The improvements are listed below and depicted in the accompanying Plan Set included as **Appendix A**.

- The Project proposes new light fixtures that are sympathetic to the historic period surroundings. Lighting would consist of metal housing and fish hook crook arm poles, which are simple in form and plan and reflect the nineteenth century industrial and commercial themes of the area. Poles would be 12 feet high, and placed 20-25 feet to the easterly (land) side of the floodwall. Lighting would also be placed on the posts that are part of the shade structures on the elevated cantilevered sections of the Embarcadero. Light levels would substantially improve along the boardwalk for accessibility and safety.¹
- Replacement of six wood-frame shade structures/canopies. Replacement will be of same wood frame design with corrugated metal roofing. Ground surface will be wood decking below canopies.
- Stairs would be added to the cantilevered sections of the Embarcadero.
- ADA access ramps on the east side of the Embarcadero would be improved.
- Existing railings throughout the project area would be replaced with comparable railing features.
- Railroad crossings in the Project Area will be upgraded for ADA compliance, including in-situ replacement of rails at crossings and placement of precast concrete panels for pedestrian safety and accessibility.
- Wood would be overlaid on the cantilevered sections that are not on a concrete base.
- Bollards would be removed from access thoroughfares.
- Existing wood raised planters and benches would be removed, with compatible small-scale plantings and seating areas added.
- A minor one-story utility addition will be removed from the California Pacific Steamers Building, depicted in **Photograph 1-8**

1.4.2 Phase 2

1.4.2.1 Remove Pier Section

At the north end of the Embarcadero is a cantilevered section on the river side of the flood wall with the appearance of support from 12 driven piles adjacent to the river (**Photograph 1-6**). This section was constructed in the 1980s, with the remainder of the Embarcadero Boardwalk. The actual construction of the section is that the inboard side is attached to the concrete floodwall and the river side is marginally supported with a smaller number of piles. The piles are not driven into the riverbed, with the purpose of this wooden structure to support a water main under the deck. The area is in disrepair and is under consideration for removal as part of the Project. Removal of the pier would require placing construction scaffolding within the river edge in order to access the work area. The scaffolding would extend approximately five feet north-to-south at the pier site and 20 feet east-to-west at the river edge. Because this area is in close proximity to the J Street / Sterling Shipwreck, the Project will consult with the City of Sacramento Cultural Resources Staff to ensure that this proposed activity would not impact the wreck and

¹ Data on the development of light standards is derived from Benya Burnett Consultancy, *Old Sacramento Riverwalk Lighting Study Summary Report*, July 10, 2015

to mitigate any identified impacts. As planned, the scaffolding will be developed when the water is low, to avoid extending into the water and the potential of encountering archaeological material. Additionally, the Project will employ equipment to minimize any construction-period debris, avoiding inadvertent debris contamination in the riverbed. As an option to removal of the pier, the City is also considering leaving the pier in place and overlaying wood over the existing wood decking and adding a guardrail.



Photograph 1-6: Cantilevered Pier Section at North End of Project

1.4.2.2 California Pacific Steamers Building Maintenance Platform

The existing reconstructed California Pacific Steamers Building (reconstructed in 1986) is located north of the Rio City Café on the Embarcadero, in the Project Area (**Photograph 1-7**). The western façade is flush with the perimeter edge wood beams that face the river and as a result, maintenance on this building façade cannot be easily accessed. To accommodate the City's ability to access and properly maintain the western building façade, a 2" thick, 4' wide galvanized open metal grating maintenance platform is proposed. The maintenance platform will comply with California Occupational Safety and Health Administration (CalOSHA) requirements for fall protection by providing a galvanized steel guardrail along the platform perimeter. Structural support for the new maintenance platform will include steel channel ledgers attached to the existing concrete beams located under the building within the floodway. Construction of the maintenance platform would require the development of construction scaffolding, which would extend approximately five feet north-to-south and 20 feet east-to-west. The scaffolding will be developed when the water is low to avoid extending into the water, and the area is south of the location of the J Street / Sterling Shipwreck and as such has low archaeological potential.



Photograph 1-7: California Pacific Steamers Building, Facing South



Photograph 1-8: One-Story Addition on California Pacific Steamers Building

1.4.2.3 *Bike Path Upgrade*

The bike path from the I Street Bridge downstream to the boardwalk is on the riverside of the floodwall and needs upgrades to address safety and access issues. The upgrades include resurfacing, tree removal, widening, new guardrail, and removal of modern decorative wood beams, similar to the boardwalk area. The wood beams are 2-foot by 2-foot by 15 feet long and are attached to the floodwall. They serve a decorative function and their removal would decrease the amount of encroachment in the floodway.

The widening of the bike trail can be partially accomplished through removal of the decorative wood beams. Other widening points will require placement of fill and new pavement. Tree removal, including two London Plane trees, will occur in the area of the widening. To minimize encroachment, the widened sections could be on stem walls similar to existing sections. This would require excavating in the riverbank to construct a footing for the wall and then back filling behind the wall. This footing would be located about 10 feet toward the river from the existing floodwall and about 2 feet lower than the base of the floodwall. The upgrade of the bike path will require removal of modern fill material and the placement of new fill in the floodway. However, there will be no excavation into the levee prism and all excavation will be in modern fill.

2 Description of Historical Resources

The following section describes the regulatory status, evaluation context, and character defining features of the historical resources that are in and directly adjacent to the Project Area: the Old Sacramento Historic District, the Delta King, the J Street / Sterling Shipwreck, and California Historical Landmark 780, the site of the first Transcontinental Railroad. The section first discusses the regulatory framework, followed by a discussion of the evaluation context and character defining features of the resources.

2.1 Regulatory Framework

Under CEQA, the term “historical resource” includes the following [CCR §15064.5(a)]:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission (HRC), for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in an historic resources survey meeting the requirements of Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR (PRC §5024.1, Title 14 CCR, Section 4852) including the following:
 - (A) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
 - (B) Is associated with the lives of persons important in our past;
 - (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - (D) Has yielded, or may be likely to yield, information important in prehistory or history.
4. The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in an historical resources survey (meeting the criteria of Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

The Old Sacramento NHL, Delta King Steamship, and J Street / Sterling Shipwreck all meet Criterion 1, listed above: A resource listed in, or determined to be eligible by the HRC, for listing in the CRHR. As NRHP listed properties, the properties are automatically listed in the CRHR [Cal PRC 5024.1(d)1]. Additionally, the Old Sacramento Historic District is a California Historical Landmark and a State Historic Park. California Historical Landmark Number 780, the site of the First Transcontinental Railroad is also listed in the CRHR, as it is an identified historical landmark above 770.

2.2 Historical Significance and Character Defining Features

The following section summarizes the development context, significance evaluation, and character defining features of each of the historical resources discussed above. For those nominated to the NRHP, the discussion utilizes the information developed in the NRHP Nomination Forms for each.

2.2.1 Old Sacramento Historic District

The following summary is excerpted from the NRHP Nomination addressing the District, authored by James Dillon of the United States National Park Service (NPS) in 1975:

The Old Sacramento Historic District is an area of a few blocks beside the Sacramento River which still retains some of the flavor of the pioneering era of the city's history—about 1840-1870. While there are more old buildings clustered in this part of the city than any other, there are also more gaping holes in streetscapes, created by the destruction of many buildings. Attempting to remedy the visual patchiness of the area is a redevelopment commission, cosponsored by the City of Sacramento and the State of California, which is rehabilitating old buildings, constructing new ones in period dress, and even moving buildings from other places into the area. The result is, as of now, a project in progress, is mixed, varying from feelings of authenticity to staginess, as one moves from street to street...

Front Street and Second Street are the two most unified streetscapes generally lacking the interrupted line of buildings on the East-West streets...The importance of the area derives from the collection of buildings there whose historical associations are very strong, and which have affected the development of the city of Sacramento and the settlement of California and the Far West. Most important among them are the B.F. Hastings Building, western terminus of the Pony Express, the Big Four Building, moved to the district from elsewhere, wherein was planned the Central Pacific Railroad, the Adams Building, the second and last Pony Express Terminal, and the Darius Ogden Mills Bank, associated with the financing of the Comstock Mine.

Many other buildings are of interest too, presenting the flavor of the town's commercial district through hotels, saloons, warehouses, stage offices, and various small businesses and shops, largely used now as boutiques, antique stores, and tourist shops.

The NRHP Nomination Form identified four primary themes of significance for the District: Communications; Exploration / Settlement; Transportation; and Mining, within a Period of Significance that generally extended from 1840-1880. While the nomination did not include Criteria for Significance, it is assumed from review of the nomination and site research that the District qualifies for significance under NRHP Criteria A, B, and C, or CRHR Criteria 1, 2, and 3 for its associations with significant themes of development in California and the West, association with important individuals, and architectural significance.

Within this context, the NRHP Nomination Form identified the Embarcadero as an "important historic site" which served as the riverboat landing at Sacramento from 1839-1881. At this site, "steamboats landed tons of freight from San Francisco at the Sacramento docks, and from here it was carried by pack mule, trains, and wagon, up into the northern mining camps." It is important to note, that the materials and streetscape of the present-day Embarcadero date largely to the 1980s, with the boardwalk and associated streetscape features from that period. In essence, however, the nomination identified the overall river concept of the river frontage element as important to the significance of the district.

Character Defining Features are those visual and physical characteristics that contribute to a resource's significance. These features are integrally related to a resource's period and area of significance, consisting of the physical characteristics of a resource that display, illustrate, or embody significant associations. While the NRHP Nomination addressing the Old Sacramento Historic District does not specify Character Defining Features, based on review of the recordation and site documentation undertaken as part of this project, features appear to include: the district's significant buildings and building features, contextual and physical associations with the Sacramento River including the Embarcadero area, historic period themed streetscape infrastructure, and mixture of transportation-related infrastructure (i.e. physical associations with railroad, steamboat travel, etc.). While not a Character Defining Feature, as documented in the NRHP Nomination, a notable characteristic of the district is its varied integrity and physical form, with areas of high authenticity coupled with areas that have been subject to ongoing alteration, physical rearrangement or movement, rehabilitation, and re-creation.

The Old Sacramento Historic Park has been subject to ongoing long-range planning goals, most recently in 2014 with the *Old Sacramento State Historic Park and California State Railroad Museum General Plan and EIR*, which provides a key planning tool for district management and interpretation. In this document, the vision for the district is laid out as follows:

The purpose of Old Sacramento State Historic Park is to preserve, study, restore, reconstruct, and interpret, for the education, recreation, and entertainment of the broadest possible audience, the story of the City of Sacramento: its Gold Rush roots; the development of commerce, communication, and transportation systems through the 1870s; and their impacts on cultural and natural resources in the development of the city, region, state, and nation.²

2.2.2 The Delta King Steamship

The following summary is excerpted from the NRHP Nomination addressing the Delta King Steamship, authored by Edward J. Cereghino of the City of Rio Vista City Council in 1977. Please note, at the time the nomination was drafted, the Delta King was moored south of Sacramento, in Rio Vista. The ship was subsequently moved to Sacramento in 1984, after years of neglect that included over a year of partial submerging:

The Delta King, our last remaining sternwheeler in the Delta, was originally owned by the California Transportation Company. It was fabricated in Glasgow, Scotland and assembled in Stockton, California at a cost of \$875,000.00. It weighed 1837 gross tons, was 250 feet long with a 58 foot beam; had a draft of 11.5 feet, had a boiler pressure of 225 pounds; had compound engines generating 2,000 horsepower with a stroke of 10 feet; and had a steel hull, which is still in good condition...

The Delta King, the last of the large river steamers to be built is a significant part of the Sacramento Delta's history. During the late 1920s and early 1930s the vessel plied the waters of the Sacramento River between San Francisco and Sacramento, making stops at Rio Vista (until 1932) and other ports along the way. She hauled cargo from San Francisco to Sacramento and back again while also providing rather stately transportation for those passengers wishing to traverse that route...This vessel represents an important aspect in Northern California's transportation history, the relationship between steamboat and trucking is graphically depicted.

The NRHP Nomination Form identified two primary themes of significance for the Delta King: Commerce and Transportation, within a Period of Significance that generally extended from 1923 construction to the end of regular vessel operation in the mid-1930s. While the nomination did not include Criteria for Significance, it is assumed from review of the nomination and site research that the Delta King qualifies for significance under NRHP Criteria A and C, or CRHR Criteria 1 and 3 for its associations with significant

² *Old Sacramento State Historic Park and California State Railroad Museum General Plan and EIR*, California State Parks, June 2014

themes of transportation development in California and architectural significance as a major early twentieth century Delta steamship.

While the NRHP Nomination addressing the Delta King Steamship does not specify Character Defining Features, based on review of the recordation and site documentation undertaken as part of this project, features appear to include: the ship's mass, scale, plan, and design; steel hull; operational features including paddle wheel; and physical associations with shipping and transport. It is important to note that at present the Delta King retains very few original features other than its overall mass and steel hull, as all interior features have been replaced, the original paddle and engines removed, and original operational and interior configurations altered. Despite these changes, however, the ship still retains strong feeling and association as an early twentieth century steamship.

2.2.3 J Street / Sterling Shipwreck

The following summary is excerpted from the NRHP Nomination addressing the J Street / Sterling Shipwreck, authored by James P. Delgado of the NPS in 1987:

A shipwreck, which may be the storeship Sterling lies under 30 feet of water, perpendicular to the shore, in the Sacramento River, California. The vessel remains extend 82 feet, 7 inches from the floodwall of the river at the foot of J Street in the City of Sacramento. The vessel is partially buried beneath five to ten feet of rip-rap composed of small to medium sized cobbles and large granite blocks. The vessel remains are also partially covered by a second wreck, which may be a flat-bottomed river boat or barge. The bottom around the wrecks is composed of sand, silt, and gravel. Numerous ceramics and glass artifacts and iron debris, including pipe, ore carts, wire, and parking meters litter the immediate riverbed...

The wreck which lies at the foot of J Street, which may be the remains of the brig Sterling built in Massachusetts in 1833, is of national significance because of her association with California Gold Rush. This event undeniably shaped the economic history of the United States, the development of the Pacific Coast, and the founding of the major ports of Sacramento and San Francisco. Her participation in maritime commerce and transportation on the eastern seaboard prior to the Gold Rush contributes to her significance. As approximately 60% of her hull remains intact, she is of national significance as an excellent example of early nineteenth century coastal sailing craft naval architecture. Documenting her construction will yield important information on early nineteenth century shipbuilding. Moreover, her interior will likely yield abundant artifact deposits documenting her role as the only known surviving Sacramento storeship and dispersion point for goods entering the gold fields from around the world. The remains of the second vessel are considered a non-contributing element.

The NRHP Nomination Form identified a Period of Significance of 1849-1855, with Areas of Significance (Themes) of maritime history, commerce, transportation, and archaeology (historic period). The Criteria for Significance included NRHP Criteria A and D or CRHR Criteria 1 and 4 for its associations with significant themes of commercial, maritime, and transportation development in Gold Rush California and the United States and for its archaeological data potential.

While the NRHP Nomination addressing the J Street / Sterling Shipwreck does not specify Character Defining Features, based on review of the recordation and site documentation undertaken as part of this project, features appear to include: the ship's remaining mass, scale, plan, and design as well as any remaining submerged artifacts associated with the wreck.

2.2.4 California Historical Landmark Number 780

California Historical Landmark Number 780, the site of the first Transcontinental Railroad denotes the site where Governor Leland Stanford turned the first spade of earth to begin construction of the Central Pacific Railroad on January 8, 1863. After more than six years of labor, crews of the Central Pacific Railroad from the west and the Union Pacific Railroad from the east met at Promontory, Utah where, on May 10, 1869, Stanford drove the gold spike signifying completion of the First Transcontinental Railroad. The Central

Pacific Railroad, forerunner of the Southern Pacific Company, was planned by Theodore D. Judah and constructed largely through the efforts of the 'Big Four'-Sacramento businessmen Leland Stanford, Collis P. Huntington, Charles Crocker, and Mark Hopkins.

The general location given for the site is Old Sacramento State Historic Park, at the foot of K Street adjacent to Front Street. While no extant portions of the rails and ties of the alignment remain to date, this general development site is in and adjacent to the Project Area and the general topography of the Project Area is reflective of the land development and levy building that accompanied development of the historical railroad alignment.

While it does not appear that any formal Period of Significance has been identified, it would likely be 1863-1869, when the railroad was initiated and completed. The Criteria for Significance would include CRHR Criteria 1 and 3 for its associations with significant themes of transportation development in California and the United States and for its engineering accomplishments.

While no recorded extant remnants of rails, ties, or associated features are known to exist in the Project Area, Character Defining Features of the site would include evident interpretive associations to the railroad alignment, including the general alignment path, interpretive potential between the waterfront levy and the alignment path, and associations to transportation and commercial development related to the alignment.

3 Impacts Analysis for Historical Resources

3.1 Regulatory Framework

CEQA requires that California public agencies identify the significant environmental impacts of their actions and either avoid or mitigate those impacts. This impacts analysis was prepared to assist the City of Sacramento, as well as the general public, to understand the potential for impacts that may be caused by the Project, and if such impacts are identified, how those impacts may be avoided/and or minimized.

The CCR, beginning with 15064.5(b), defines significant impacts for historical resources as follows:

1. Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
2. The significance of an historical is materially impaired when a project:
 - A. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or
 - B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
 - C. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for the purposes of CEQA.
3. Generally, a project that follows *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (1995, Weeks and Grimmer), shall be considered as mitigated to a level of less than a significant impact on the historical resource.
4. A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of the historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

3.2 Impacts Analysis

The proposed Project will not cause a substantial adverse change in the significance of the Old Sacramento Historic District, the Delta King Steamship, the submerged J Street / Sterling Shipwreck, or California Historical Landmark Number 780 through the physical demolition, destruction, relocation, or alteration of the resources or their immediate surroundings such that the resources would be materially impaired. The Project components adhere to *The Secretary of the Interior's Standards for Rehabilitation*, and do not undermine any of the physical characteristics that convey the historical significance of the resources. Each of the Secretary's Standards are discussed in the following section.

1. *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

The Project will not change the use or function of the any portion of the Old Sacramento Historic District, the Delta King, the J Street / Sterling Shipwreck, or California Historical Landmark Number 780. The Embarcadero will remain an active and vital portion of the District, with the improvements providing a more accessible and safe pedestrian corridor that serves as a nexus between the streets of Old Sacramento and the Sacramento River in a manner that is in keeping with the historical themes that define the resource. The barge repairs will not undermine the continued use of the Delta King as a moored-passenger steamship, with the improvements fostering access and safety while maintaining the integrity of the Delta King historical resource. The work will not undermine interpretive potential of the transcontinental rail site, with the streetscape alterations not undermining the site's transportation and rail associations.

2. *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

The Project will retain and preserve the distinctive materials, features, spaces, and spatial relationships of the adjacent historical resources. The repair of the Embarcadero features, including the boardwalk and flood walls, and optional work on the cantilevered pier will maintain the Embarcadero as a nexus between the City and the river, a Character Defining Feature of the Old Sacramento historical resource. The features that will be removed as part of the repair are generally modern in their construction, largely from the 1980s, and as such are not distinctive materials associated with the significance of the district or the transcontinental rail site. Similarly, repair of the Sacramento barge will be limited to non-historic service components, and will not remove any material from the barge itself. Further, the K Street Barge project will serve to foster improved access and will not alter any spatial relationships or spaces that are significant to an understanding of the Delta King's role as a steamship. Lastly, the project will not remove or alter any features related to the submerged J Street / Sterling Shipwreck.

3. *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

The Project will not create a false sense of historical development that will undermine the adjacent historical resources. As discussed in Section 2.2.1 of this document, the Old Sacramento Historic District is characterized by varying levels of historical authenticity, with notable concentrations of highly significant historical resources coupled with areas that have been modified, moved, or otherwise re-created as part of the ongoing interpretation and development program of the district. Within this context, the existing Embarcadero is largely a modern creation, with the design and materials added in the 1980s to resemble an appropriate historical setting based on the history of the district. In large, the existing design was developed to convey the Embarcadero's role as a nineteenth century riverfront and transportation hub. The proposed Project features have been designed to reflect this core identity without creating a false sense of history. The woodgrain stamped concrete, light standards, canopies, and other streetscape features all are compatible with the historic design and setting of the district and do not undermine the area's materials, workmanship, design, setting, feeling, association, location, nor do they propose to pretend to be historic period material. Similarly, the repairs to the K Street are utilitarian and serve to augment access and safety, and as such do not present any false sense of history or physical development of the historical resources. Lastly, the repairs will not introduce any aspects that undermine associations to the development of railroad resources in the Project Area, including the site of California Historical Landmark Number 780.

- 4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

The Project will not remove any features of the adjacent historical resources that have gained significance in their own right following the period of significance for the resources. As previously discussed, the Project proposed to make repairs to the wood members of the Embarcadero, which were added in the 1980s. These features are common and utilitarian in form and have not gained significance. Rather, the primary significance of the Embarcadero is its waterfront role, which will be preserved and maintained by the Project. Similarly, the K Street Barge is a largely utilitarian component of the Delta King and is not significant in and of itself. The repair to the barge will ensure that it continues to serve the Delta King historical resource. Lastly, the optional removal of a minor addition from the California Steamers Building will not undermine any features that have gained significance in their own right. The addition is utilitarian in form and was constructed in the 1980s as a minor utility area for the reconstructed building. The project will not alter any interpretive elements of California Historical Landmark Number 780.

- 5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

The Project will not undermine the distinctive materials, features, finishes, and construction techniques that characterize the adjacent historical resources. While the Embarcadero portion of the Project will be removing the 1980s wood from the boardwalk area, the Project proposes to replace the wood with durable and compatible stamped concrete that features a subtle wood grain finish that conveys a historically sympathetic design to the surrounding historical resources. Further, the Project will retain major concentrations of wood, namely along the raised flood walls, in the shade canopies, and along the remainder of the district's boardwalks such that the overall sense of time and place will be maintained. Additionally, the Project will maintain other important interpretive design features, including interpretive remnant railroad rails in the Embarcadero area, further unifying the new construction with the remainder of the District and surrounding resources. The Project will not remove any features from the Delta King, with the work limited to the service barge

- 6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

As discussed above, the features that will be removed as part of the Project are modern, including the Embarcadero material, streetscape features, and floodwall features. As such, the proposed Project will not physically impact or remove any historic period feature that contributes to the significance of the adjacent historical resources.

- 7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

The Project will not subject any historical resources to chemical or physical treatments, with Project activities limited to removal and repair of non-historic period elements. Project activities are limited to the following components: Mobilization, including haul/dump trucks, concrete trucks, gravel trucks, worker vehicles; Removal of debris, including backhoe and bobcat; Minor Grading, including digging and clearing – excavator, bobcat, compactor, and hand tools. None of these associated activities will generate direct or indirect impacts, including vibration, that have the potential to damage historical resources. Further, it is recommended that Project personnel be instructed regarding the presence and significance of the historical resources in order to prevent any inadvertent damage, as discussed in Section 4: Protection Measures.

8. *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

The J Street / Sterling Shipwreck is the sole identified archaeological historical resource adjacent to the Project Area. The wreck is submerged below the Sacramento River at approximately 80 feet from the foot of J Street, buried under rubble and debris. None of the proposed Project activities will physically disturb the wreck, with its location outside of the Project Area. Should Project activities associated with the proposed pier removal under Phase 2 be found to have the potential to impact the wreck or associated features, the Project will work with the City of Sacramento to avoid such impacts in Project planning. Additionally, as the wood of the Embarcadero is laid on modern concrete, ground disturbing activities associated with boardwalk removal do not have the potential to disturb archaeological resources. As discussed above, it is recommended that Project personnel be informed of the presence and significance of the resources in the event of any inadvertent discoveries during Project activities.

9. *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

The new construction that is proposed as part of this Project will not destroy historic materials, features, and spatial relationships that characterize the adjacent historical resources. Project components generally include repairs and rehabilitation to Embarcadero and K Street Barge, with additional components including lighting, the optional removal of a single non-historic period addition from the Pacific Steamer Building as well as the optional construction of a minor utility platform on the riverfront side of the building. As a whole, the Project components are intended to return this area of the Old Sacramento Historic District to use as an accessible and safe thoroughfare that unites Old Sacramento with the riverfront, a historical characteristic that is central to the significance of the District. While the new work will contain some new design features, including the stamped concrete paving, new light standards, and other small-scale streetscape features, the material, design, and feeling of the new materials is in keeping with the historic setting of the District. As a small utility feature, the potential Steamer platform will not undermine the visual integrity of the riverfront or Steamer Building, as the riverfront has always been defined by an interplay of docks, piers, barges, and other infrastructure that extends between the water and streetscape. The addition of streetscape plantings has been designed to not interfere with user's experience of the waterfront, with plantings generally on the east side of the Embarcadero and of a low form that does not impinge upon the waterfront setting. The plants are of a variety of generally native species, and while the concept of landscaping departs from the generally utilitarian operations of the historic waterfront, the low profile, generally modest form, and spatial arrangement of the plants has been designed to defer to the open waterfront setting and present a sympathetic active streetscape. Lastly, none of the proposed activities seek to replicate or re-create, rather as a whole the Project seeks to introduce a sympathetic and durable streetscape that allows visitors to engage with the historically significant riverfront space.

10. *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The streetscape and utility Project could be removed, altered, or modified in the future without harming the essential form, spaces, and significance of the surrounding historical resources. In essence, the Project is part of a series of modern rehabilitative activities that have shaped the District and the Delta King since development at the site, with the goal of the Project to provide a historically sympathetic interstitial space within the District and between the riverfront, the Delta King, and the associated interpretive railroad corridor.

4 Protection Measures

While it is not anticipated that the Project has the potential to cause a substantial adverse change to any historical resources, this analysis recommends several protection measures to prevent inadvertent damage to the Old Sacramento Historic District, the Delta King Steamship, the J Street / Sterling Shipwreck, California Historical Landmark 780: the site of the First Transcontinental Railroad, or any other historical resources in the Project vicinity.

- Project personnel working on the site should be briefed on the sensitivity of the adjacent historical resources.
- Heavy equipment and/or trucks should maintain adequate distance from built environment resources along the Embarcadero during Project activities to prevent inadvertent damage.
- No Project activities that could cause vibration of greater than .20 Peak Particle Velocity (PPV) (inch/sec) should take place within 100 feet of built environment resources on the Embarcadero. It is not anticipated that any such activities will be part of the proposed Project.
- Compliance and monitoring procedures should be established to avoid any inadvertent damage.
- The Project will consult with City of Sacramento Cultural Resources Staff regarding protection of the J Street / Sterling Shipwreck under Phase 2 pier removal activities. Should these activities be found to have the potential to impact the wreck or associated features Project plans will be adjusted to account for such impacts and, if necessary, underwater archaeologists will be engaged to mitigate identified impacts. It is anticipated that all scaffolding work will be done at low-water, with the scaffolding largely developed on dry land at the river bed edge, thereby avoiding unanticipated impacts. In addition, the Project will employ construction protections to prevent debris from contaminating the site.
- While there are no known physical resources associated with California Historical Landmark Number 780: the site of the First Transcontinental Railroad, the Project will not alter the railroad associations and interpretive potential of the site by removing or materially altering any railroad-related elements or sites, including representative interpretive rails embedded in the Embarcadero, the alignment of the adjacent Sacramento Southern Railroad, which runs through the Old Sacramento State Historic Park, and California Historical Landmark Number 598, the site of the first stage and railroad, located at the northwest corner of K and Front Streets adjacent to the Project Area. By retaining all railroad features in the Project Area, the Project will maintain associations to the importance and ongoing development of railroad technology as a key element for interpretation.³
- In addition to the historical resources that are in or directly adjacent to the Project Area, there are several historical resources in the general Project vicinity including the Tower Bridge, Hollow Sidewalks, Capitol Mall, and the Transcontinental Railroad Terminus and SPRR Railroad Shops. While the Project does not appear to have the potential to impact any of these resources, Project planners will monitor all Project activities for the potential for vicinity impacts. Should such impacts be identified, additional impacts analysis will be developed.
- As part of their standard CEQA noticing procedure, the City of Sacramento will notice all potentially interested tribal representatives regarding Project activities.

³ The Sacramento Southern Railroad does not have status as a cultural resource; California Historical Landmark Number 598 has an OHP Status of 7L: State Historical Landmark 1-769 and Points of Historical Interest designated prior to January 1998, needs to be reevaluated using current standards.

5 Conclusions

This impacts analysis followed the guidelines presented in the California PRC (Sections 21000 et seq.) and the California Code of Regulations (14 CCR Sec.15000 et seq.). The report summarized the Project, presented a focused discussion of the history, significance, and character defining features of the associated historic resources, and analyzed potential impacts to the historical resource that may be caused by the proposed Project. The analysis concludes that the Project will not cause any substantial adverse changes to the historical resources addressed as part of this study, as the Project will not alter in an adverse manner any of those physical characteristics of the resources that justify their inclusion in the NRHP, CRHR, or the City of Sacramento Register of Historic Resources. The Project complies with *The Secretary of the Interior's Standards for Rehabilitation*, and does not undermine any of the physical characteristics that convey the historical significance of the resources. Rather, the Project provides a historically appropriate and sympathetic rehabilitation of a key spatial and functional area of the Old Sacramento Historic District, the Delta King, the interpretive sites of the First Transcontinental Railroad, and the J Street / Sterling Shipwreck.

6 Bibliography

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7 Preparer's Qualifications

Senior Architectural Historian Polly Allen authored this report, conducting all research, fieldwork, and analysis in support of the Project. Ms. Allen holds an M.S. in Historic Preservation from Columbia University and a B.A. in American History from the University of Wisconsin-Madison. Ms. Allen has over ten years of experience in cultural resource management and architectural documentation and has served as Lead Architectural Historian on a wide range of inventory and evaluation projects across California. Ms. Allen's professional expertise encompasses a wide range of documentation, including CEQA Analysis, Section 106 analysis, Historic American Building Survey, Historic American Engineering Record, (HABS/HAER), and NRHP Documentation. Based on her level of experience and education, Ms. Allen qualifies as an Architectural Historian and Historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

Old Sacramento Riverfront
Embarcadero and K Street
Barge Project

CEQA IS/MND APPENDIX B – CEQA
HISTORICAL RESOURCES
IMPACTS ANALYSIS

APPENDIX A
Site Plans

OLD SACRAMENTO RIVERFRONT EMBARCADERO AND K STREET BARGE PROJECT

SCHEMATIC DESIGN

7/15/15



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SCHEMATIC DESIGN

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ISSUE/REVISION DATE

COVER

Project Number

Project Number

Drawn By

Author

Checked By

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PROJECT TEAM

| | | | | | |
|------------|--|---------------|---|--------------------|---|
| OWNER | CITY OF SACRAMENTO 5730 24th Street, Building 4 Sacramento, California 95822 Office (916) 264-5011 Contact: Kirk Thompson | LANDSCAPE | WOOD RODGERS 3301 C Street, Building 100-B Sacramento, California 95816 Office (916) 341-7760 Contact: John Nicolaus | ACCESSIBILITY | CALCASP 507 Silva Ave. Marysville, California 95901 Office 1-800-582-6178 Contact: Mark Wood |
| CONTRACTOR | UNGER CONSTRUCTION CO. 910 X Street Sacramento, California 95818 Office (916) 325-5500 Contact: Mark Wheeler | MECHANICAL | PETERS ENGINEERING 2411 Alhambra Blvd, Suite 100 Sacramento, California 95817 Office (916) 447-2841 Contact: Jan Black | BARGE AND GANGWAYS | GHD 505 Montgomery Street, Suite 2300 San Francisco, California 94111 Office (415) 283-4970 Contact: Craig Lewis |
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Table of abbreviations for construction documents, listing terms like ANCHOR BOLT, AGGREGATE BASE, ACCIDENTAL, AREA DRAIN, etc., with corresponding codes.

Table of materials and their symbols, including EARTH, ROCK FILL, SAND/MORTAR/PLASTER, CONCRETE CAST-IN-PLACE, WOOD FRAMING THROUGH MEMBERS, etc.

MATERIALS 12" = 1'-0"

Table of machine abbreviations, listing terms like MACHINE MATERIAL, MAXIMUM, MACHINE BOLT, MEDICINE CABINET, etc., with corresponding codes.

Table of symbols for various construction elements, including CONTRACTOR RESPONSIBILITIES, APPLICABLE CODES, and CONSTRUCTION DOCUMENTS.

Table of contractor responsibilities, detailing the contractor's obligations regarding drawings, specifications, and construction practices.

Table of general notes, providing additional information and instructions for the project, such as material specifications and construction details.

Table of applicable codes, listing the relevant building and mechanical codes for the project, including California Building Code and Mechanical Code.

Table of code analysis, detailing the specific sections and requirements of the applicable codes that apply to the project.

Table of authorities having jurisdiction, identifying the relevant regulatory agencies and their roles in the project.

Table of mechanical and plumbing specifications, detailing the requirements for the project's mechanical and plumbing systems.

Table of typical notes, providing general information and instructions for the project, including notes on materials, workmanship, and safety.

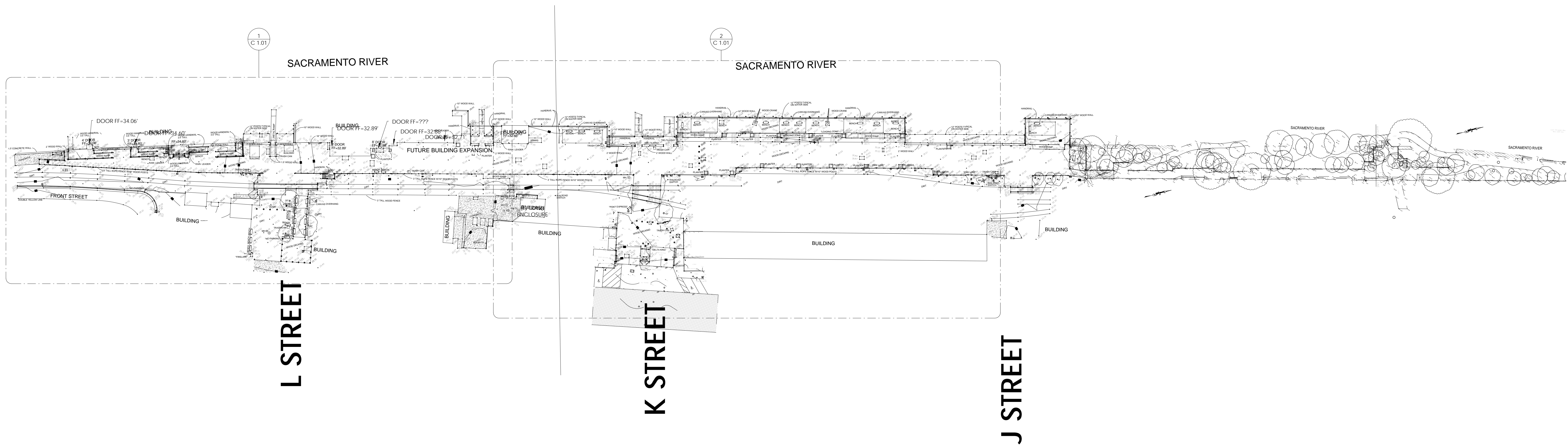
Table of symbols for mechanical and plumbing systems, including symbols for pipes, valves, and equipment.

Main title block containing project information, including project name (DELTA KING BARGE - ELEVATOR), location (HOTELS (TRANSIENT)), and drawing title (SHEET INDEX).

Table of sheet index, listing the contents of the drawing, including project info, drawing index, abbreviations, general notes, symbols, vicinity maps, and various sections and details.

Table with columns for sheet number and description, listing the contents of the drawing.

Right margin containing logos for UNGER CONSTRUCTION CO. and HRGA ARCHITECTURE, contact information for HR Group Architects, and a 'NOT FOR CONSTRUCTION' warning.



OVERALL TOPOGRAPHIC SURVEY 1" = 50'-0" **1**



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 RIVERFRONT EMBARCADERO
 AND K STREET BARGE
 PROJECT

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OVERALL TOPOGRAPHIC SURVEY

Project Number

Project Number

Drawn By

Author

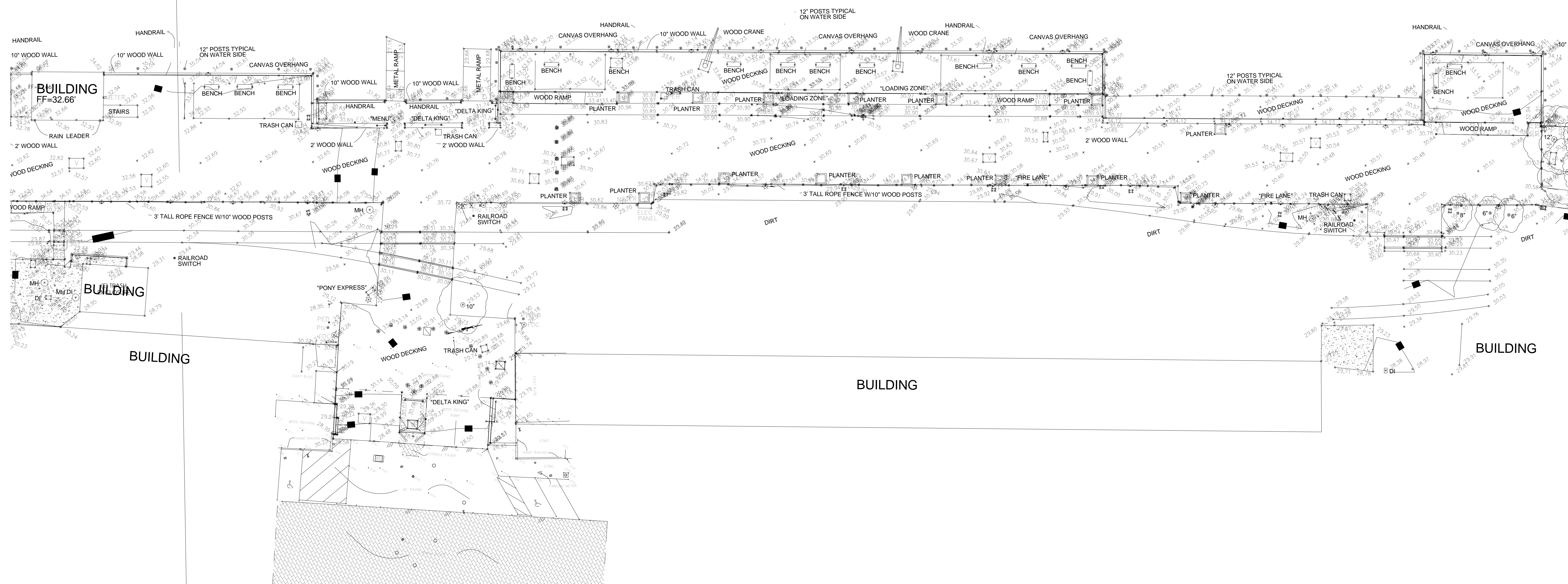
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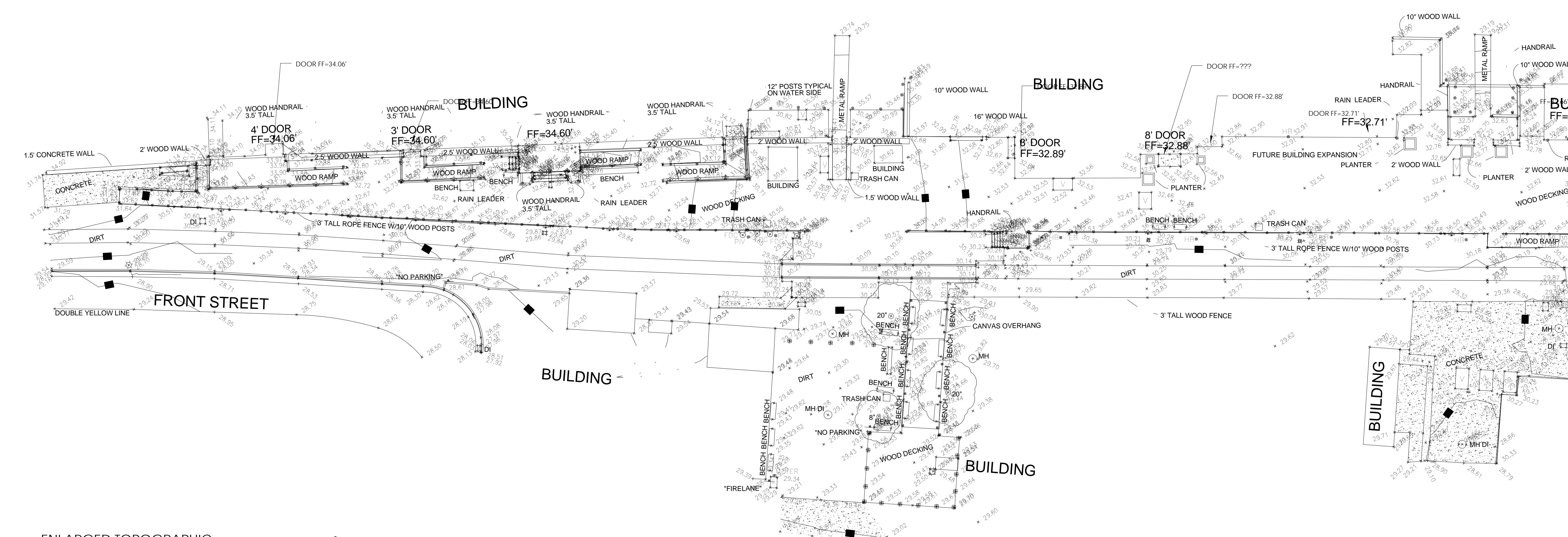
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SACRAMENTO RIVER



ENLARGED TOPOGRAPHIC SURVEY - K STREET 1" = 20'-0" 2



ENLARGED TOPOGRAPHIC SURVEY - L STREET 1" = 20'-0" 1



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ENLARGED TOPOGRAPHIC SURVEY - L TO J STREET

Project Number

Project Number

Drawn By

Author

Checked By

Checker

C
1.01



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RIVERFRONT EMBARCADERO
AND K STREET BARGE
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ISSUE/REVISION DATE

EXISTING/DEMO OVERALL
SITE PLAN

Project Number

Project Number

Drawn By

Author

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OVERALL SITE PLAN - DEMOLITION 1 1" = 50'-0"



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ENLARGED SITE PLAN - L TO J STREET - DEMOLITION

Project Number

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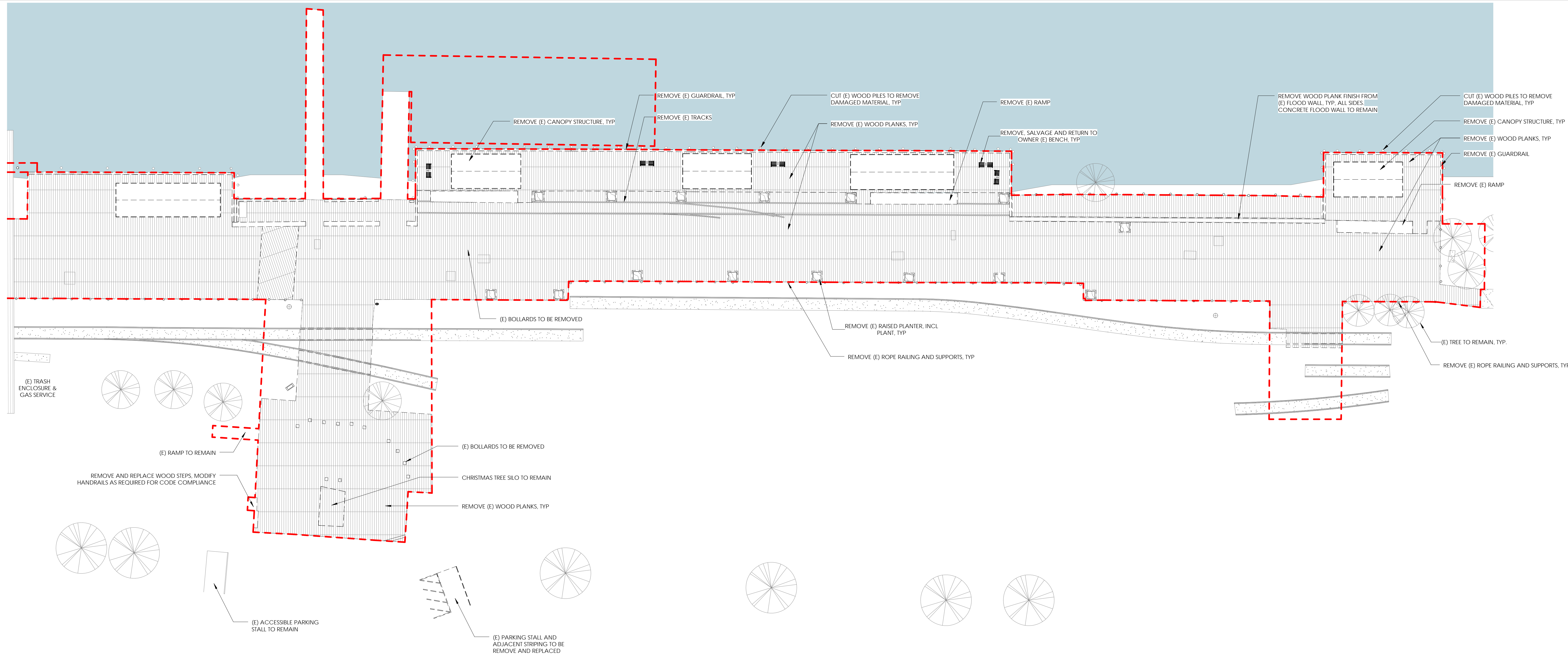
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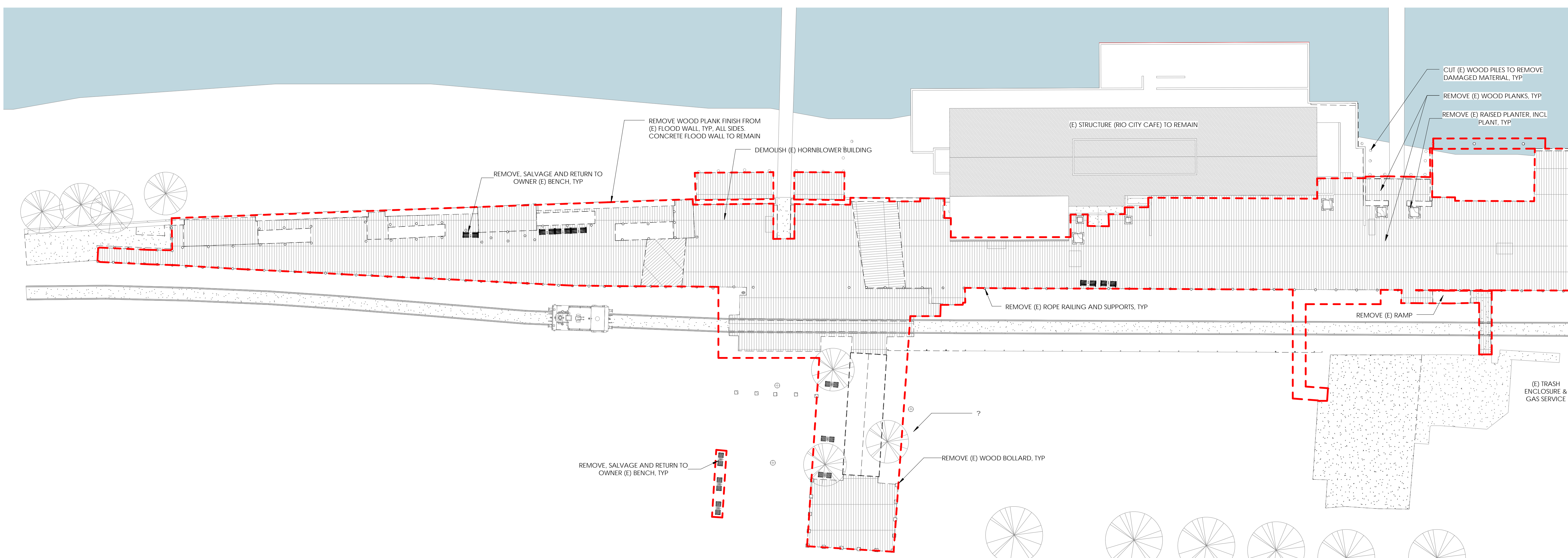
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GENERAL DEMOLITION NOTES

- FOR ALL AREAS REMOVE, SALVAGE AND RETURN TO OWNER ALL EXISTING FURNITURE, EQUIPMENT AND STORED ITEMS.
- LOCATE, IDENTIFY, DISCONNECT AND SALVAGE OR CAP OFF ALL UTILITY SERVICES SERVING AREAS TO BE DEMOLISHED PRIOR TO DEMOLITION COMMENCING.
- ALL EXISTING ELEMENTS TO BE REMOVED ARE SHOWN DASHED.
- FOR ALL DEMOLITION WORK REFER TO SPEC SECTION 02 41 00 FOR ADDITIONAL INFORMATION.
- DEMOLITION WORK SHALL COMPLY WITH:
 - 2013 CALIFORNIA BUILDING CODE
 - 2013 CALIFORNIA MECHANICAL CODE
 - 2013 CALIFORNIA ELECTRICAL CODE
 - 2013 CALIFORNIA PLUMBING CODE
 - 2013 CALIFORNIA FIRE CODE
 - OSHA REGULATIONS
 - EPA REGULATIONS
- STORAGE AND PLACEMENT OF CONSTRUCTION EQUIPMENT AND MATERIALS SHALL BE STORED AND LOCATED TO AVOID ENDANGERING THE EXISTING TENANTS, PUBLIC AND WORK FOR THE DURATION OF THE DEMOLITION PROJECT PER 2013 CBC CHAPTER 33. EXISTING REQUIRED MEANS OF EGRESS, STRUCTURAL ELEMENTS, FIRE PROTECTION DEVICES AND SANITARY SAFEGUARDS SHALL BE MAINTAINED AT ALL TIMES DURING DEMOLITION WORK PER 2013 CBC SECTION 3302.1.
- TENANT AND PEDESTRIAN PROTECTION SHALL BE PROVIDED THROUGHOUT DEMOLITION PROJECT PER 2013 CBC SECTION 3303.2 AND SECTION 3306.
- TEMPORARY PROTECTION WALLS SHALL COMPLY WITH 2013 CBC SECTION 3306.6.
- FIRE EXTINGUISHERS SHALL BE PROVIDED DURING CONSTRUCTION PER 2013 CBC SECTION 3309.
- AT EVERY STORAGE AND CONSTRUCTION SHED.
- AT STORAGE AREAS AND SPECIAL HAZARD AREAS.
- MEANS OF EGRESS SHALL BE MAINTAINED AT ALL TIME DURING DEMOLITION PROJECT PER 2013 CBC SECTION 3310.2.
- PROVIDE POLLUTION CONTROL MEASURES.
- CONTRACTOR SHALL PROPERLY REMOVE ALL WASTE RESULTING FROM DEMOLITION WORK.
- DO NOT INTERRUPT EXISTING UTILITIES SERVING OCCUPIED SPACES WITHOUT PRIOR NOTIFICATION TO BUILDING OWNER. GENERAL CONTRACTOR SHALL COORDINATE ANY UTILITY SHUT DOWNS WITH SPECIFICATION DIVISION OF REQUIREMENTS.
- REMOVE ALL (E) LIGHTING. REFER TO LIGHTING DESIGN DOCUMENTS PROVIDED BY OTHERS.
- ALL ITEMS SHOWN DASHED ARE TO BE REMOVED, UNLESS NOTED OTHERWISE.
- REMOVE ALL (E) WOOD PLANKS FROM BOARDWALK ON CITY (EAST) SIDE OF FLOOD WALL. REMOVE ALL WOOD PLANKS FROM ELEVATED PLATFORMS ALONG FLOOD WALL.
-



ENLARGED SITE PLAN - K STREET - DEMOLITION 1" = 20'-0" 2



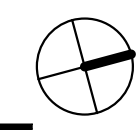
ENLARGED SITE PLAN - L STREET - DEMOLITION 1" = 20'-0" 1



OVERALL SITE PLAN

1" = 50'-0"

1



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ENLARGED FLOOR PLAN - L
TO J STREET

Project Number

Project Number

Drawn By

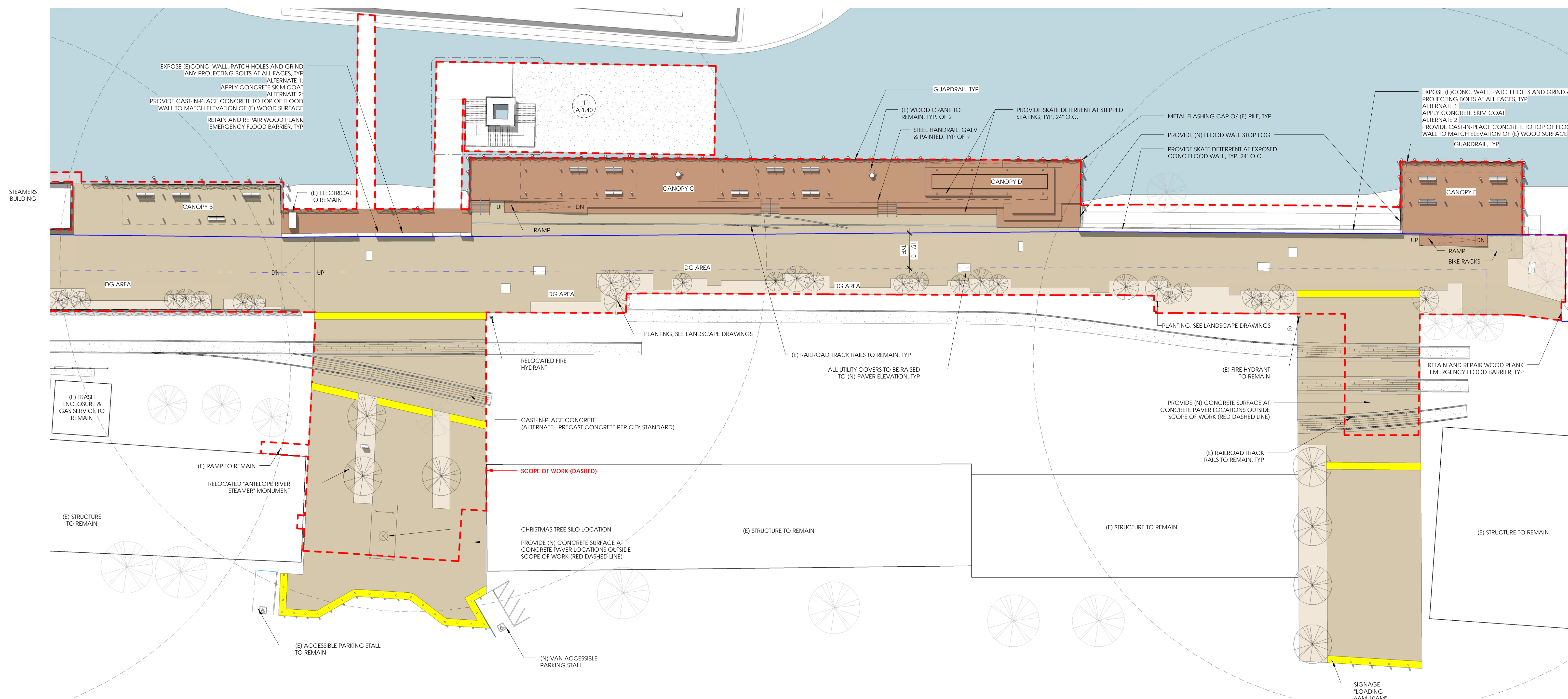
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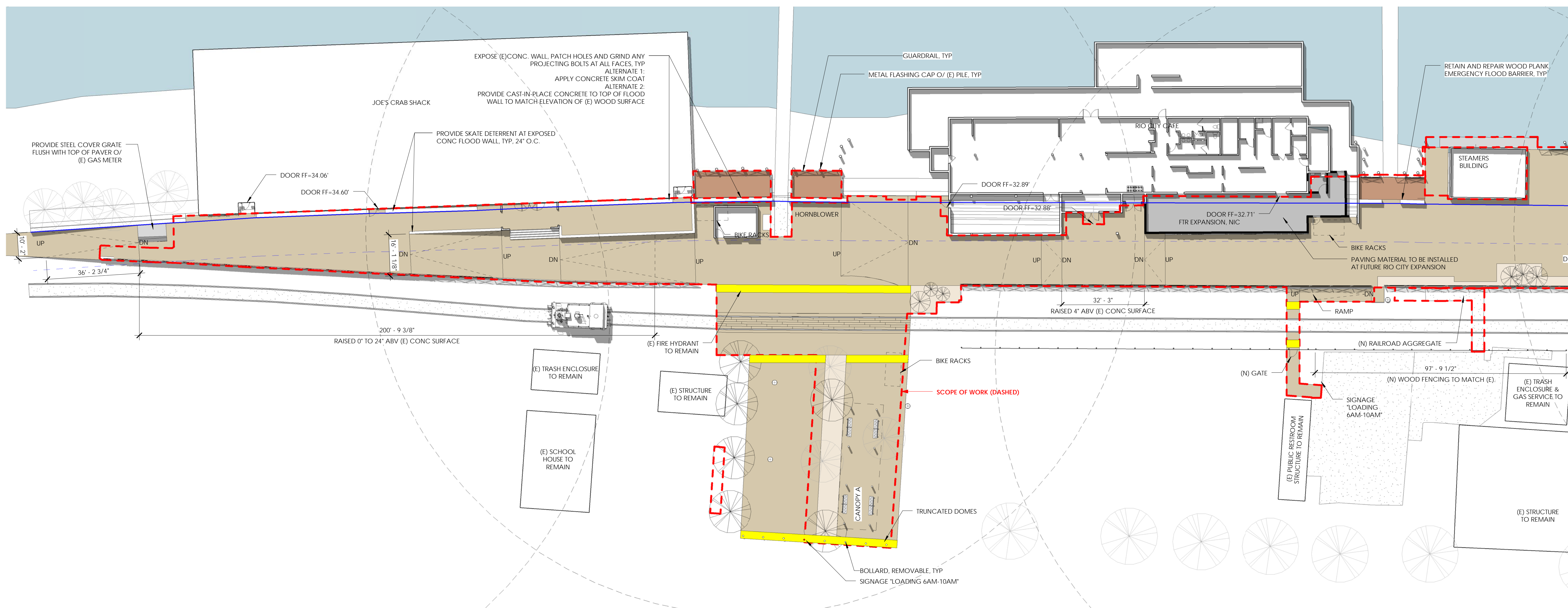
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ENLARGED FLOOR PLAN - K STREET
1" = 20'-0" 2



ENLARGED FLOOR PLAN - L STREET
1" = 20'-0" 1

MATERIAL LEGEND

| | |
|--|--|
| | WOOD GRAIN STAMPED CONCRETE - FIELD COLOR |
| | WOOD GRAIN STAMPED CONCRETE - ACCENT COLOR |
| | NOT USED |
| | DECOMPOSED GRANITE INCLUDING STABILIZER |
| | WOOD DECKING |
| | CORRUGATED METAL ROOFING |
| | METAL GRATING |
| | TRUNCATED DOMES |
| | CARGO CRATE WOOD SEATING |
| | (E) FLOOD WALL TO REMAIN |
| | 15'-0" LANDSCAPE SETBACK FROM (E) FLOOD WALL |

- GENERAL NOTES**
- ALL (E) UTILITY COVERS TO BE RAISED TO (N) FINISHED SURFACE ELEVATION, TYP.
 - ALL LIGHT FIXTURES SHOWN ARE NEW. REFER TO SEPARATE LIGHTING DESIGN DOCUMENTS FOR ADDITIONAL INFORMATION.
 - (N) FINISHED PAVING SURFACE TO BE LOCATED MAXIMUM 1/2" BELOW (E) FINISHED FLOOR ELEVATIONS AT EACH (E) BUILDING EXTERIOR DOOR.
 - LANDSCAPING FOR REFERENCE ONLY. SEE LANDSCAPE DRAWINGS.



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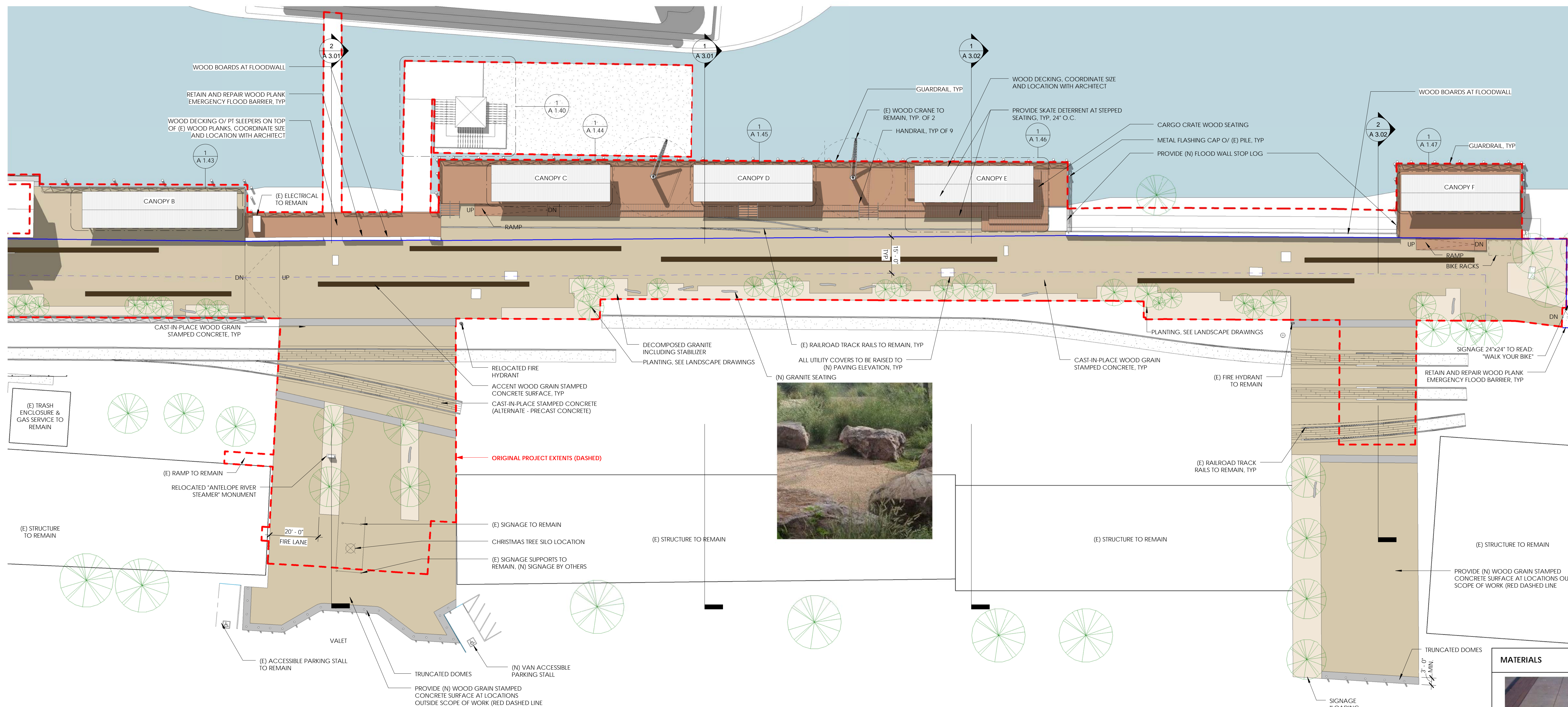
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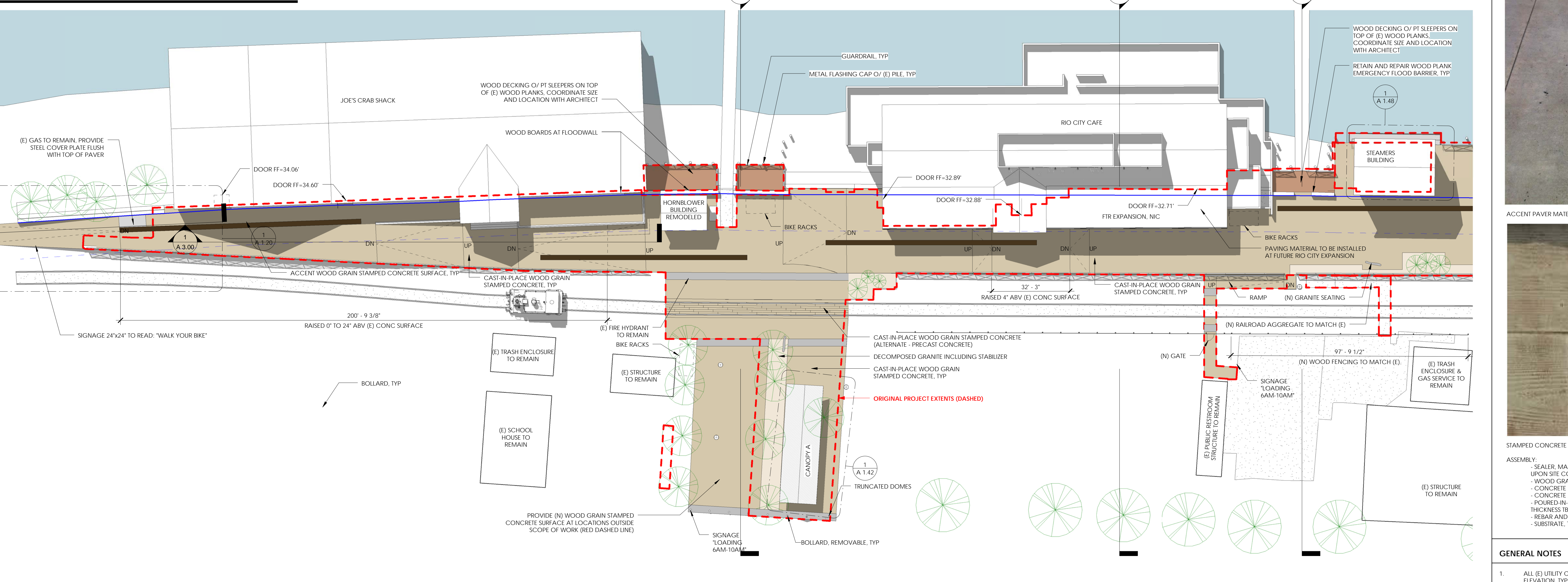
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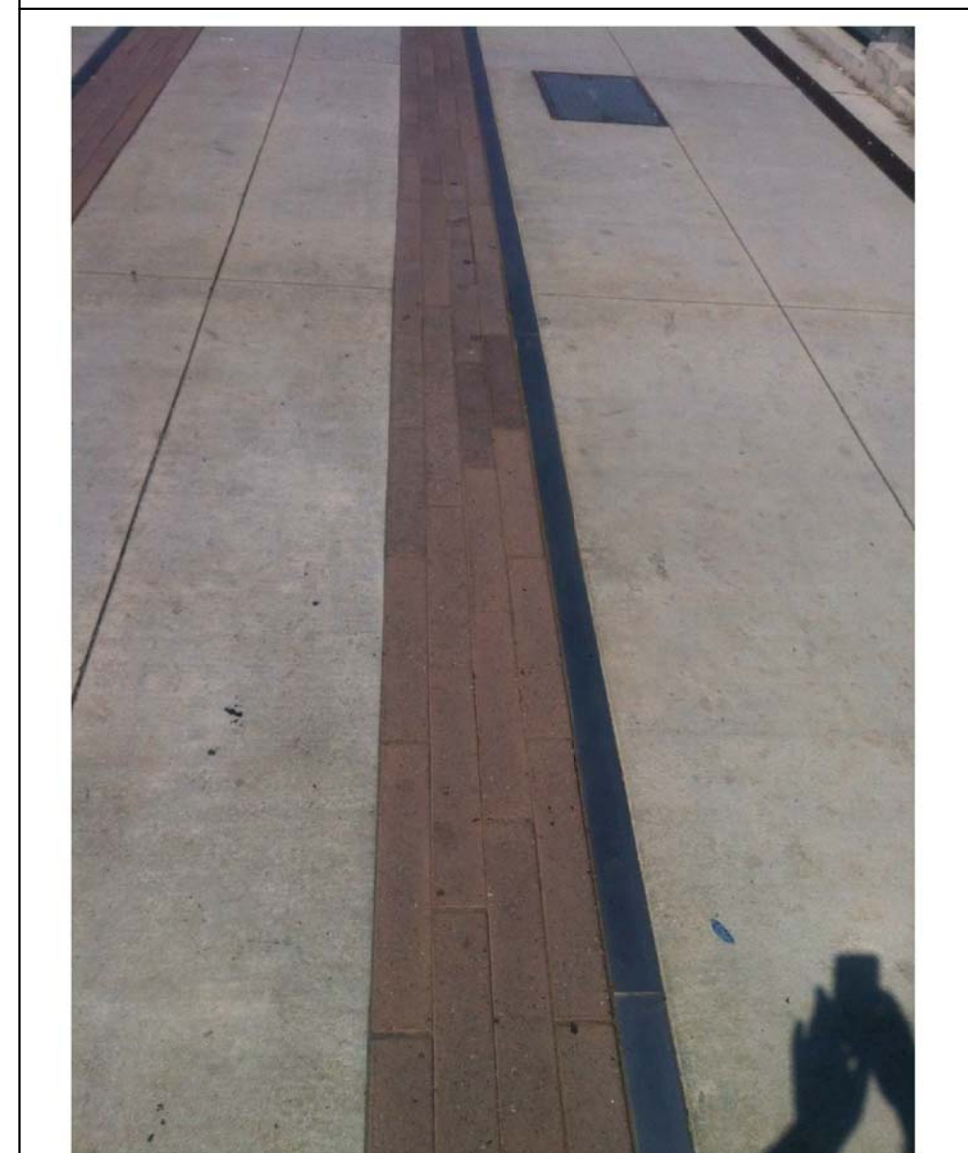


ENLARGED SITE PLAN - K STREET 1" = 20'-0" 2



ENLARGED SITE PLAN - L STREET 1" = 20'-0" 1

MATERIALS



ACCENT PAVER MATERIAL, 3'x12' CONC PAVER



STAMPED CONCRETE - WOOD PATTERN

ASSEMBLY:
 - SEALER, MAINTENANCE REQUIRED EVERY 2-3 YEARS (DEPENDENT UPON SITE CONDITIONS AND MANUFACTURER'S RECOMMENDATIONS)
 - WOOD GRAIN STAMP
 - CONCRETE ADMIXTURE - HARDENER COLOR 1
 - CONCRETE ADMIXTURE - HARDENER COLOR 2
 - POURED-IN-PLACE CONCRETE SLAB WITH INTEGRAL COLOR, THICKNESS TBD
 - REBAR AND APPURTENANCES, SIZE AND SPACING TBD
 - SUBSTRATE, TBD

GENERAL NOTES

1. ALL (E) UTILITY COVERS TO BE RAISED TO (N) FINISHED SURFACE ELEVATION, TYP.
2. ALL LIGHT FIXTURES SHOWN ARE NEW. REFER TO SEPARATE LIGHTING DESIGN DOCUMENTS FOR ADDITIONAL INFORMATION.
3. (N) FINISHED PAVING SURFACE TO BE LOCATED MAXIMUM 1/2" BELOW (E) FINISHED FLOOR ELEVATIONS AT EACH (E) BUILDING EXTERIOR DOORS.
4. LANDSCAPING FOR REFERENCE ONLY, SEE LANDSCAPE DRAWINGS.

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CITY OF SACRAMENTO

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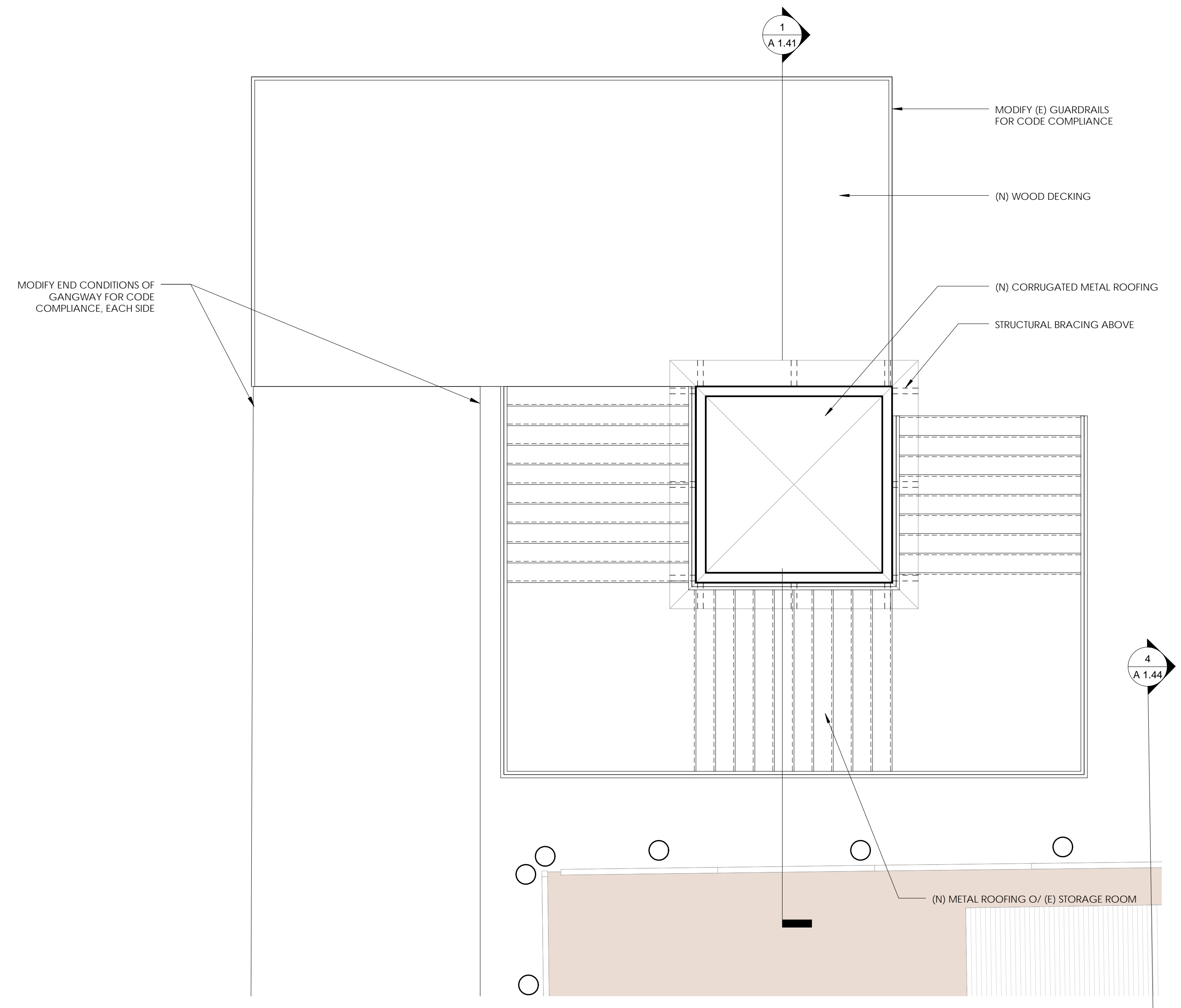
ENLARGED SITE PLAN - L TO J STREET

Project Number
 Project Number

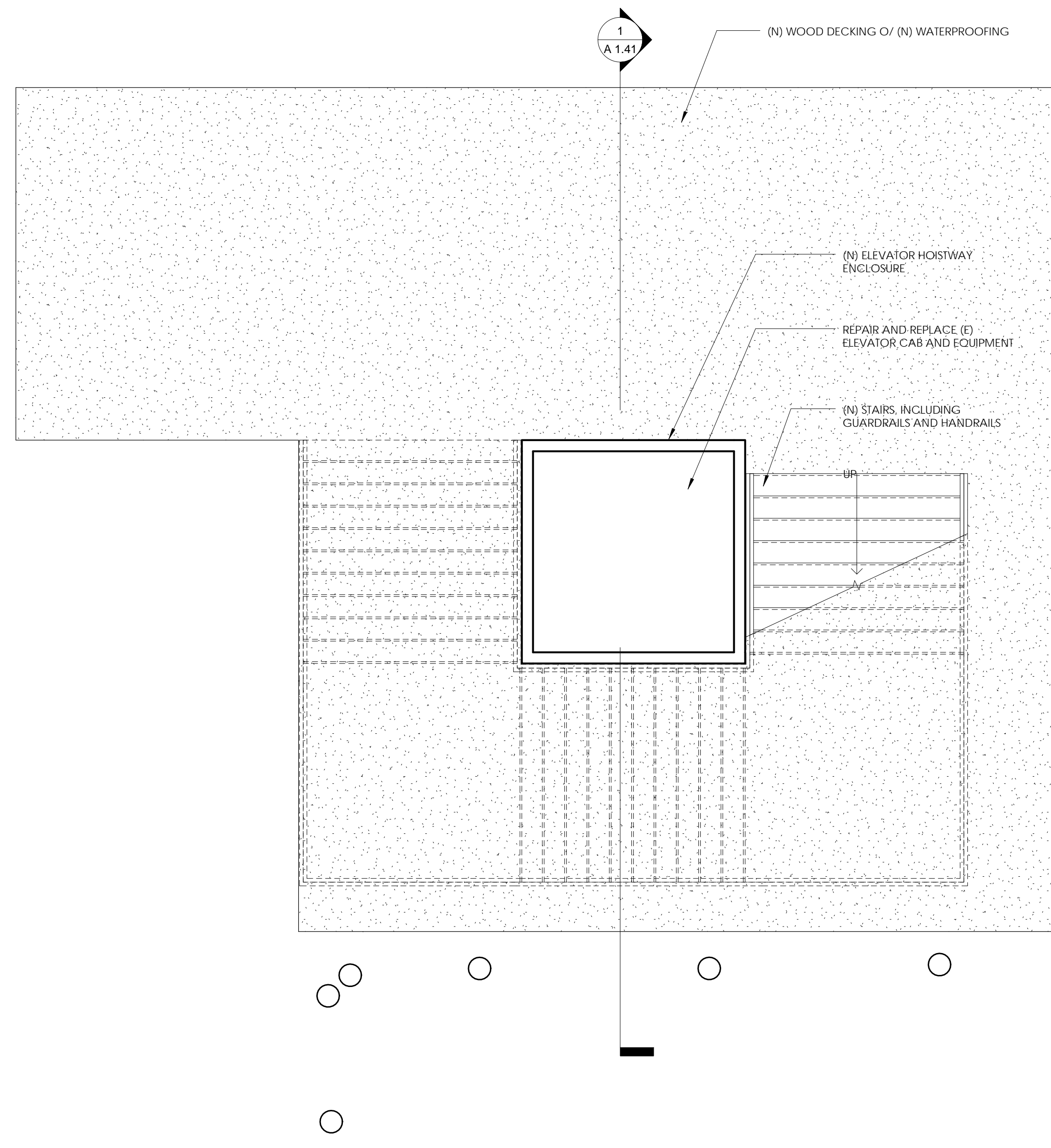
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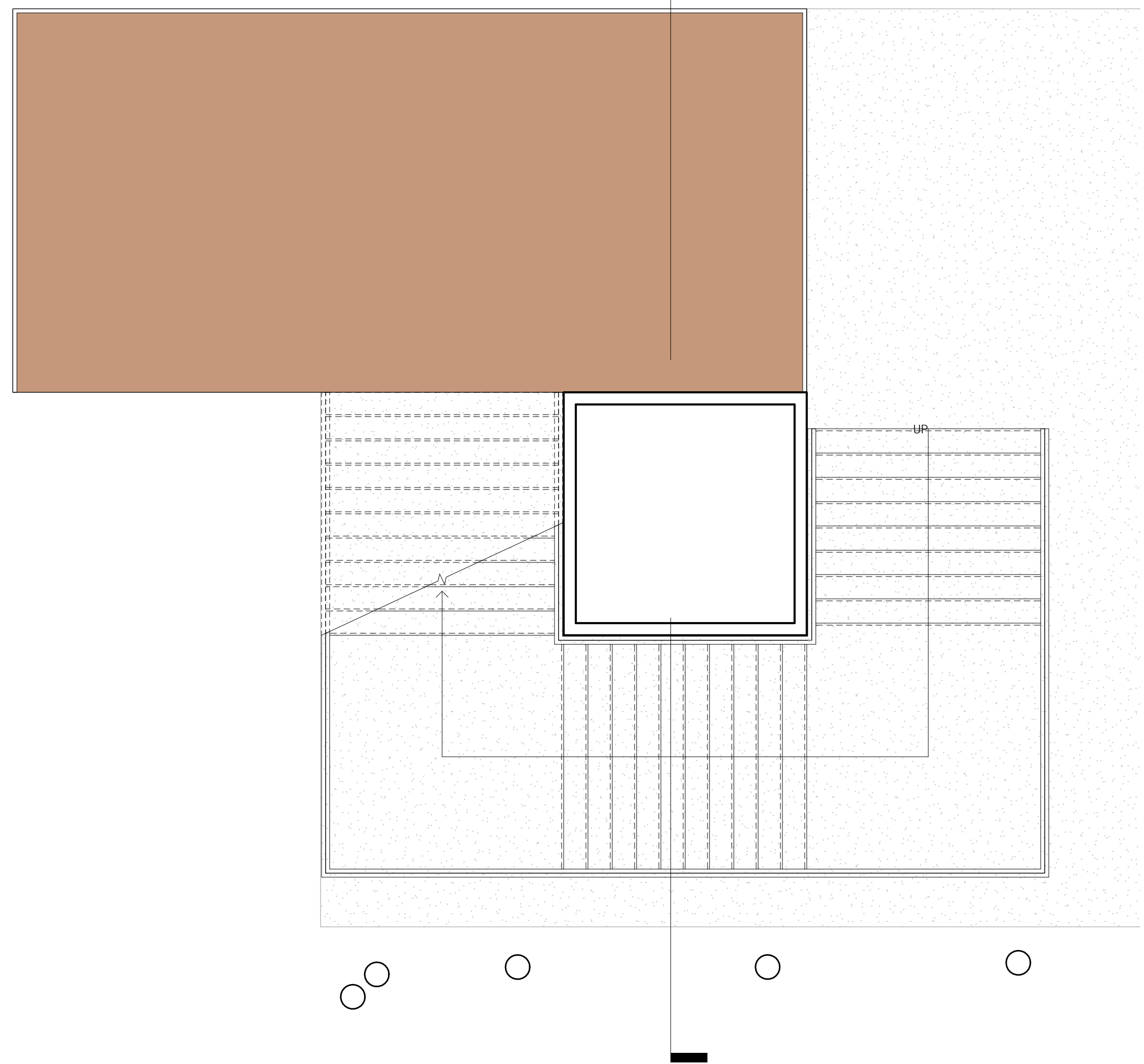
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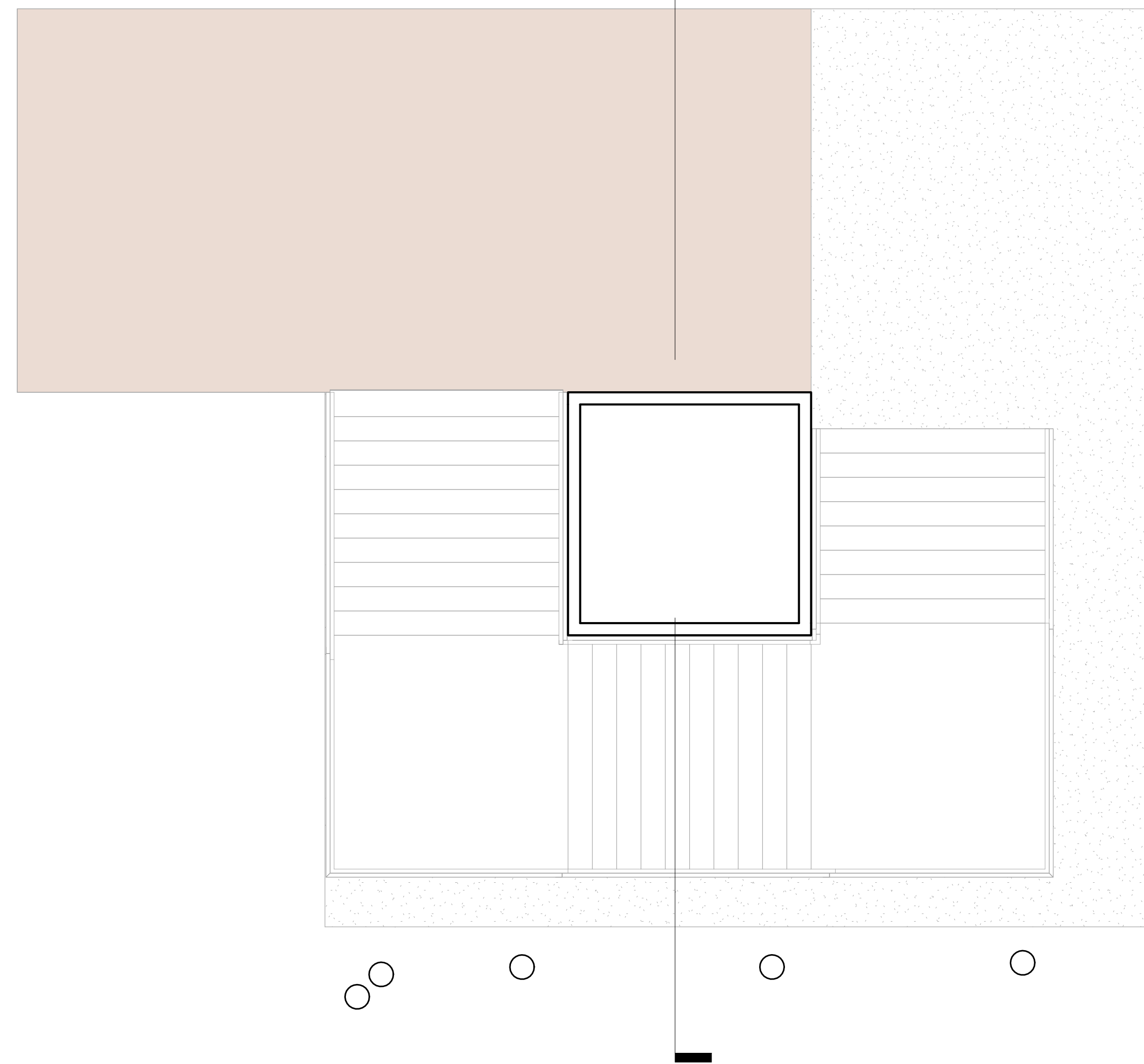
BARGE - LEVEL 3 1/4" = 1'-0" 4



BARGE - LEVEL 1 1/4" = 1'-0" 2



BARGE - LEVEL 2 1/4" = 1'-0" 3



BARGE - LOWER LEVEL 1/4" = 1'-0" 1



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March 11, 2015

Ron Reta
Principal
The HR Group Architects
2277 Fair Oaks Blvd., Studio 220
Sacramento, CA 95825

RE: Old Sacramento Elevator Modernization

Dear Mr. Reta,

On March 5, 2015, I examined the elevator located on the barge adjacent to the Delta King in Old Sacramento. I met with Guy Buckman from Elevator Industries (the elevator service company) and Kevin, the building engineer for the Delta King. During the visit, I looked at the elevator machine room, the elevator pit, the cartop/hoistway overhead, and in the elevator itself.

The elevator in question has a state ID number of 85556. It was originally installed in 1987, and all original equipment remains. The elevator is a hydraulic type, with above-ground, dual telescoping hydraulic pistons/cylinders. The elevator has a capacity of 3,000 pounds and a rated speed of 100 feet per minute. The door opening is 42" x 64", with a side opening door. The interior of the cab measures 81" wide by 57" deep. The elevator serves two landings, labeled "1" and "2", which are 18 feet apart.

As you and I have discussed, there are two main questions regarding this elevator in relation to the Old Sacramento/Delta King project. First, can the elevator be modernized, or would a new elevator have to be installed? Second, can we add an intermediate opening (assuming the existing elevator is retained/modernized) between the current first and second landings. Note that the following analysis is based on the current elevator codes in place at the time of this letter. The State of California is currently evaluating a code change, which could amend these findings. While we have not seen or heard anything in the proposed code discussions which would substantially alter our findings herein, we do need to put forth this caveat, as we assume the project in question may not begin for some time.

Regarding the first question, it is our opinion that the elevator can be modernized in its existing location. The above-ground pistons are in good shape, as is the elevator cab shell and hoistway/guideline structure. Based on this initial review, a modernization would include a new elevator controller, submersible pump/power unit, door equipment, wiring, car and hall fixtures, and other appurtenances typically included with a control modernization. The cab shell, pistons, guide rails, and hydraulic piping would be retained. We would assume the cab interior, which appears to be original, would be upgraded along with the project, although this would not be required by code (it would be for aesthetic reasons only).

Elevator Consulting Associates, Inc. - 103 Soukup Ct., Folsom, CA 95630
C: 916-983-1055 - F: 916-983-3572 - F: 916-983-1028

The elevator modernization would be able to make the elevator comply with ADA and the accessibility section of California Building Code. The elevator fixtures are substantially out of compliance with ADA now, but this would be remedied with the newly modernized fixtures. The only area that typically cannot be made ADA compliant in a modernization is the size of the elevator cab, which is practically bound by the structure of the hoistway. However, in this case, the cab dimensions are already in compliance with the minimum dimensions required by ADA, so the newly modernized elevator will be fully ADA compliant.

However, it should be noted that the newly modernized elevator will not be able to accommodate a 24" x 84" stretcher as required by new elevators in California Building Code. The elevator would be able to accommodate a 76" x 24" stretcher as required by older versions of CBC. Existing elevators are not required to be made to meet the 24" x 84" stretcher requirement, so CBC alone would not cause the elevator to have to meet that requirement. However, if part of the project scope is to use the elevator to meet the current CBC stretcher requirement, then an entirely new elevator would be required, including substantial modification to the hoistway (to make it deeper) to accept the new elevator sized to accept the 24" x 84" stretcher.

Assuming that the elevator can remain its current size, then our conclusion is that the elevator and the hoistway structure can be retained and modernized as part of this project.

Regarding the second question, it would be feasible to add an intermediate opening between the first and second landings. The landings are 18' apart, and taking away the 7' door at the bottom landing leaves 11' in which to place another 7' door. Clearly some structural framing is required, so there will be a fairly minimal amount of play in which to place the door, with the most likely location about 9' above the deck of the first landing.

Note that, for a simple modernization where we would not add another opening, no changes to the hoistway structure will be required. However, once we add the new opening, the hoistway would have to be brought up to current building and elevator code. The exact scope of this work will depend on the elevator, fire and building codes in place when the work is permitted. However, based on current codes, we don't expect the hoistway work to be cost-prohibitive. The current hoistway seems to be constructed of steel members (and possibly wood cross members), with drywall screwed in. The drywall is not taped or mudded, and the corners are exposed to the beams behind. So, at a minimum, the hoistway would have to be modified to meet current fire rating requirements, but again, we don't expect that to be a cost-prohibitive portion of the project.

We did check with the Sacramento-area chief elevator inspector, who stated we would not need to add a sump pump or other drainage provisions in the elevator pit as a result of adding the opening, as long as the pit remains dry. We noticed only a very slight amount of water in the pit during our visit, which is likely due to water coming in from the landings. As we move forward, we need to have the pit fully cleaned and dried and then witness to make sure no water is entering the pit from beneath. If so, we would need to have the pit sealed or any cracks repaired. This will be an item for discussion as we move forward, but we do not expect to have to add a sump pump or other water removal equipment as part of this project, whether or not a new opening is added.

As a general budget for the elevator contractor's portion of the work described above, we would suggest using \$100,000. This does not include cab interior upgrades, which would add an additional \$20,000. Also not included would be the addition of an opening, which would add another \$20,000 to the project just for the elevator contractor's portion of the work. That does not include the structural work to physically cut the rough opening in the existing hoistway, nor any structural or other work related to bringing the hoistway up to current code (we suggest another expert could provide budgets for these items). Finally, we are assuming the exterior of the hoistway structure, including the walls and roof, will get some refurbishment as part of the project. We are not including any budget for that work, and again assume those budgets can be supplied by others.

Finally, the elevator project will require some electrical and fire and life safety work to bring the elevator infrastructure and fire service up to current codes. This will include new disconnect, lighting, and GFCI outlets in the machine spaces. There is a sprinkler in the machine room that would likely be removed, and a system of smoke detectors in the machine room and landings (or possibly heat detectors at the landings...this would have to be investigated with elevator and fire authority) would need to be added. This can be a stand-alone system dedicated to the elevator. There would also likely be some minor structural repair work in the machine room. We would suggest a budget of \$30,000 for all of this work.

In summary of the known budget items:

- Elevator contractor's portion of elevator modernization: \$100,000
- Cab interior upgrades (optional): \$20,000
- Elevator contractor's portion of addition of new opening: \$20,000
- Work by other trades related to electrical and F&LS upgrades directly related to the elevator modernization: \$30,000

Ron, if you have any questions at all about our report, please feel free to contact me at any time.

Sincerely,



Sean P. Culgan
Managing Partner
Elevator Consulting Associates, Inc.

Elevator Consulting Associates, Inc. Page 3

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BARGE - FLOOR PLANS

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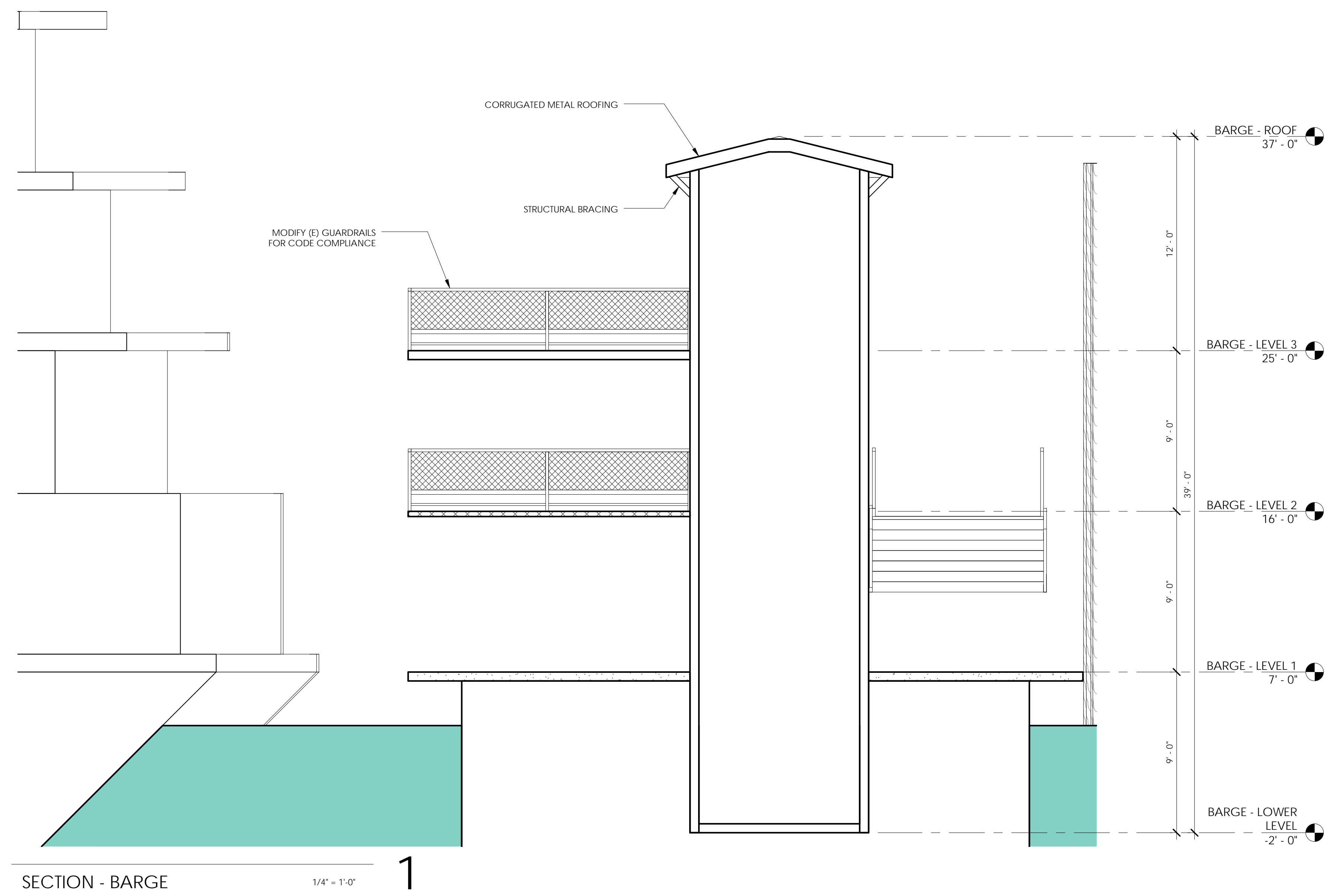
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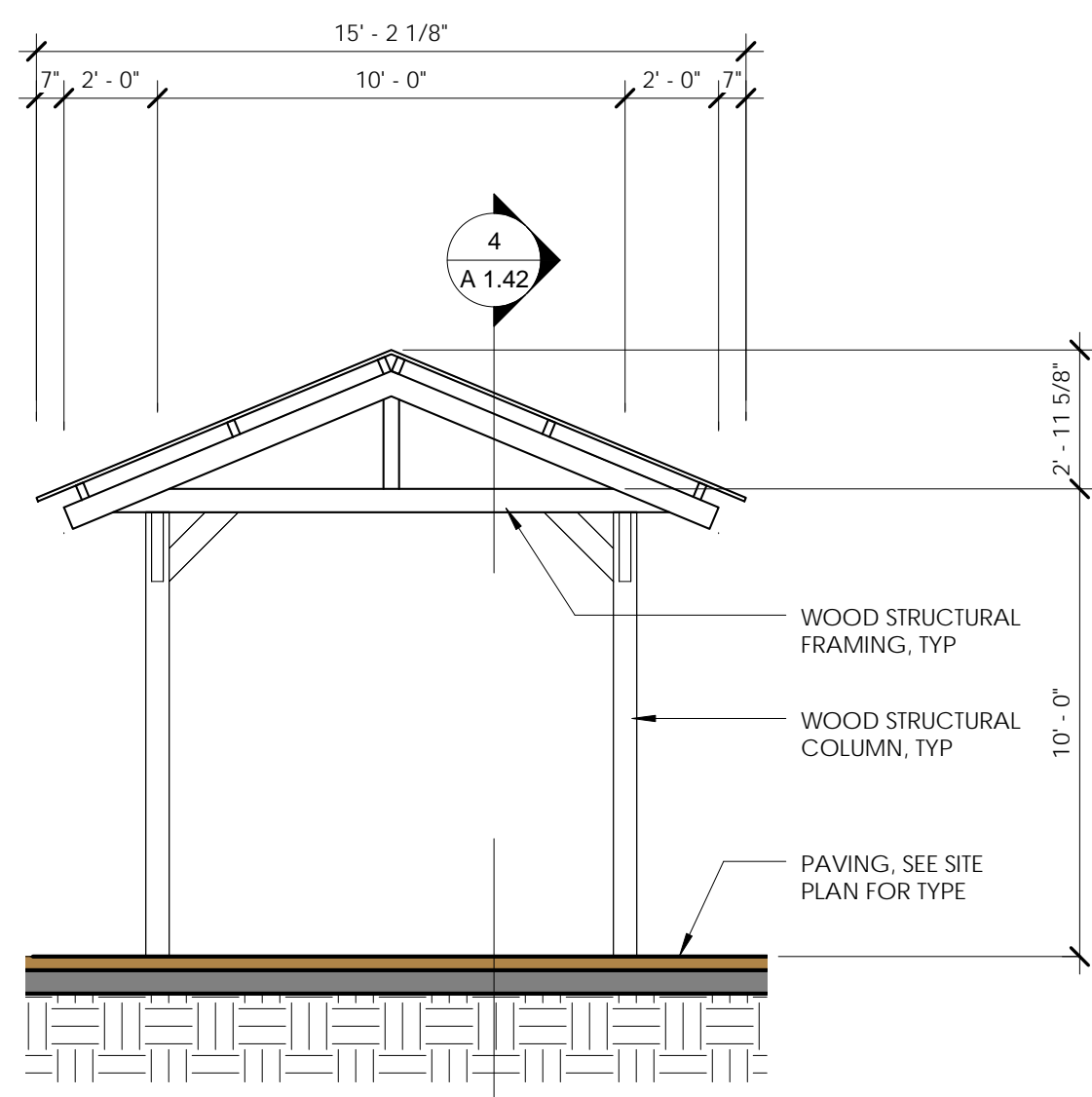
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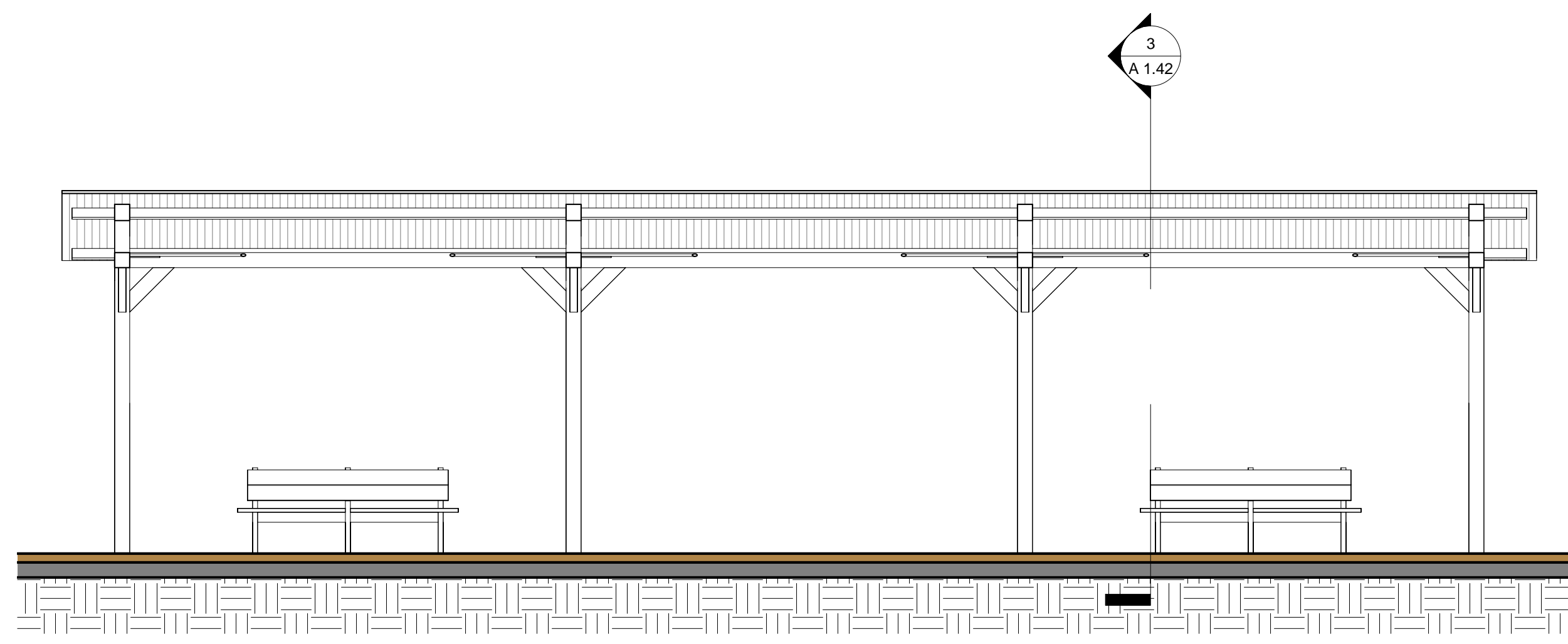
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**BARGE - SECTIONS,
ELEVATIONS**

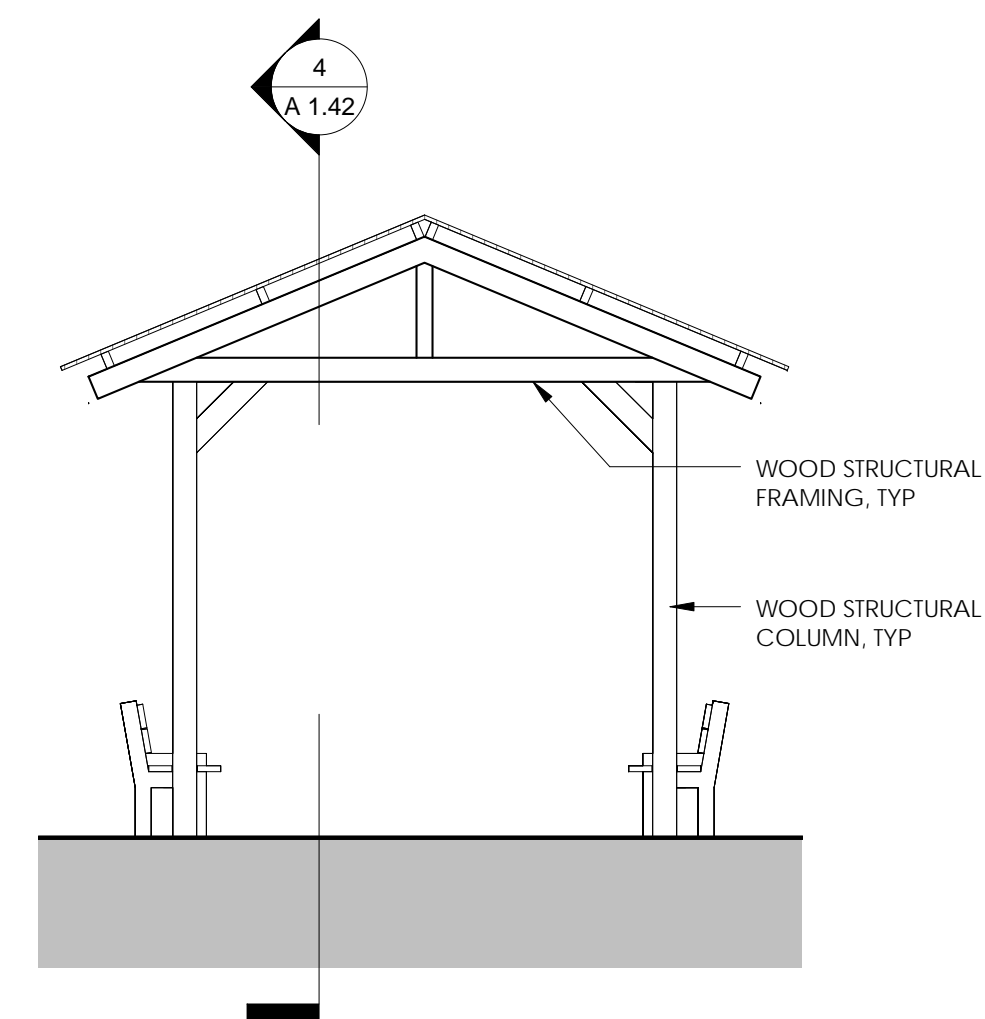
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Project Number **A**
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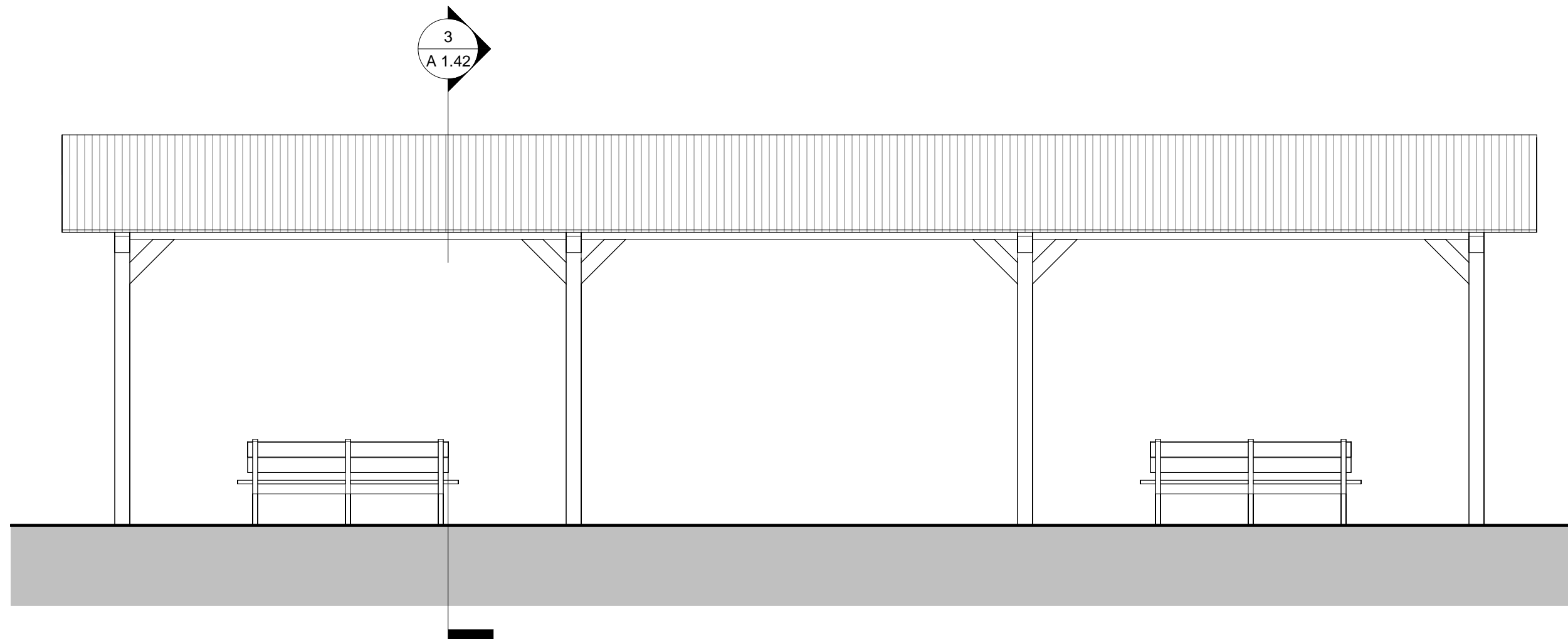
SECTION - CANOPY A 1/4" = 1'-0" 3



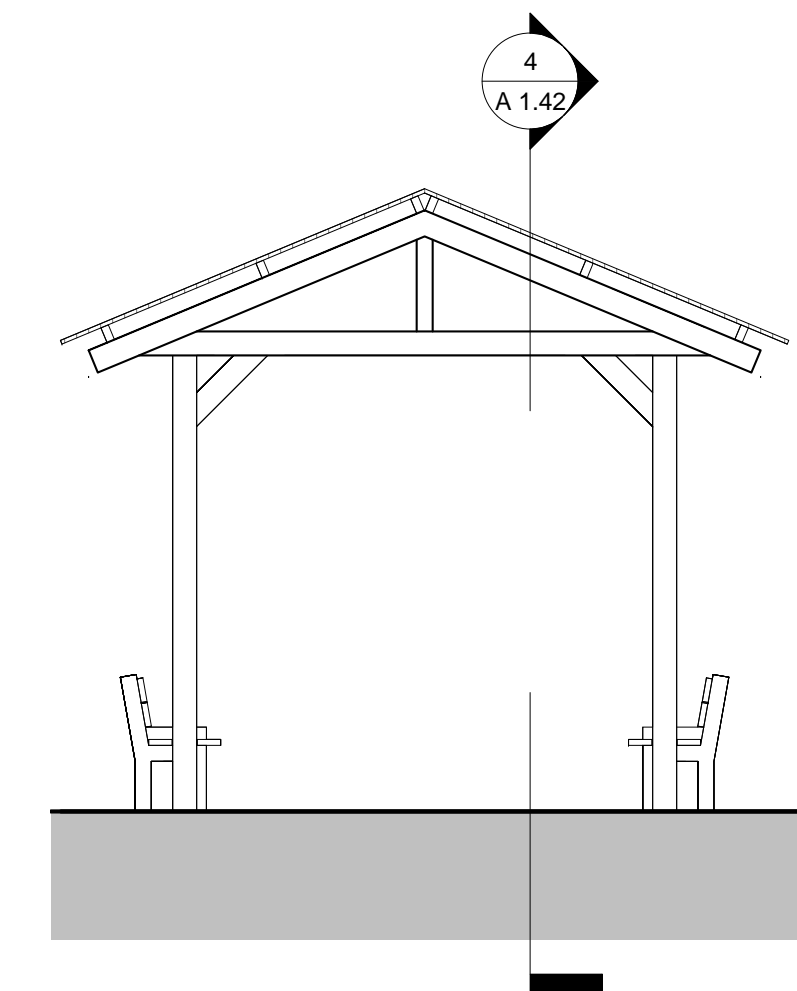
SECTION - CANOPY A 1/4" = 1'-0" 4



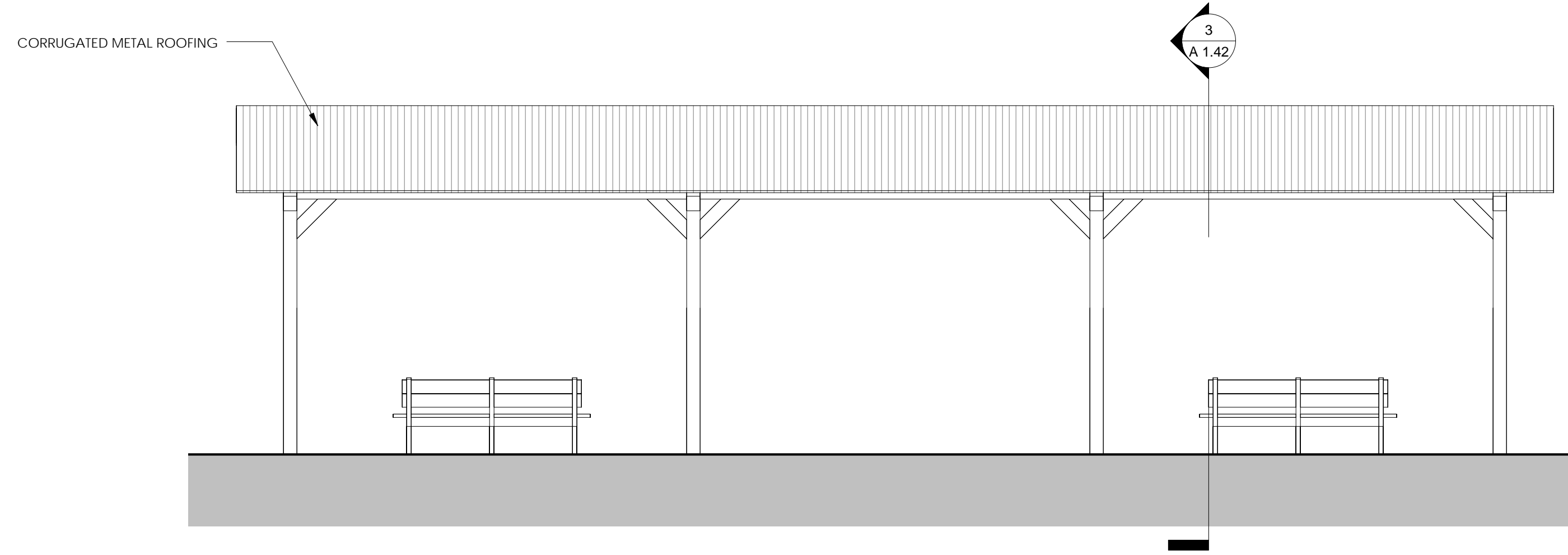
CANOPY A - WEST ELEVATION 1/4" = 1'-0" 5



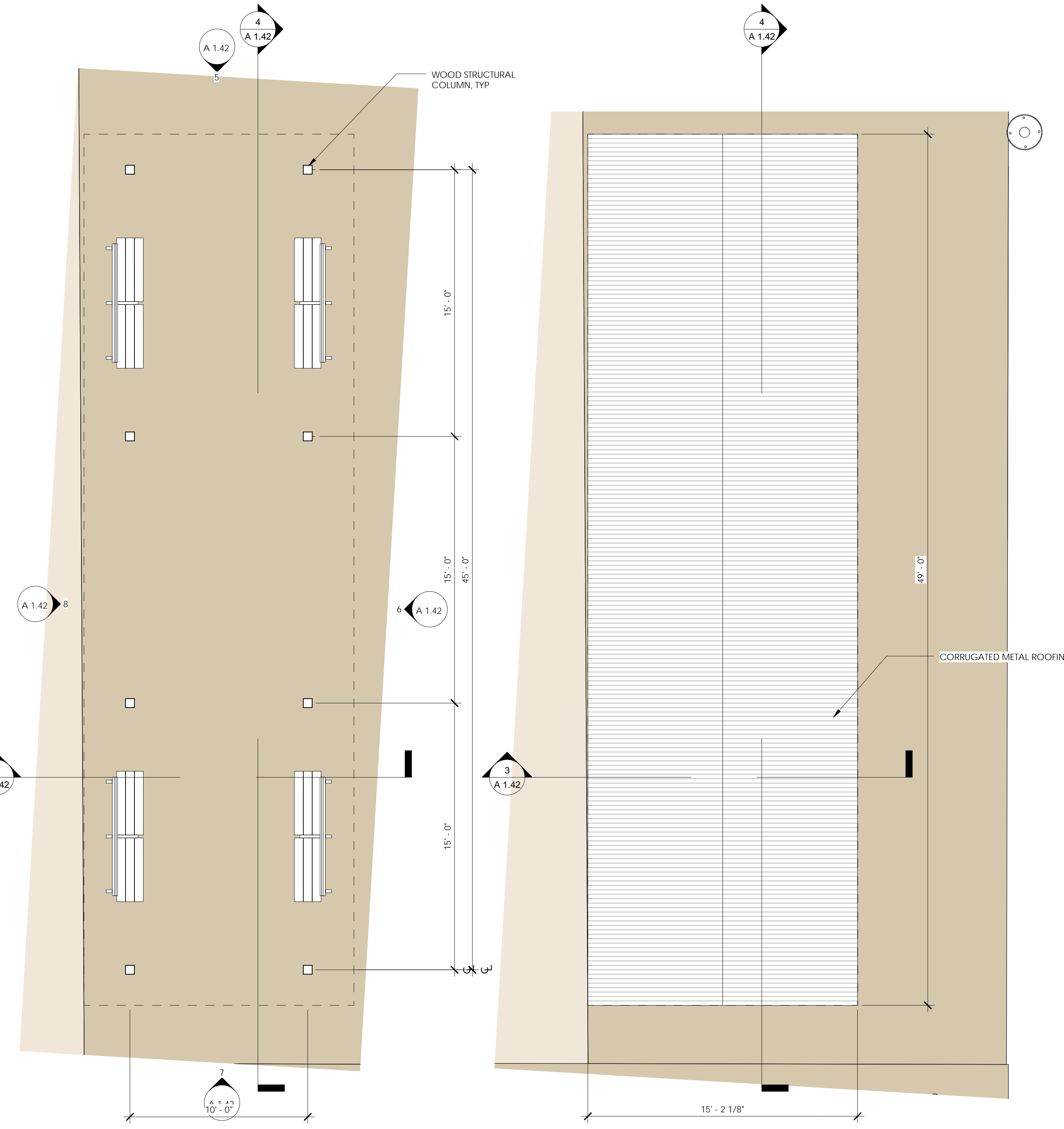
CANOPY A - NORTH ELEVATION 1/4" = 1'-0" 6



CANOPY A - EAST ELEVATION 1/4" = 1'-0" 7

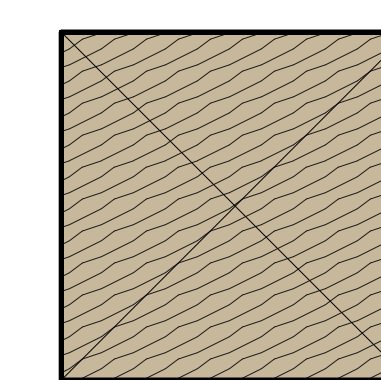


CANOPY A - SOUTH ELEVATION 1/4" = 1'-0" 8



CANOPY A - ENLARGED FLOOR PLAN 1/4" = 1'-0" 2

CANOPY A - ENLARGED ROOF PLAN 1/4" = 1'-0" 1



WOOD TIMBER CONSTRUCTION - STRUCTURAL COLUMN & ROOF FRAMING

CANOPY STRUCTURE 3" = 1'-0" 9



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CANOPY A - PLANS,
ELEVATIONS, SECTIONS

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Project Number

Drawn By

Author

Checked By

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CANOPY B - PLANS,
ELEVATIONS, SECTIONS

Project Number

Project Number

Drawn By

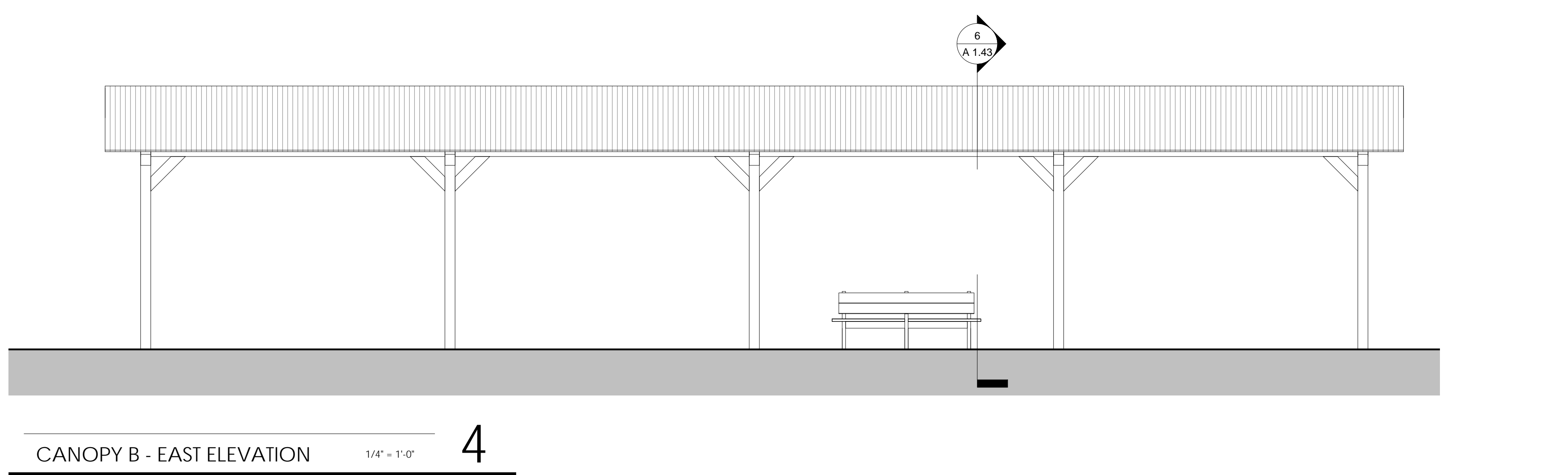
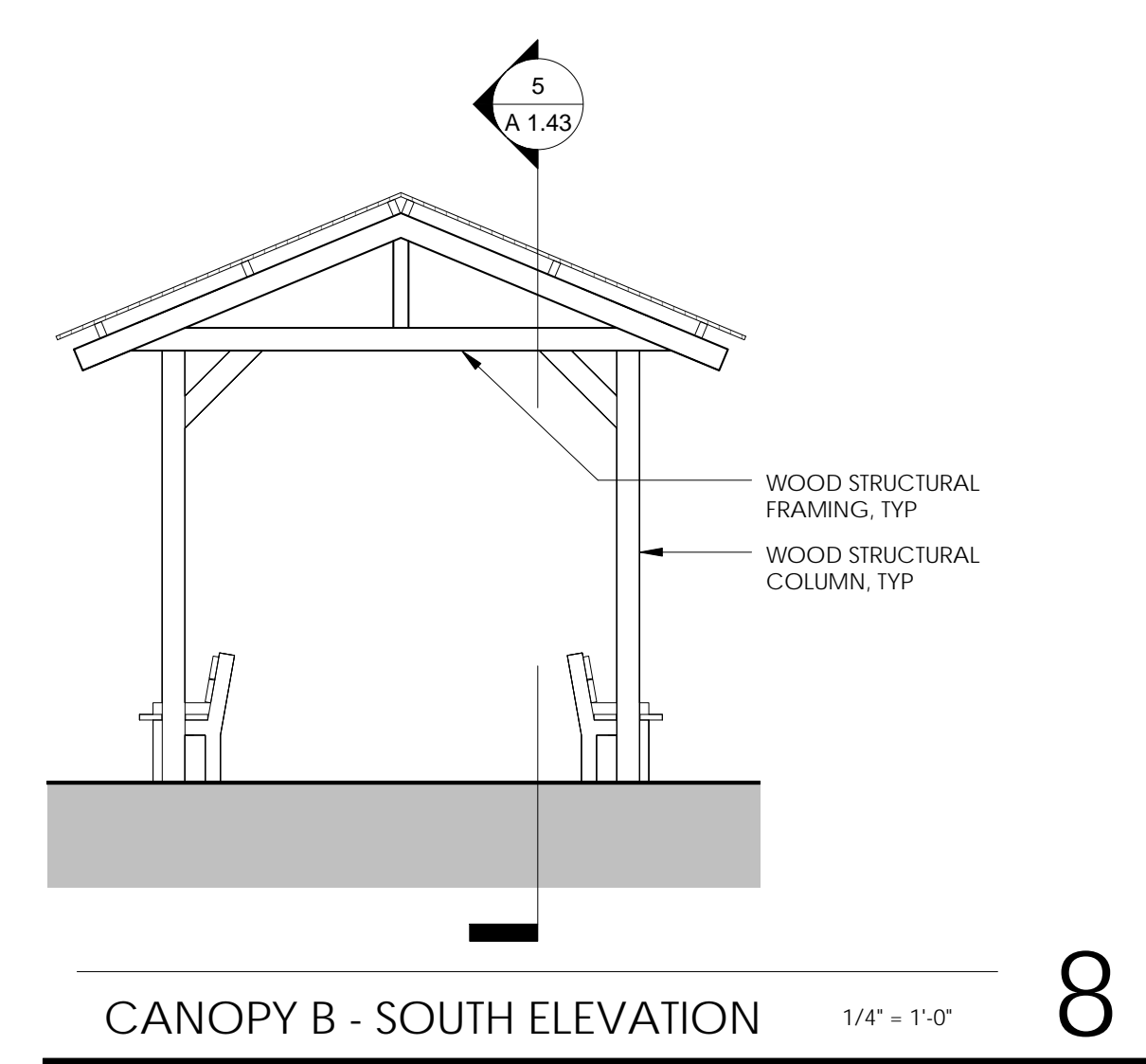
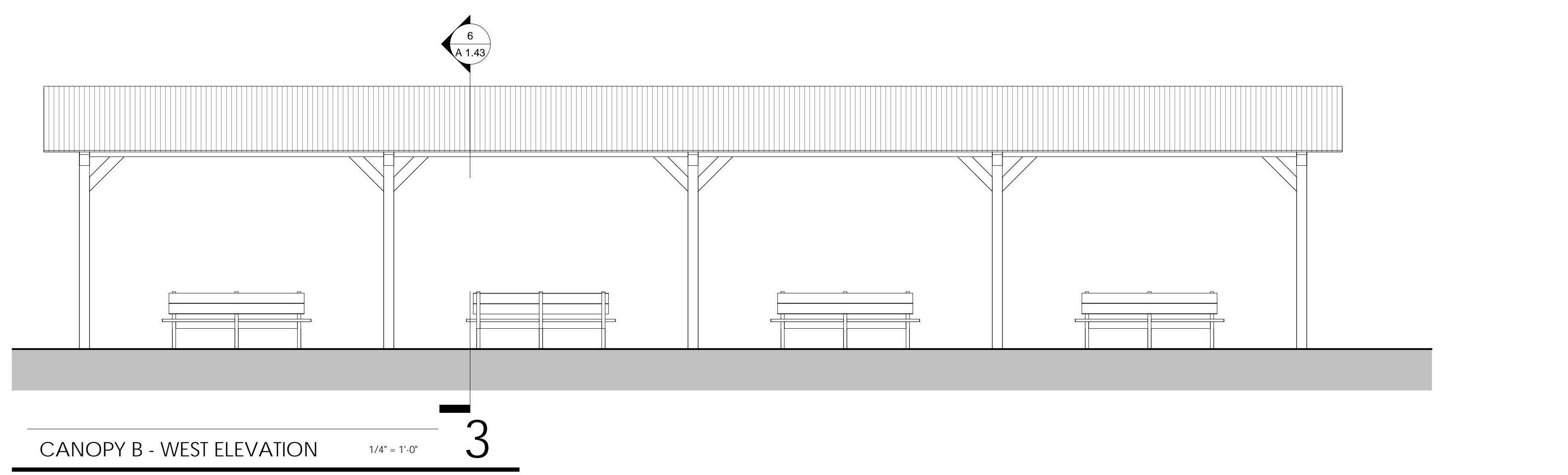
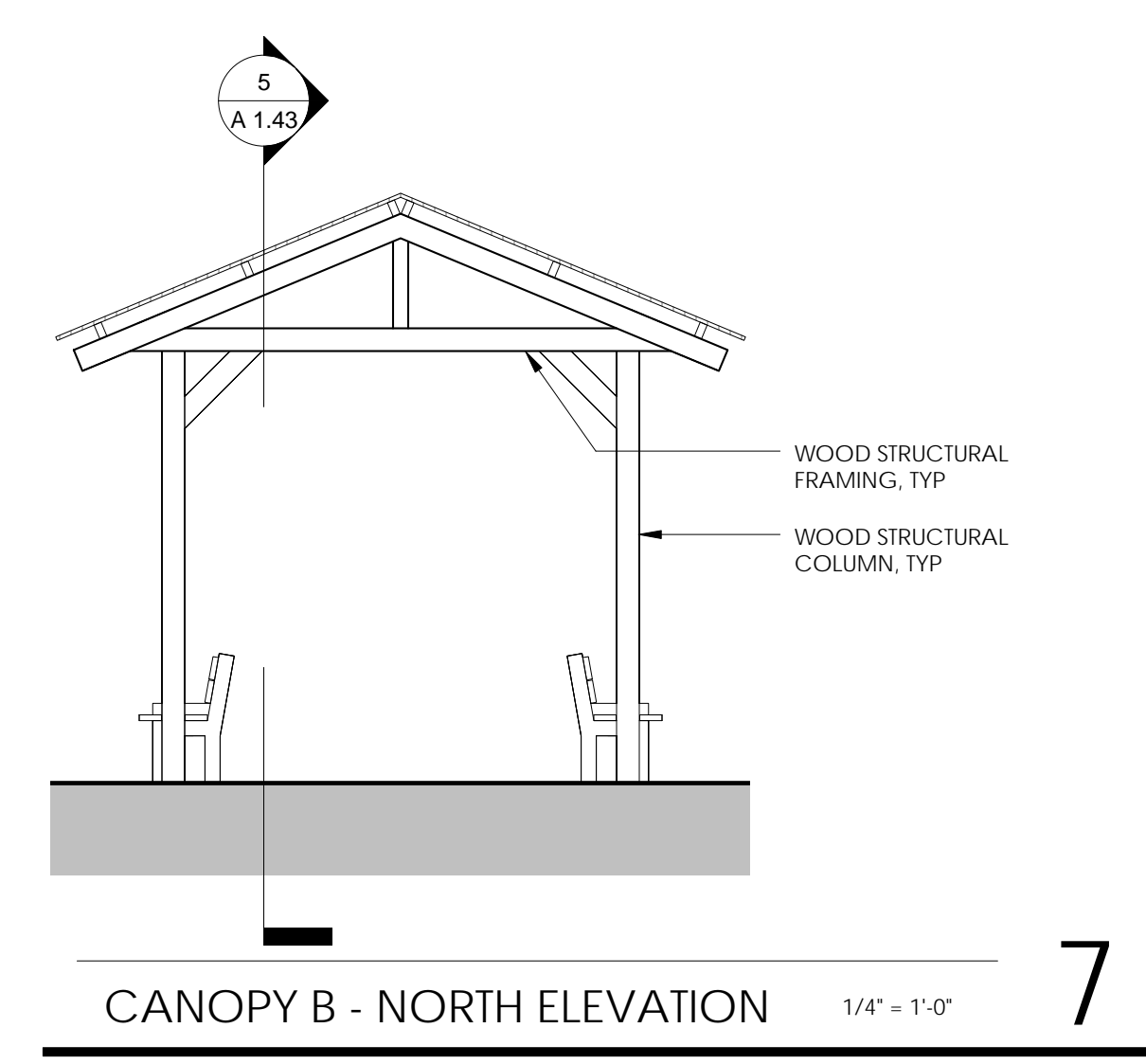
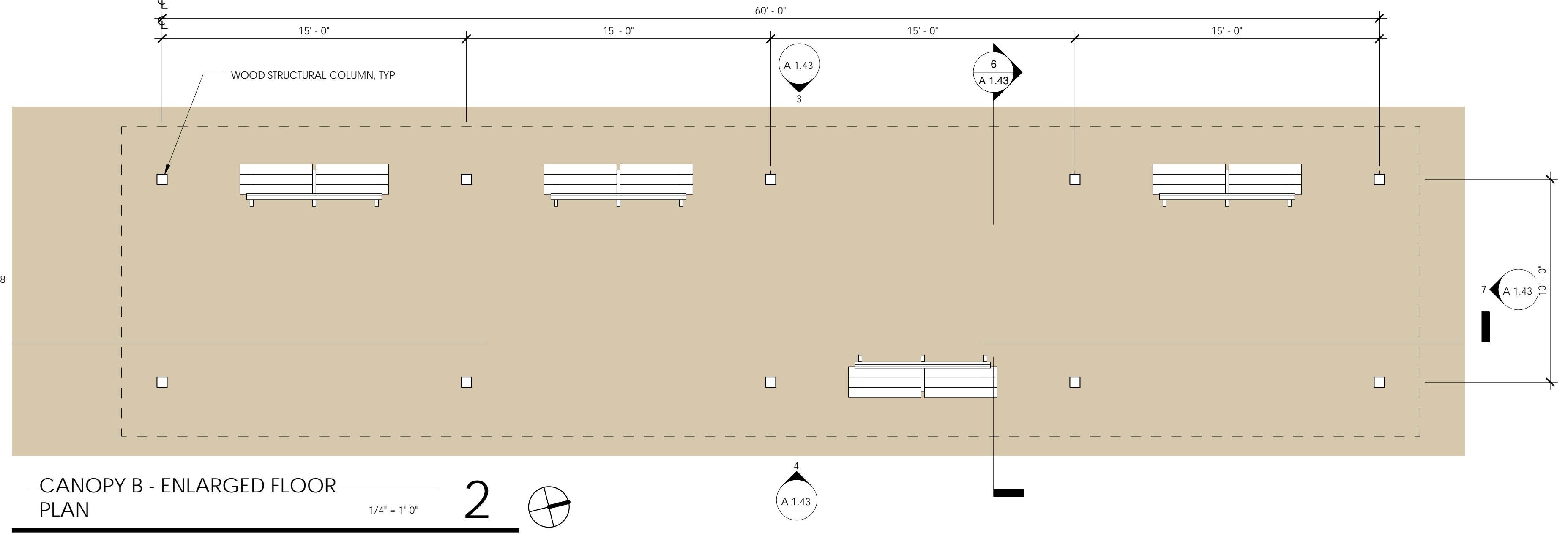
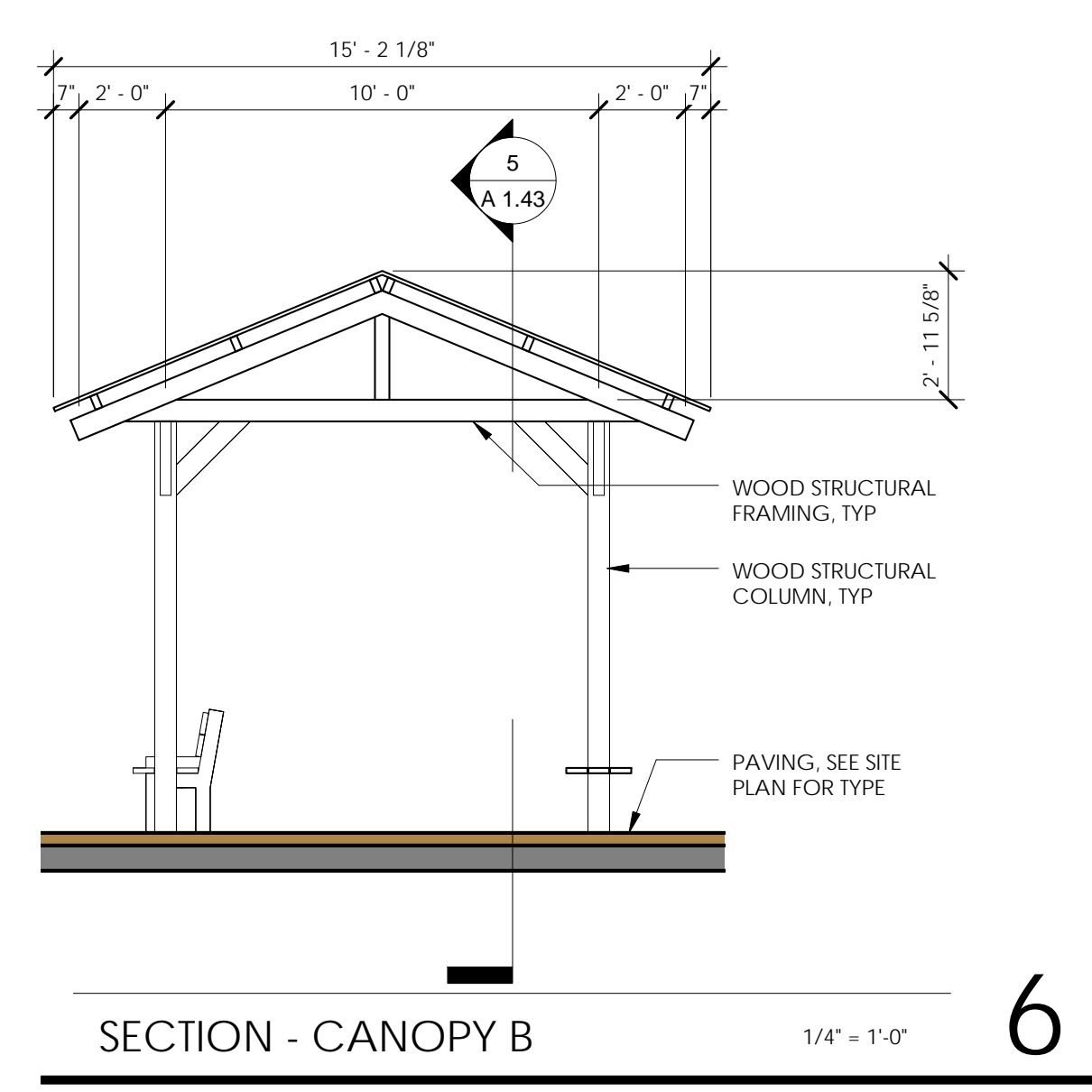
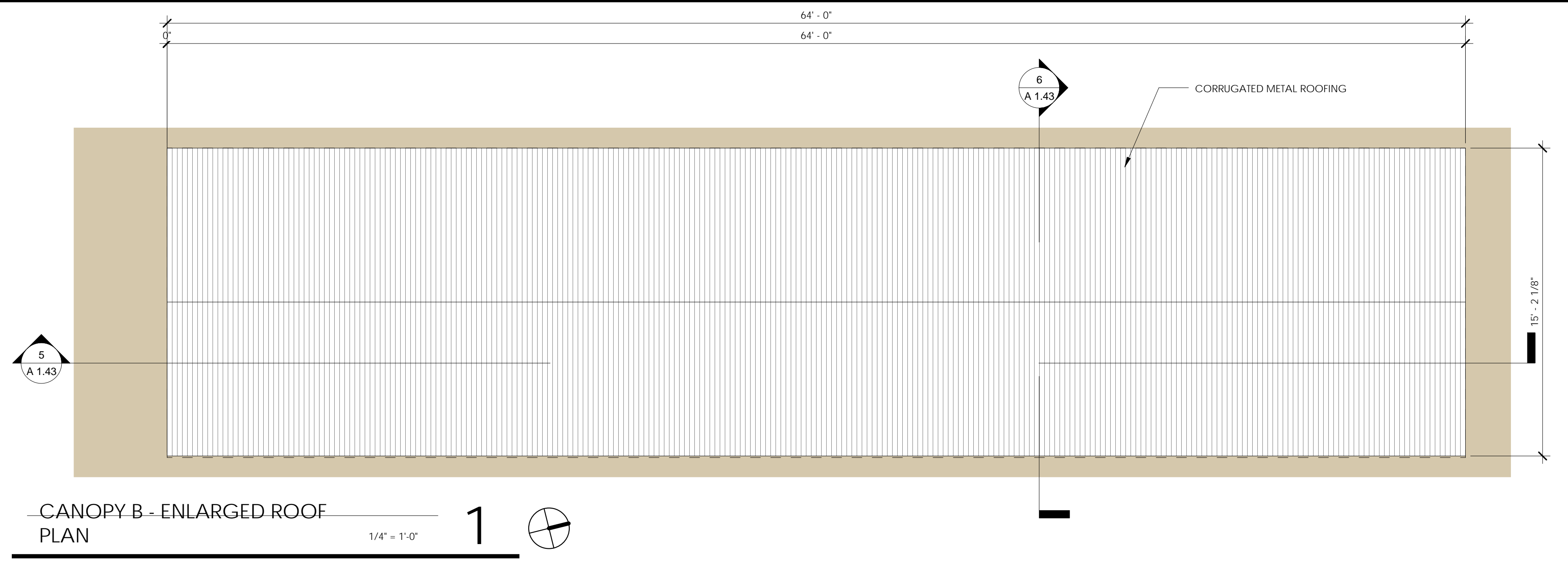
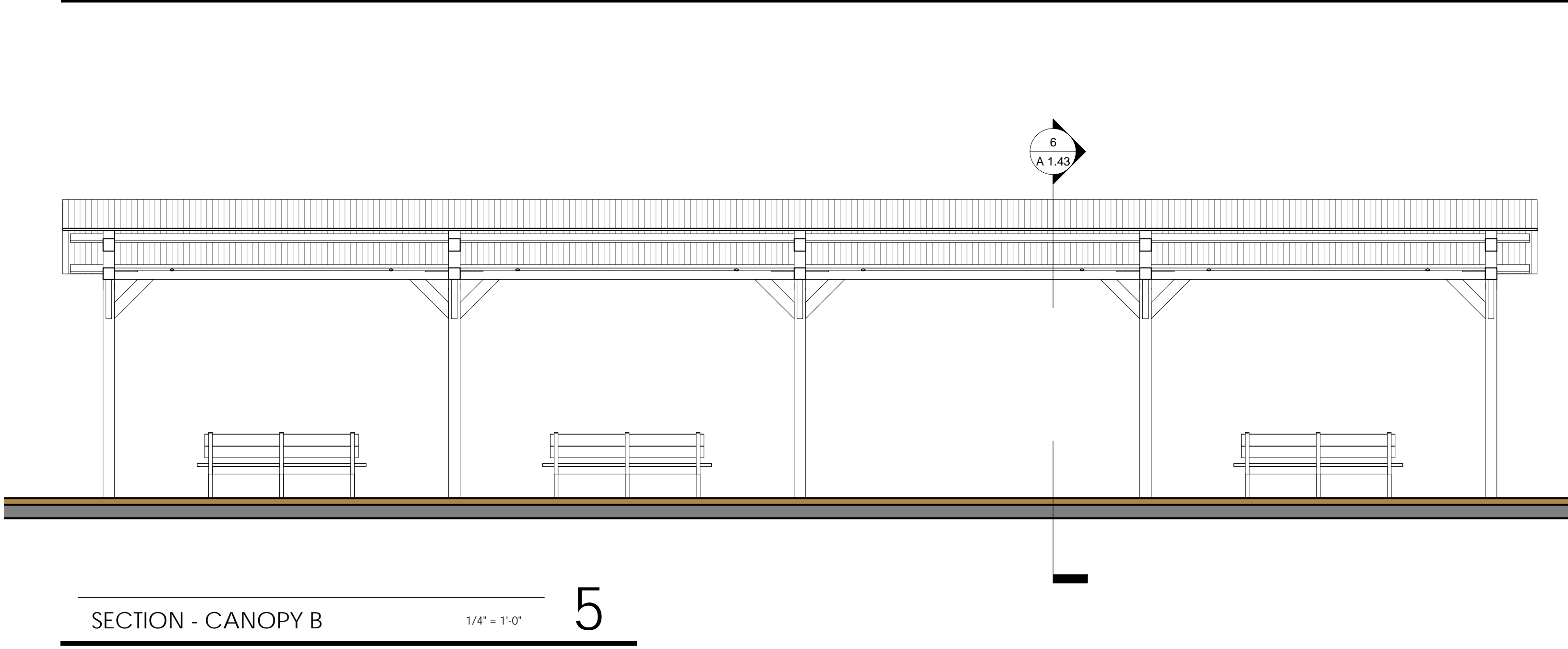
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CANOPY C - PLANS,
ELEVATIONS, SECTIONS

Project Number

Project Number

Drawn By

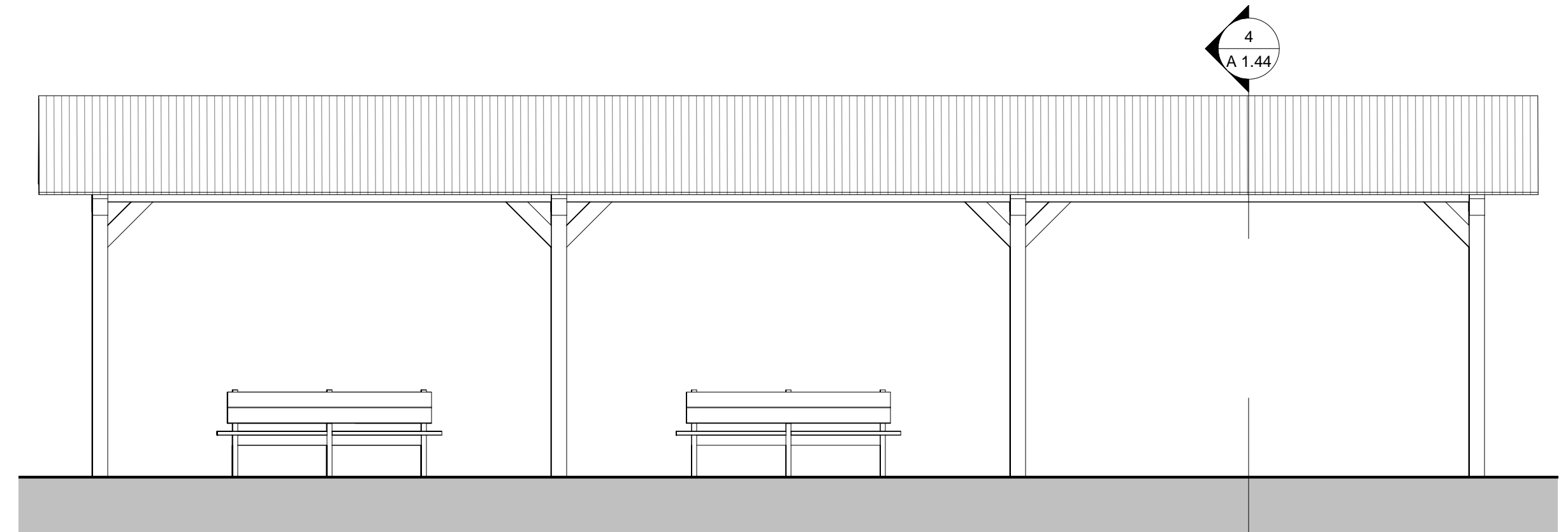
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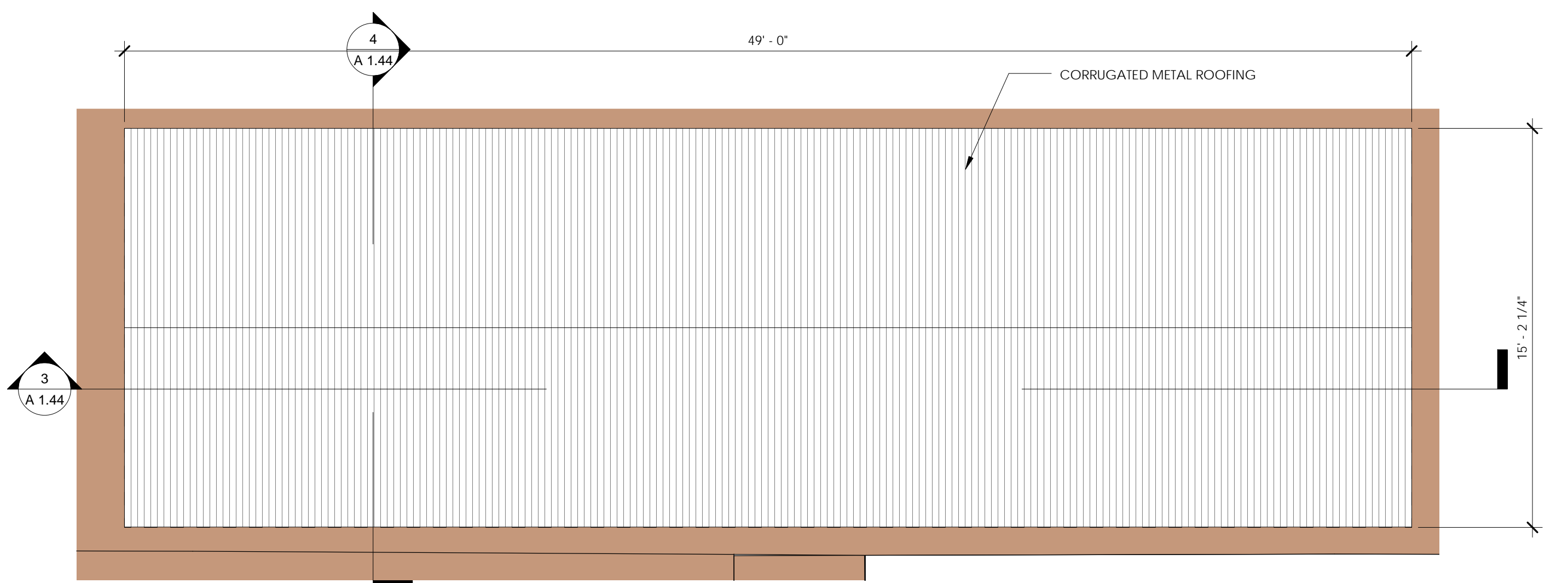
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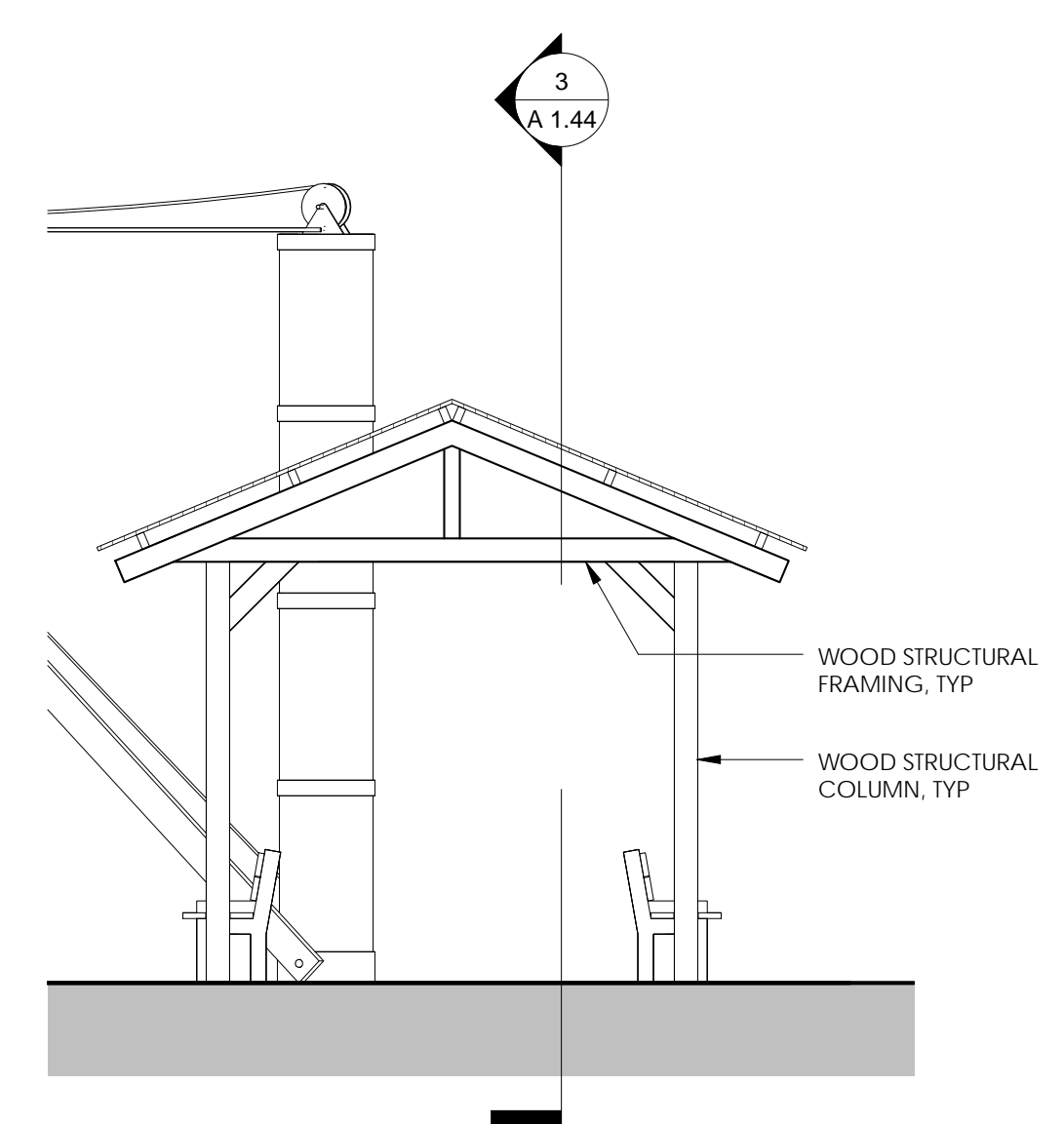
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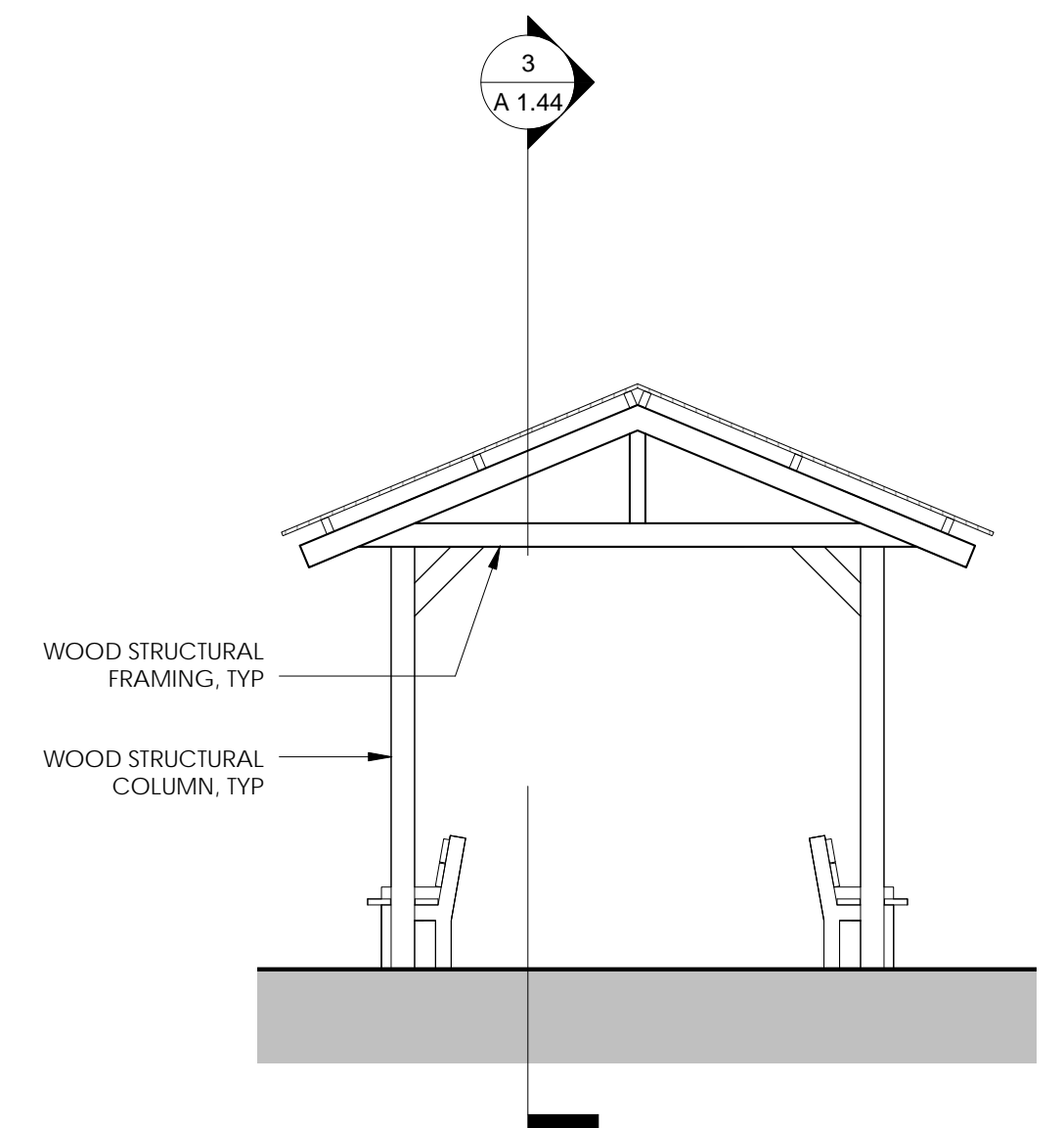
CANOPY C - WEST ELEVATION 1/4" = 1'-0" 5



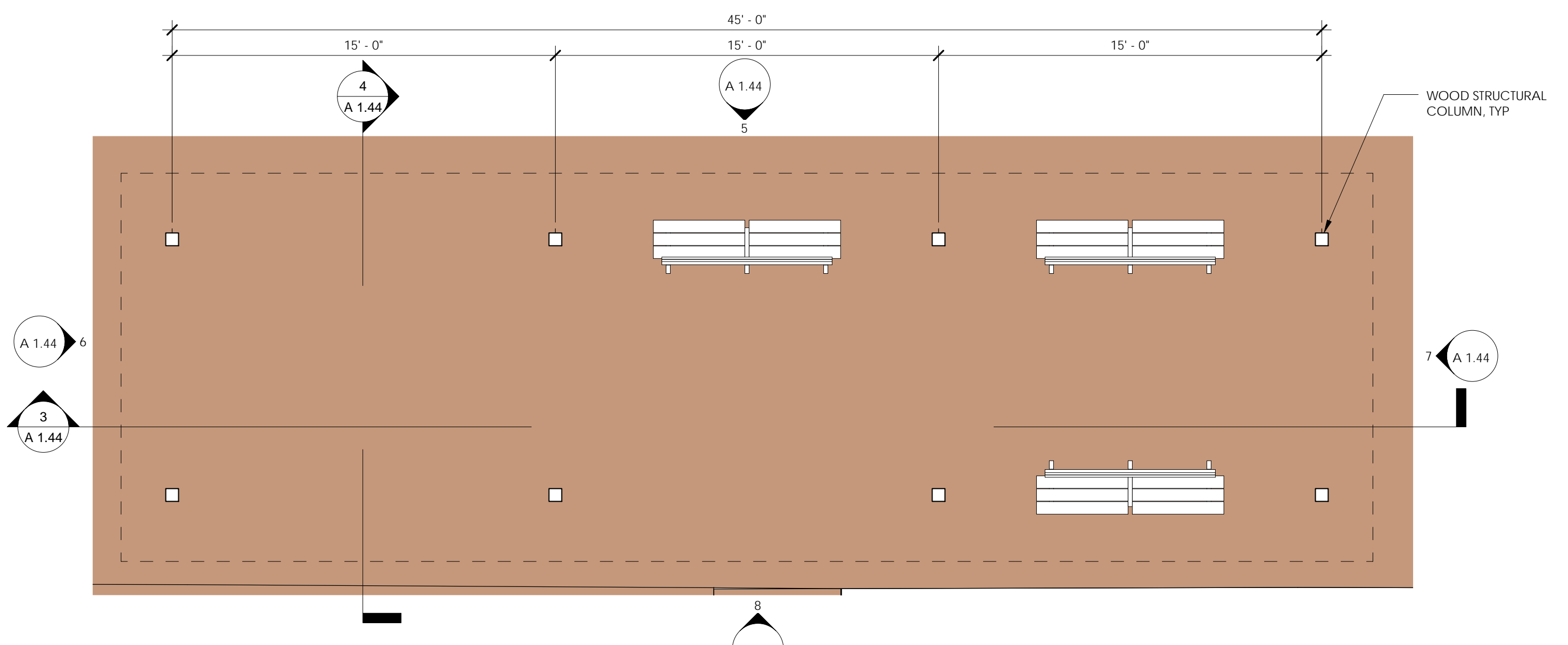
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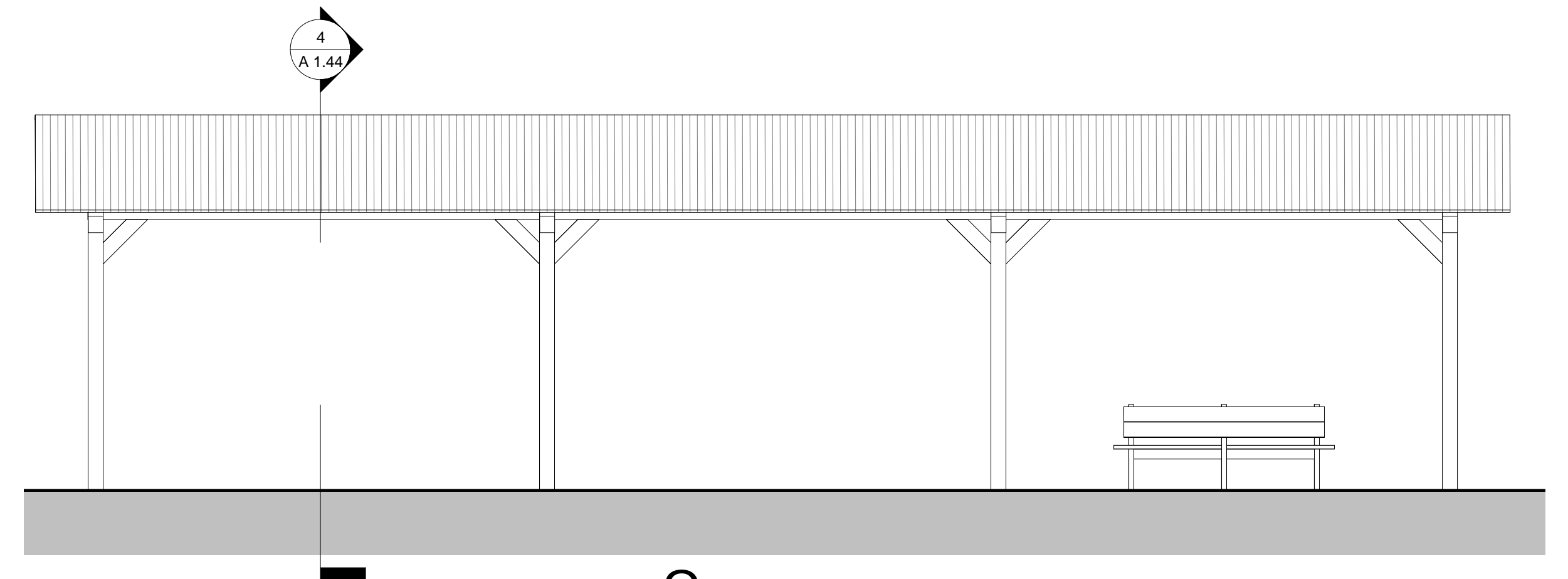
CANOPY C - SOUTH ELEVATION 1/4" = 1'-0" 6



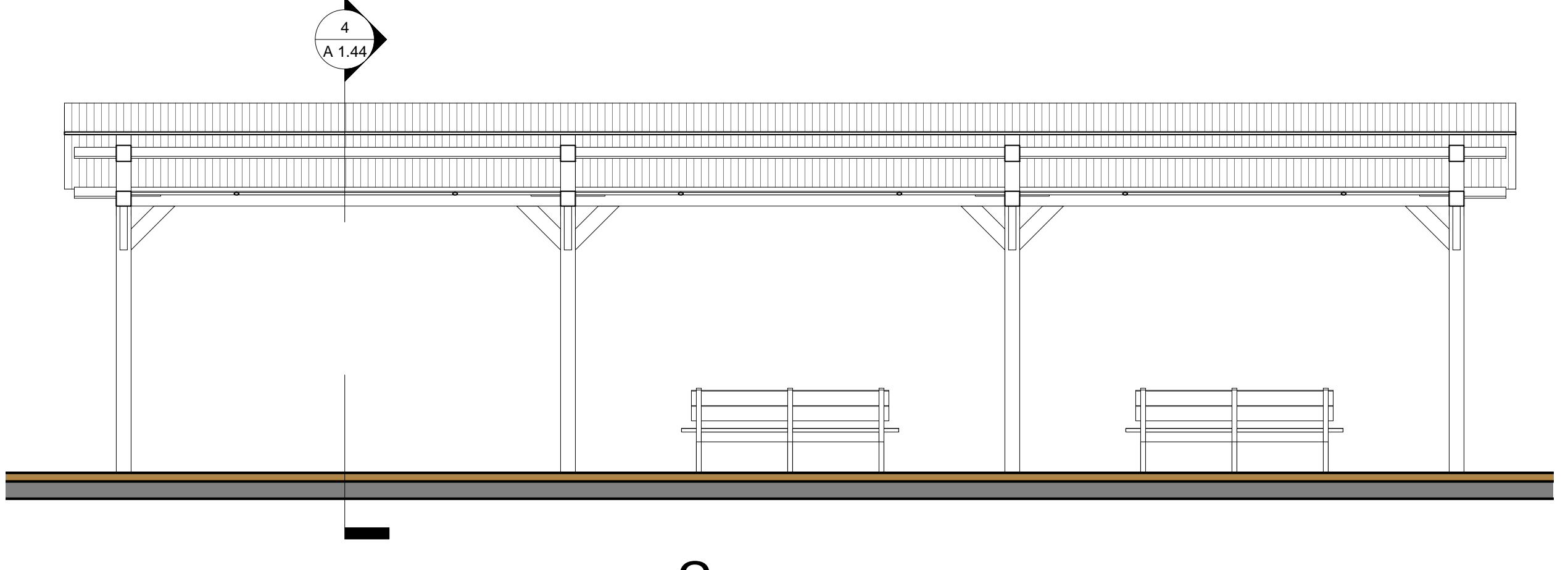
CANOPY C - NORTH ELEVATION 1/4" = 1'-0" 7



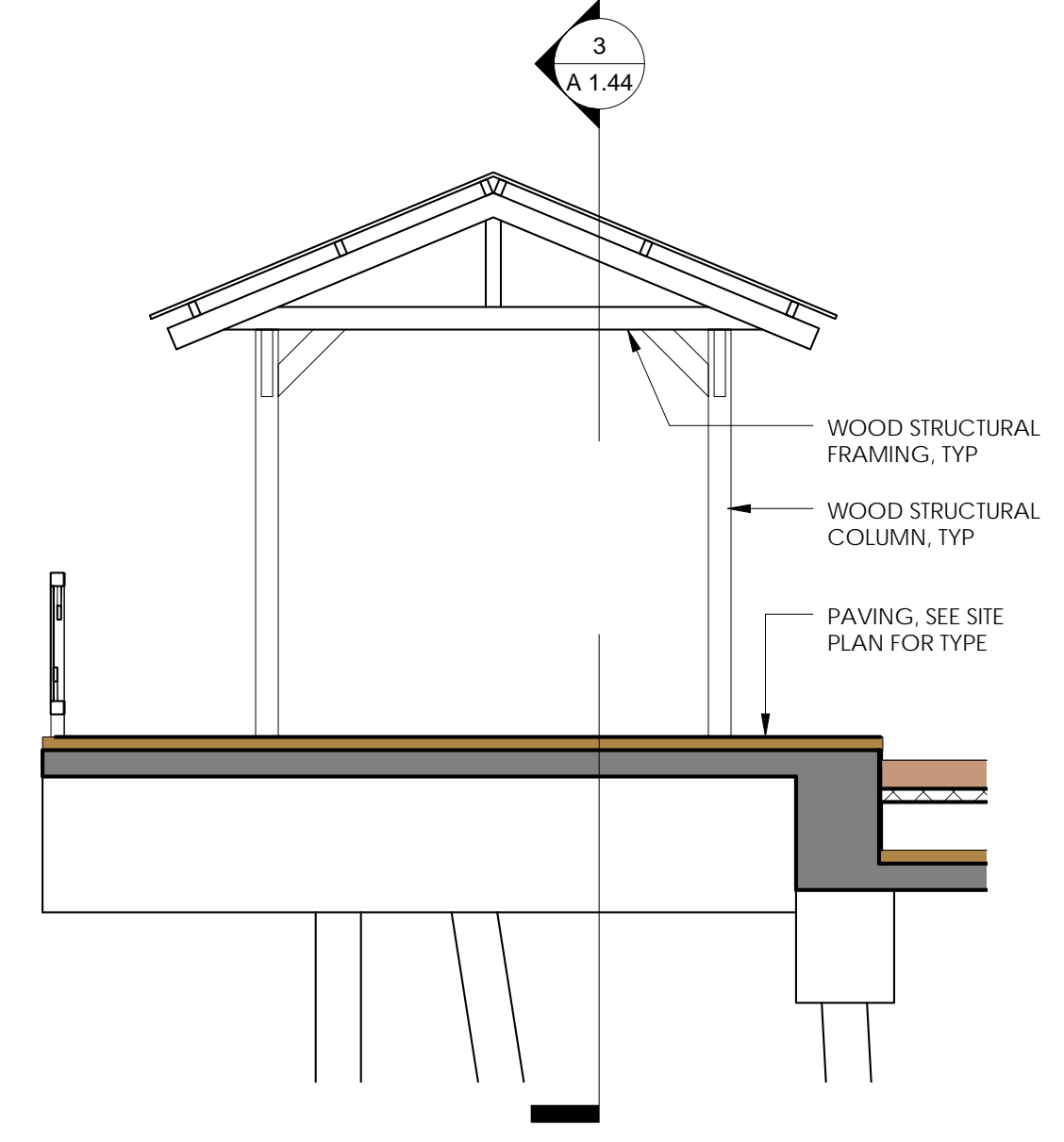
CANOPY C - ENLARGED FLOOR PLAN 1/4" = 1'-0" 2



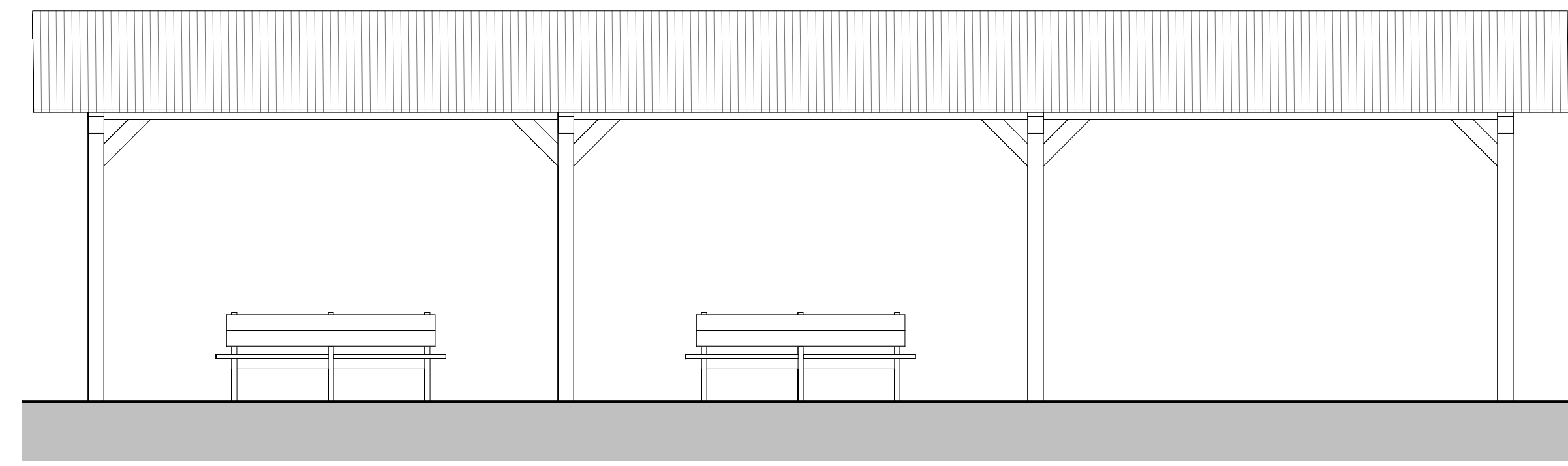
CANOPY C - EAST ELEVATION 1/4" = 1'-0" 8



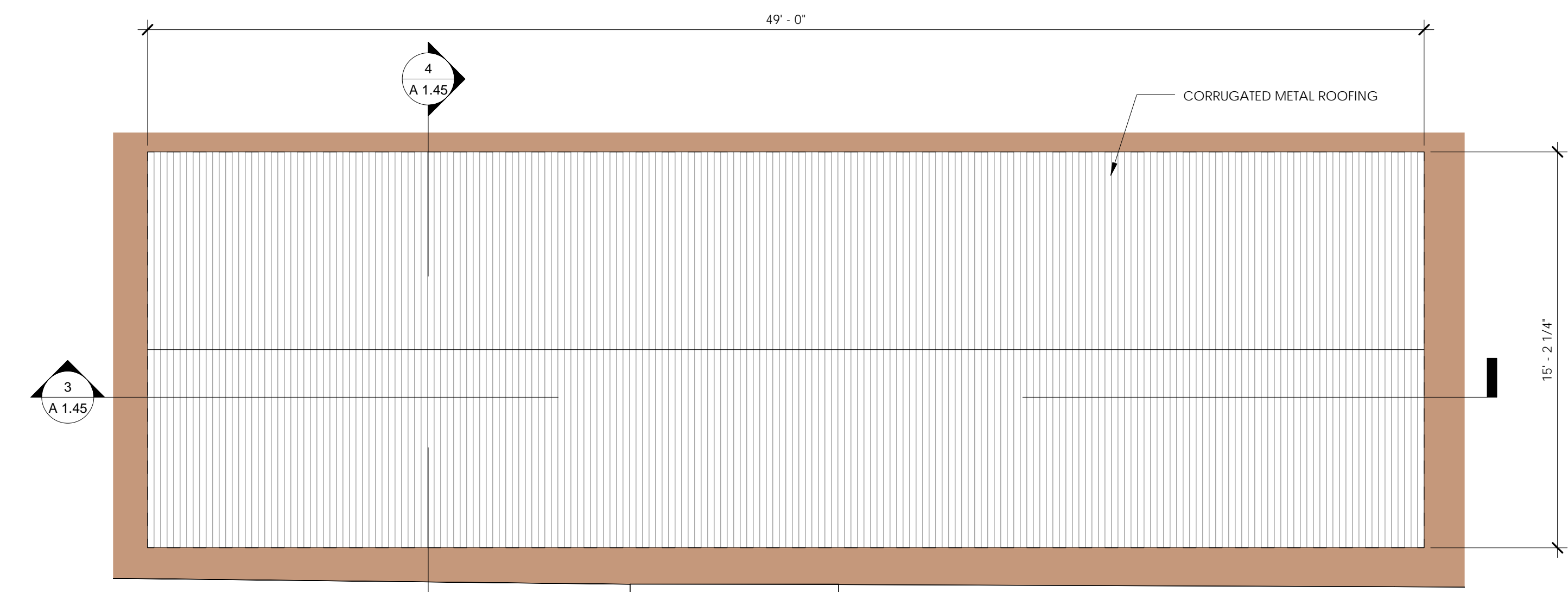
SECTION - CANOPY C 1/4" = 1'-0" 3



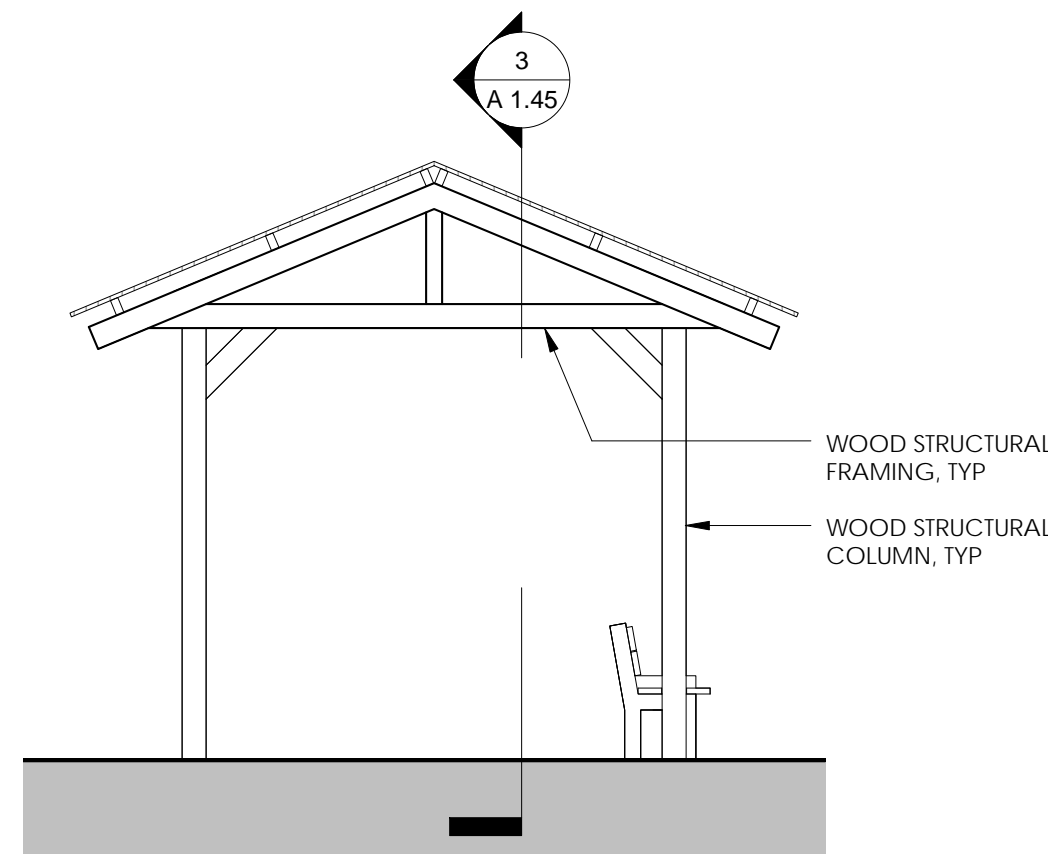
SECTION - CANOPY C 1/4" = 1'-0" 4



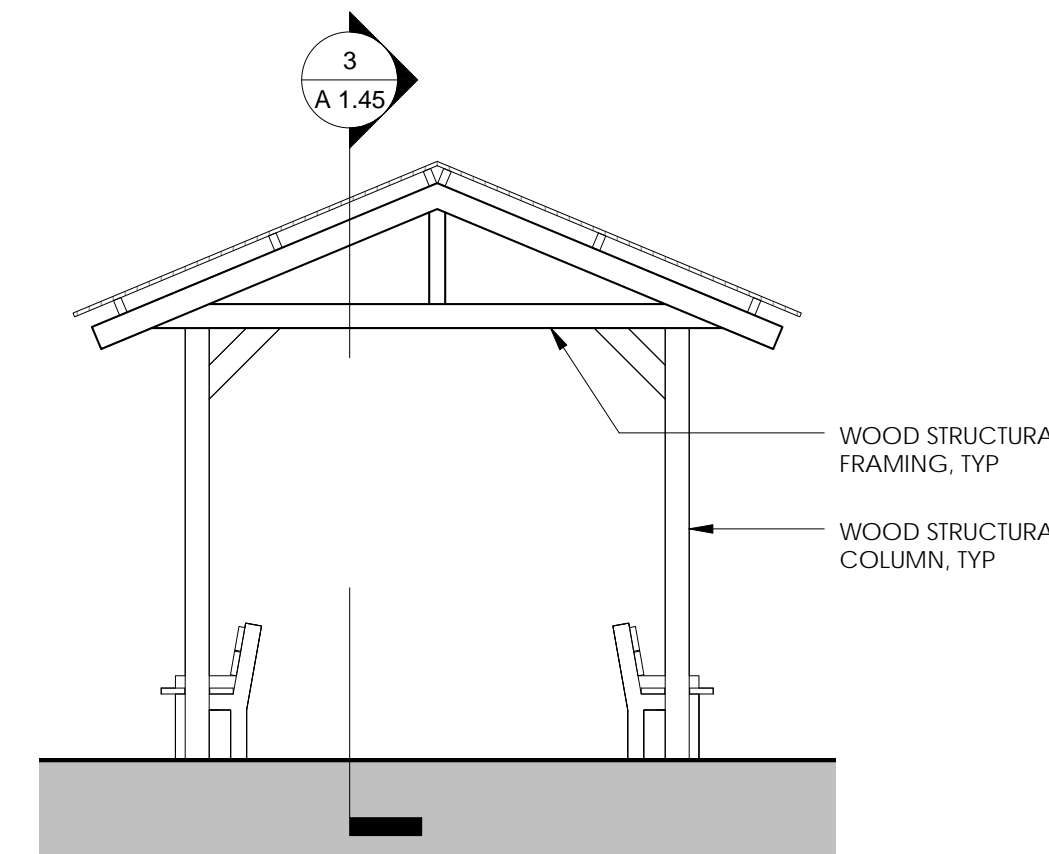
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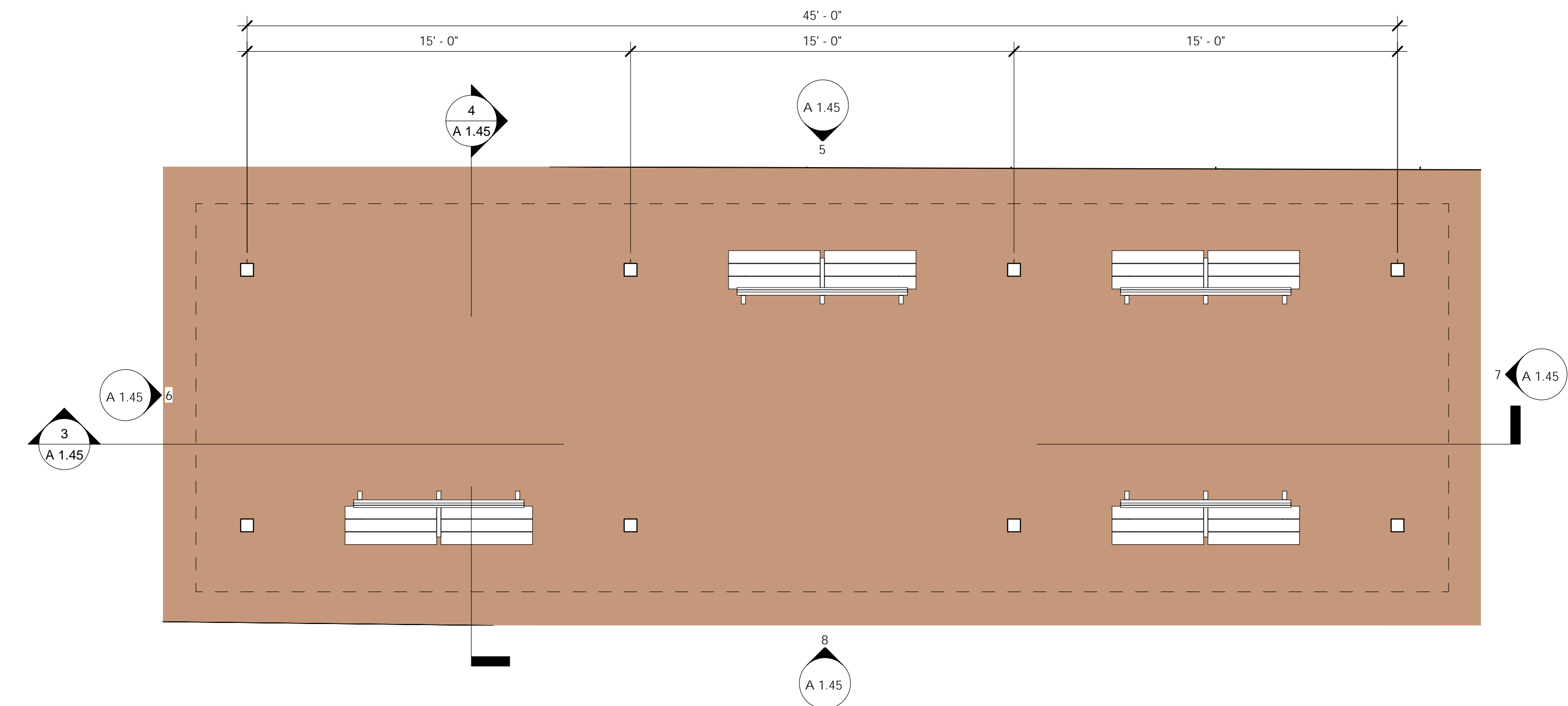
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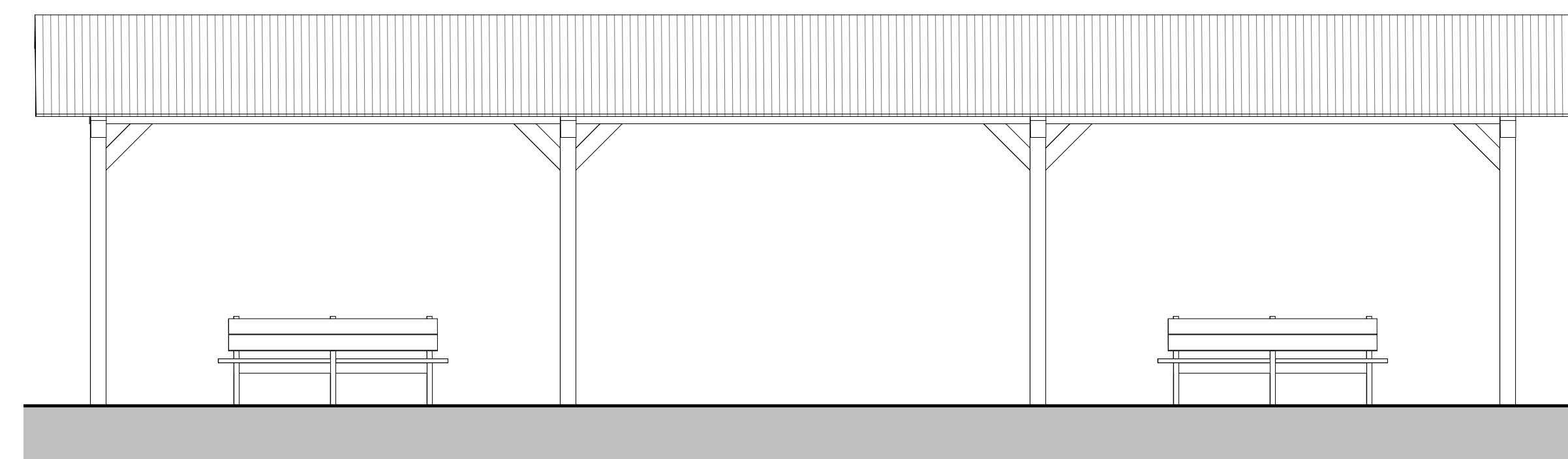
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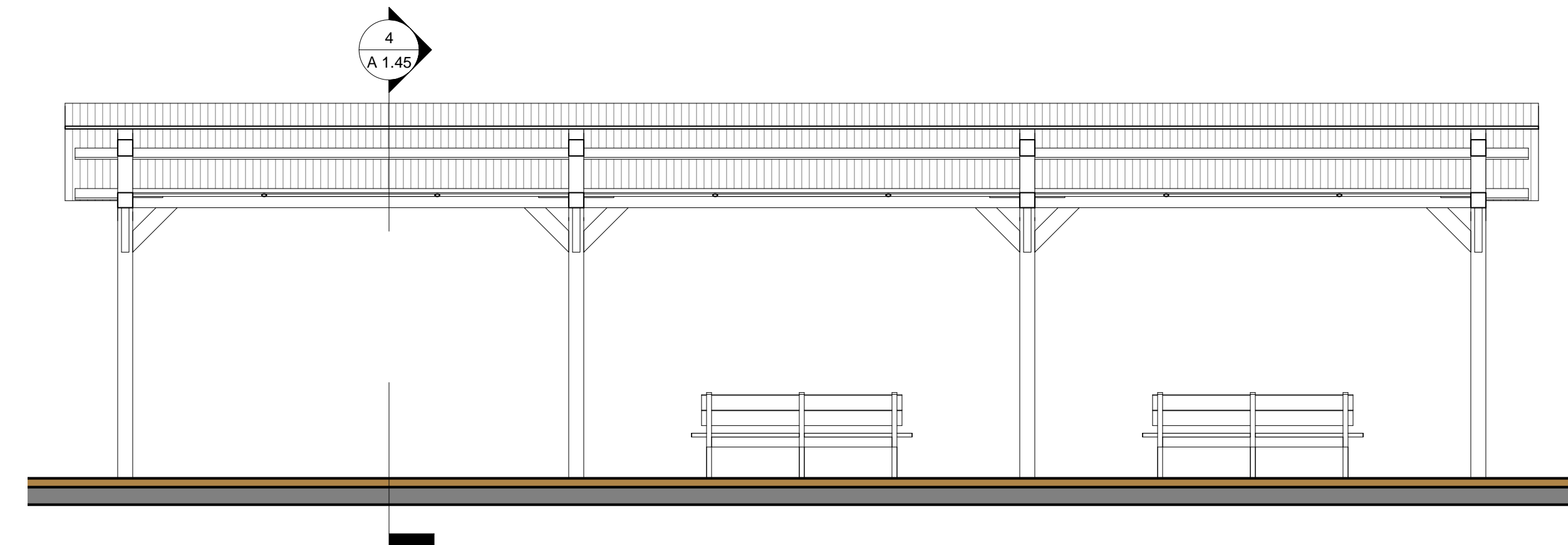
CANOPY D - NORTH ELEVATION 1/4" = 1'-0" 7



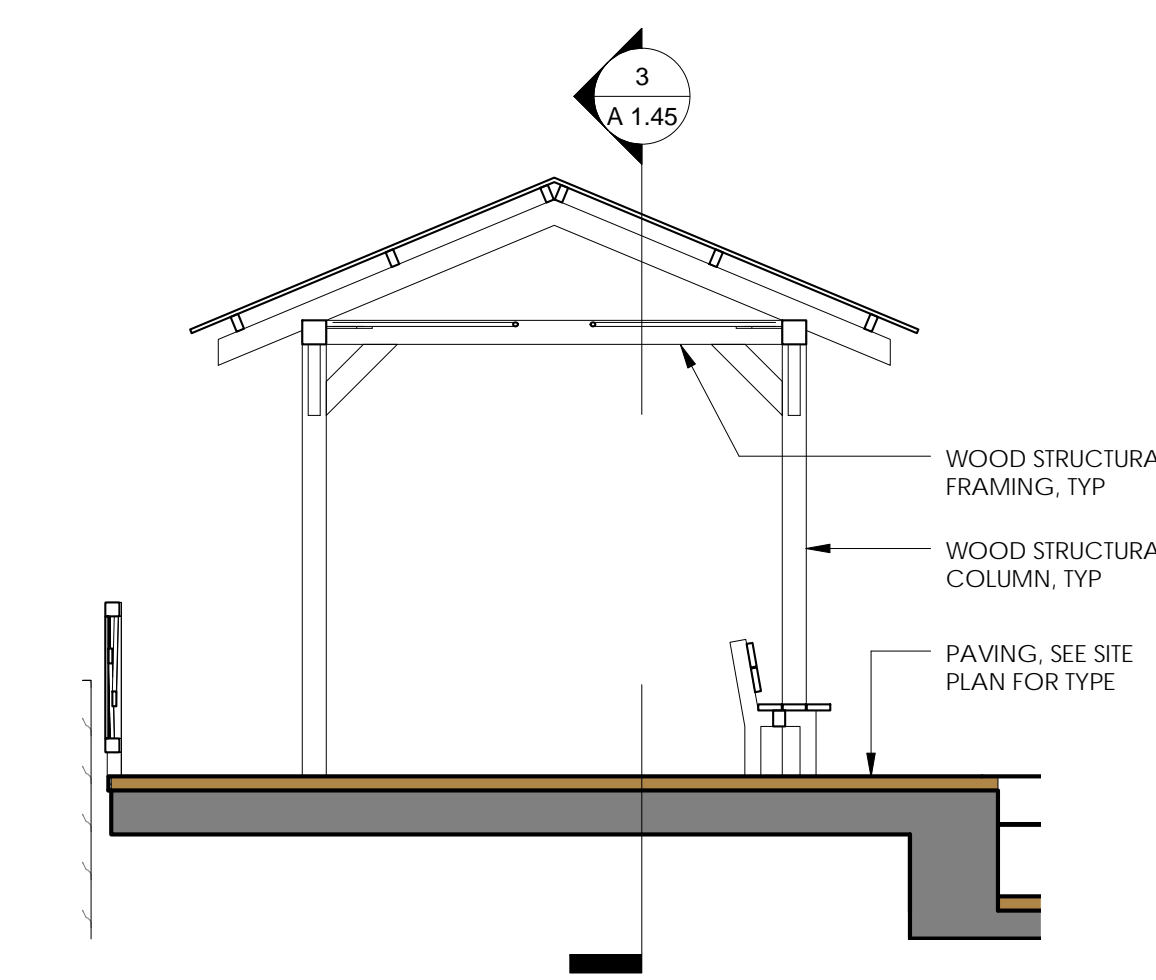
CANOPY D - ENLARGED FLOOR PLAN 1/4" = 1'-0" 2



CANOPY D - EAST ELEVATION 1/4" = 1'-0" 8



SECTION - CANOPY D 1/4" = 1'-0" 3



SECTION - CANOPY D 1/4" = 1'-0" 4



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CANOPY D - PLANS,
ELEVATIONS, SECTIONS

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CANOPY E - PLANS,
 ELEVATIONS, SECTIONS

Project Number

Project Number

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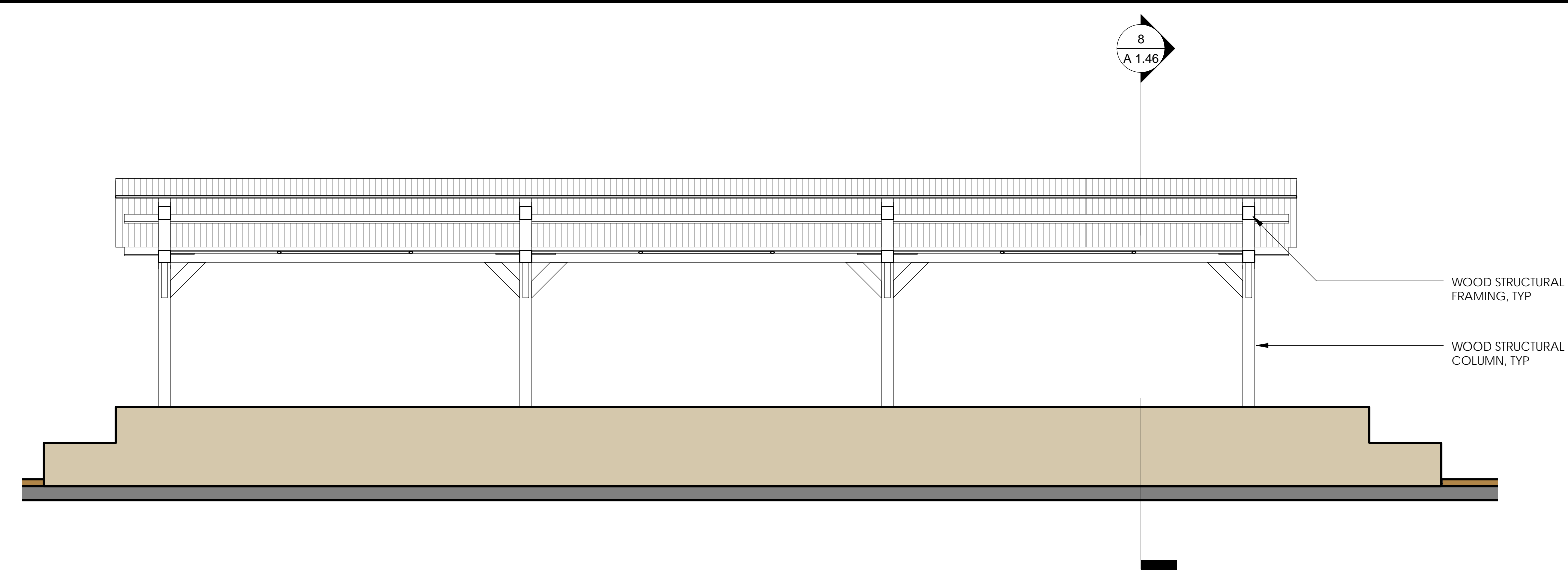
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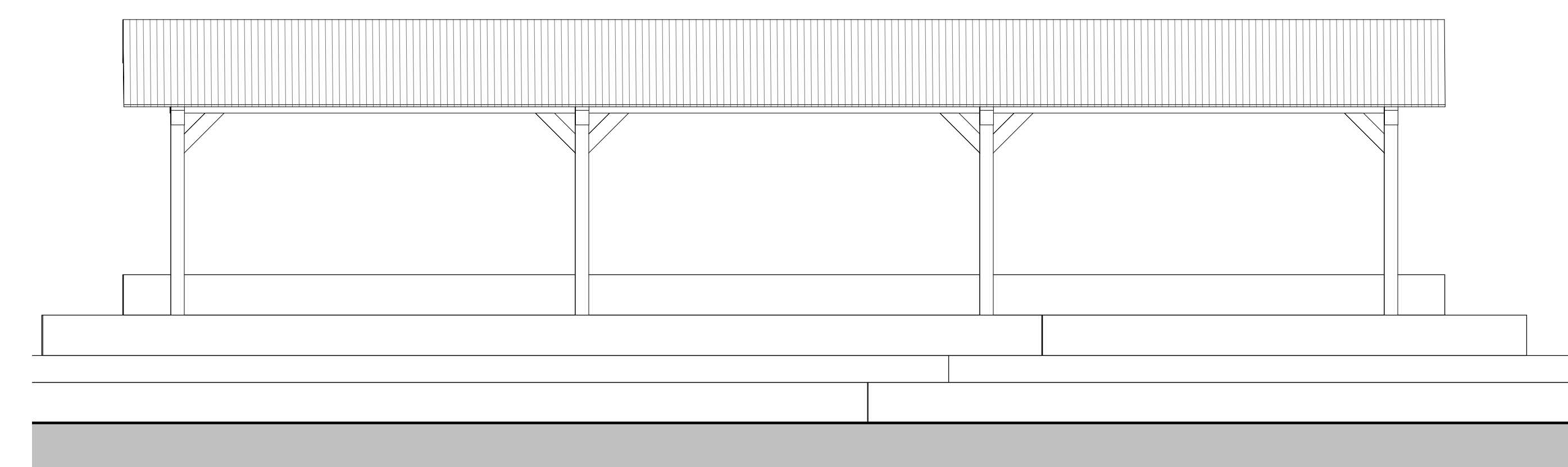
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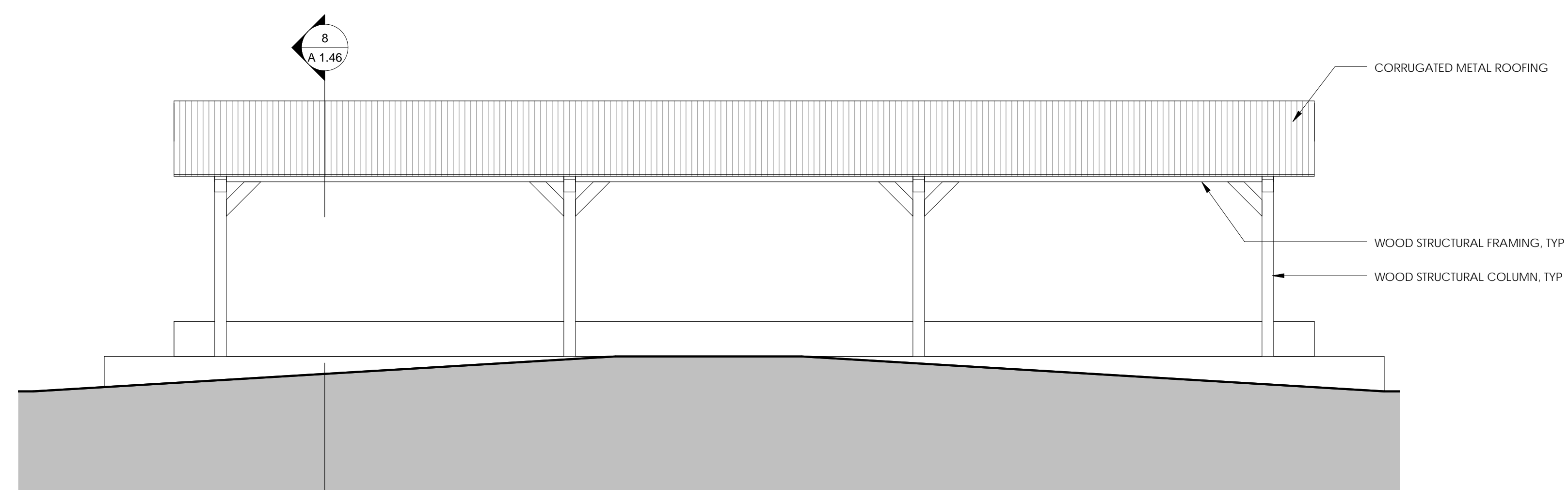
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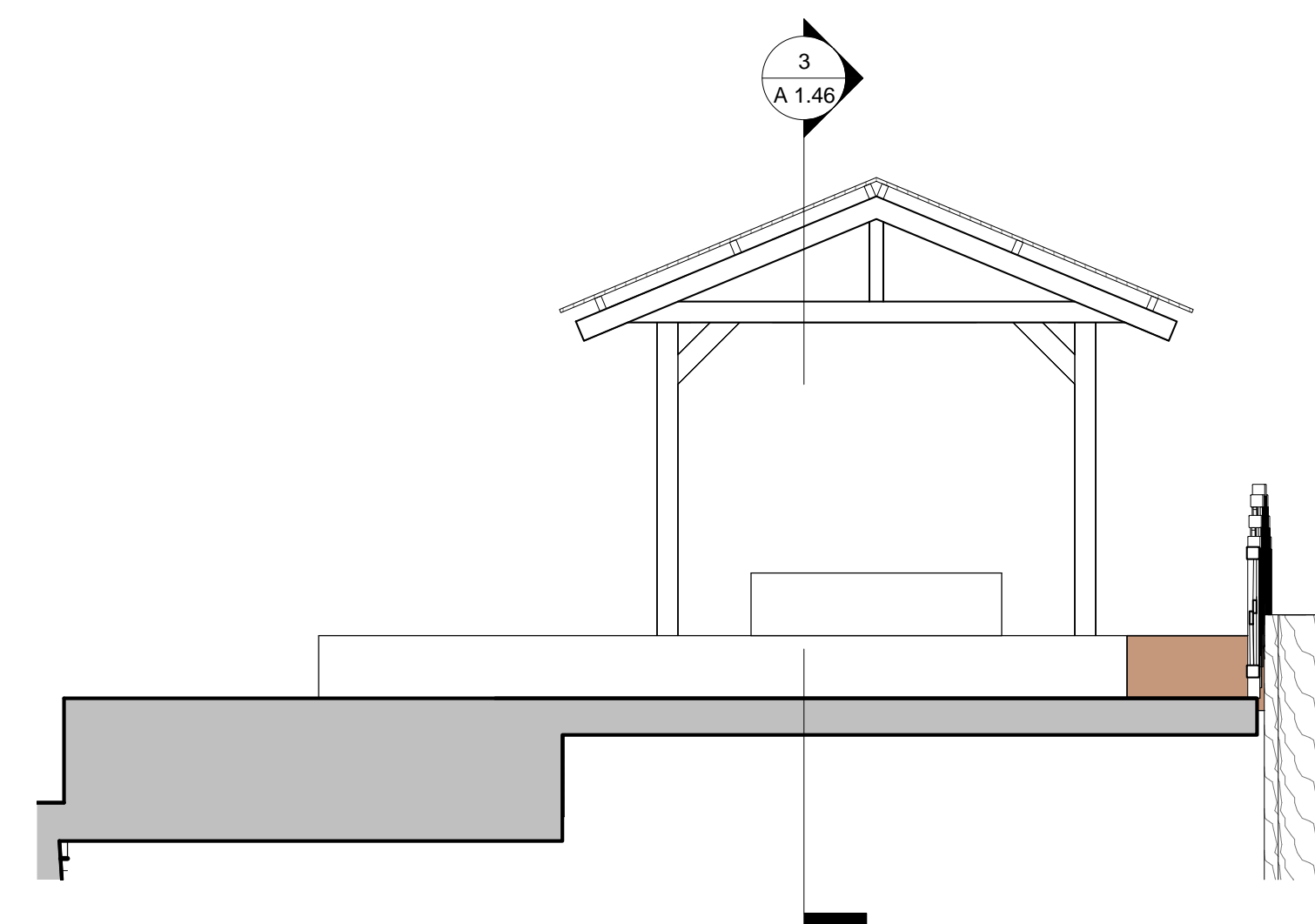
SECTION - CANOPY E 1/4" = 1'-0" 3



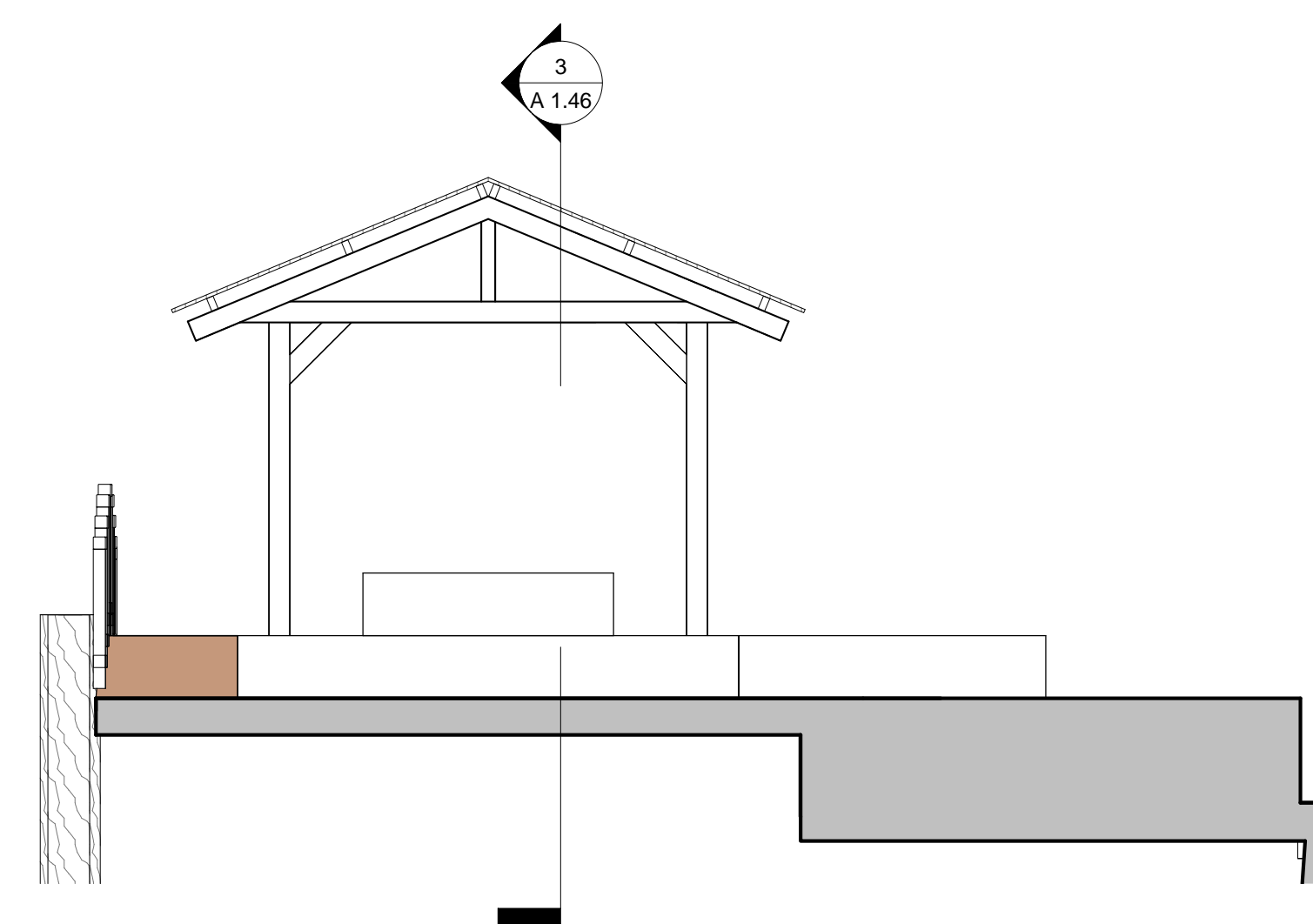
CANOPY E - EAST ELEVATION 1/4" = 1'-0" 4



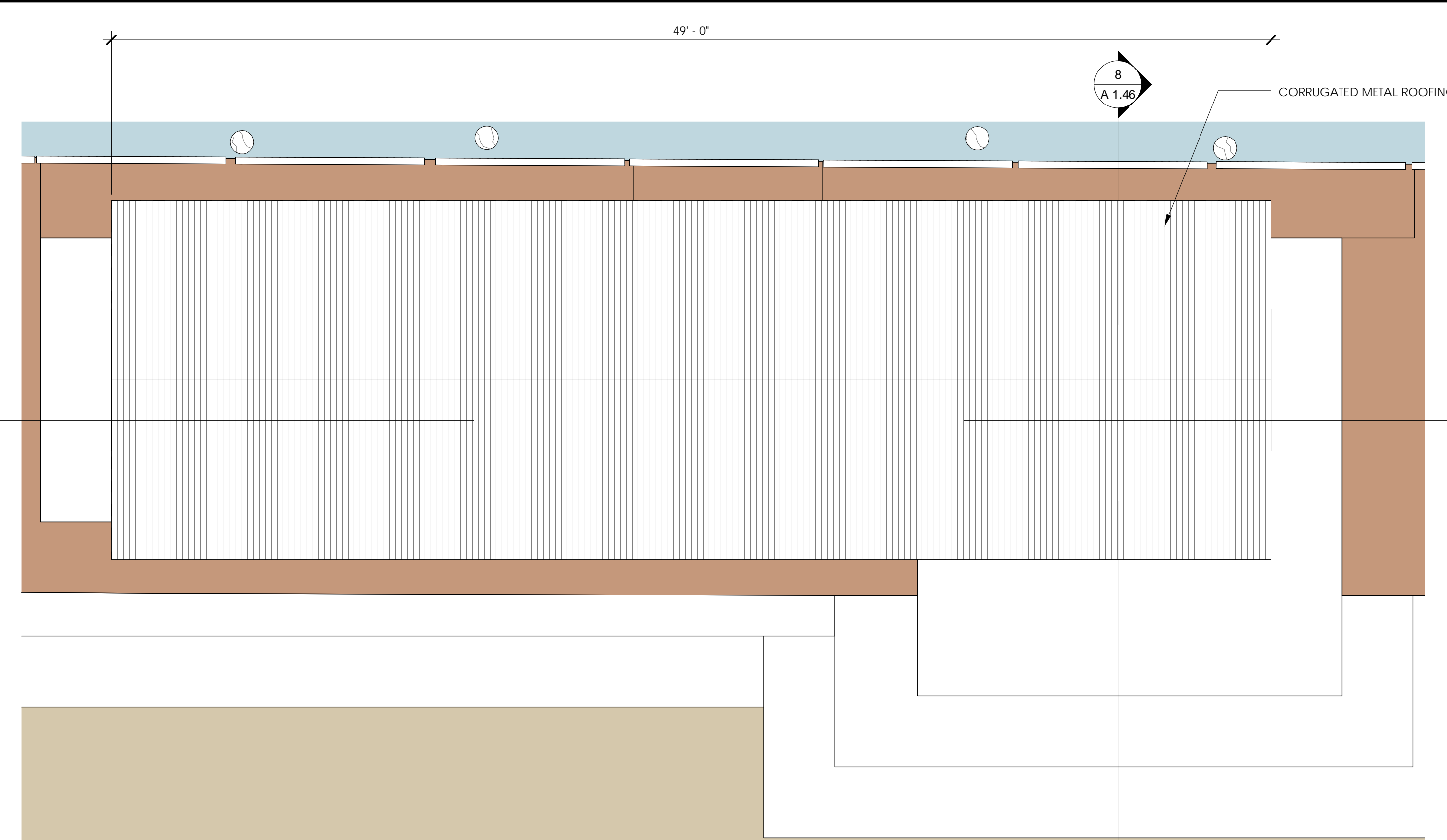
CANOPY E - WEST ELEVATION 1/4" = 1'-0" 5



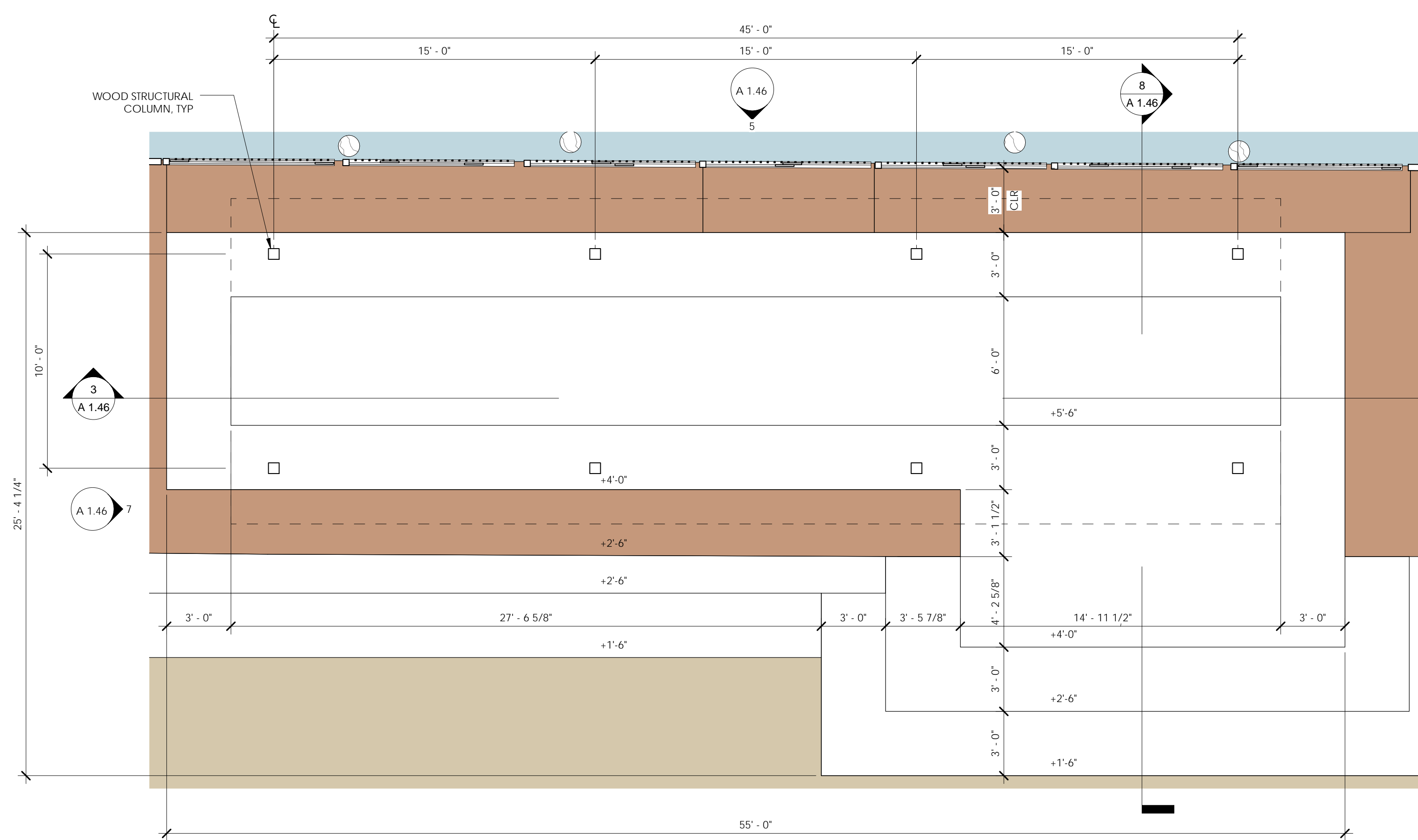
CANOPY E - NORTH ELEVATION 1/4" = 1'-0" 6



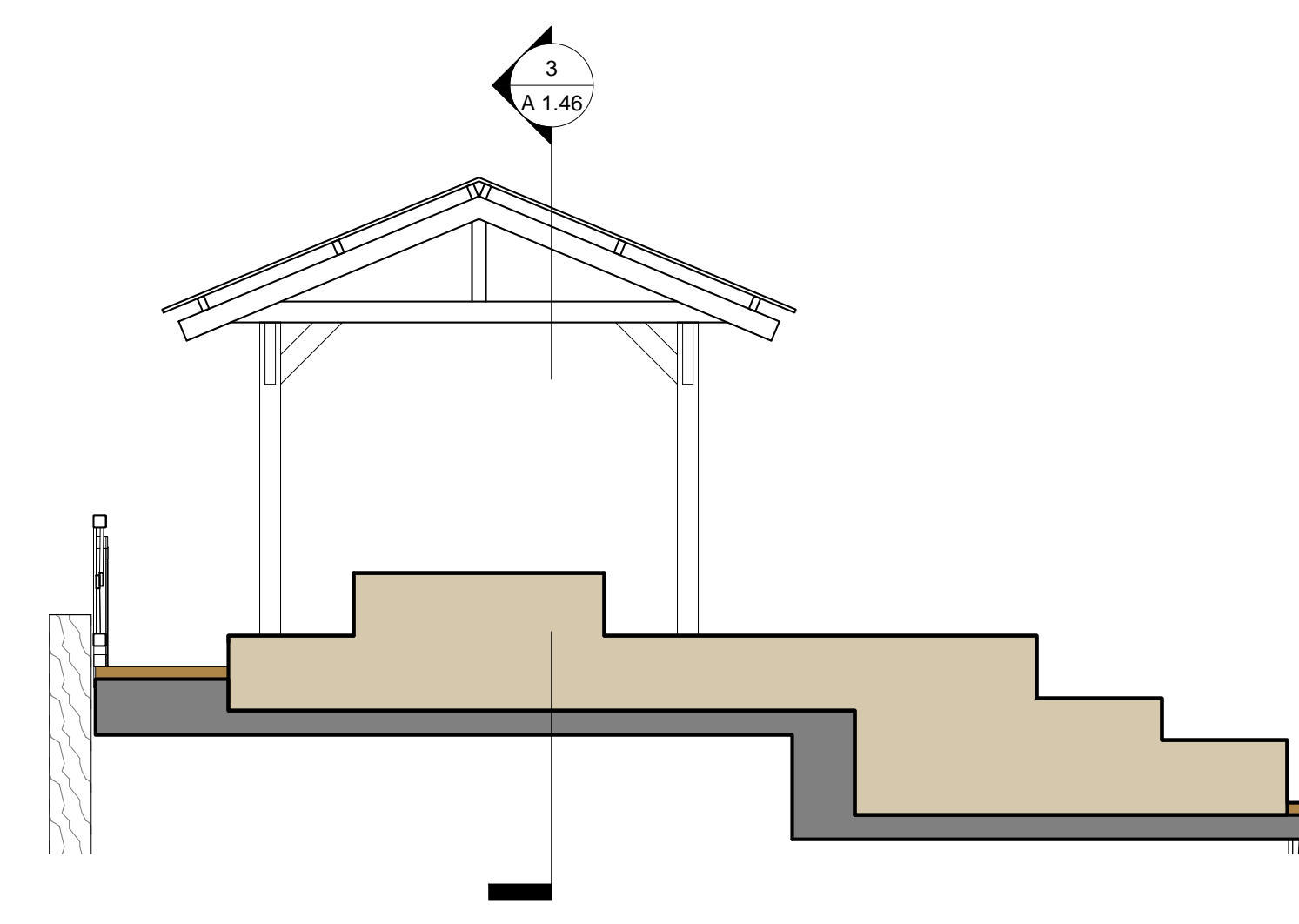
CANOPY E - SOUTH ELEVATION 1/4" = 1'-0" 7



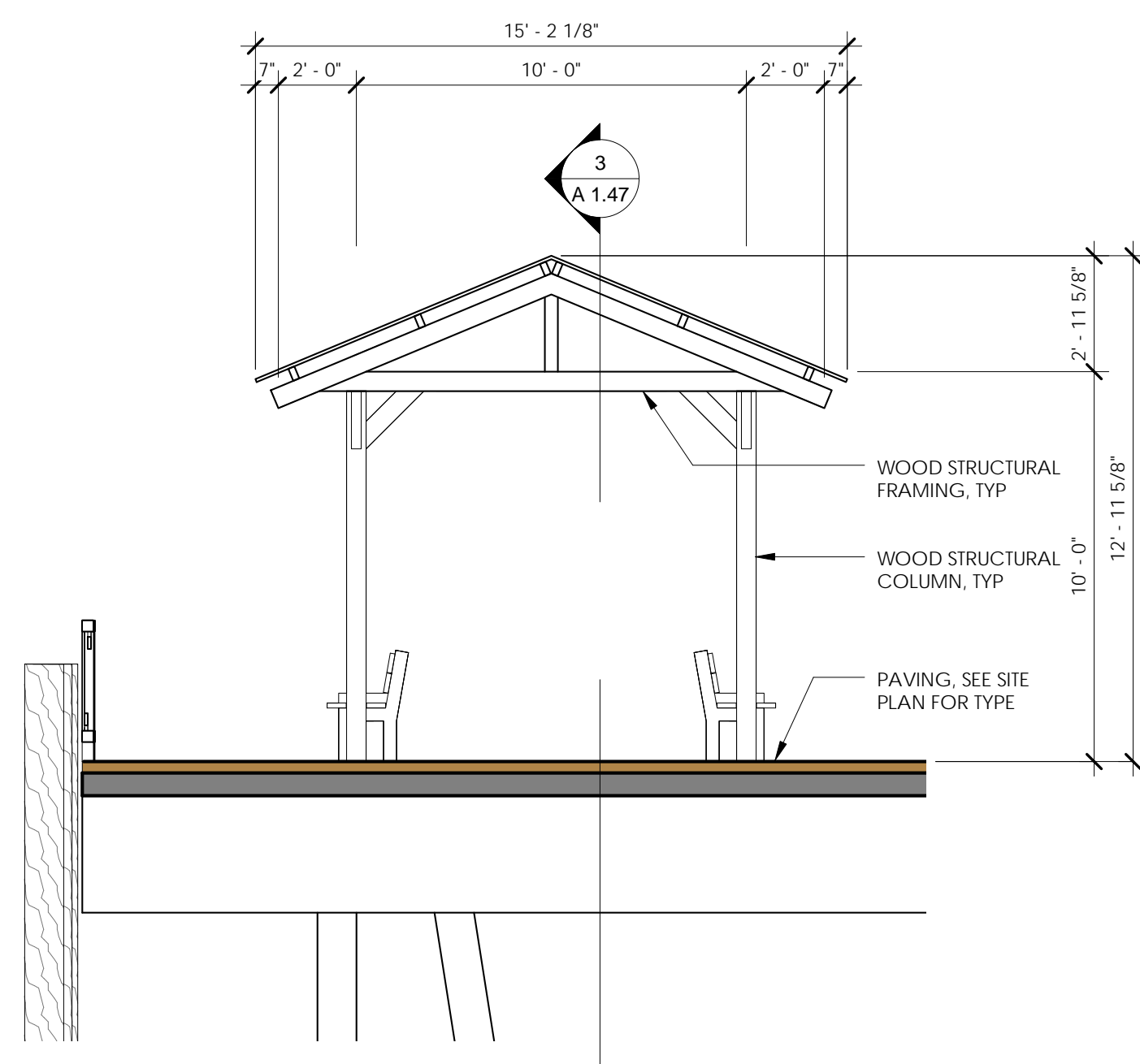
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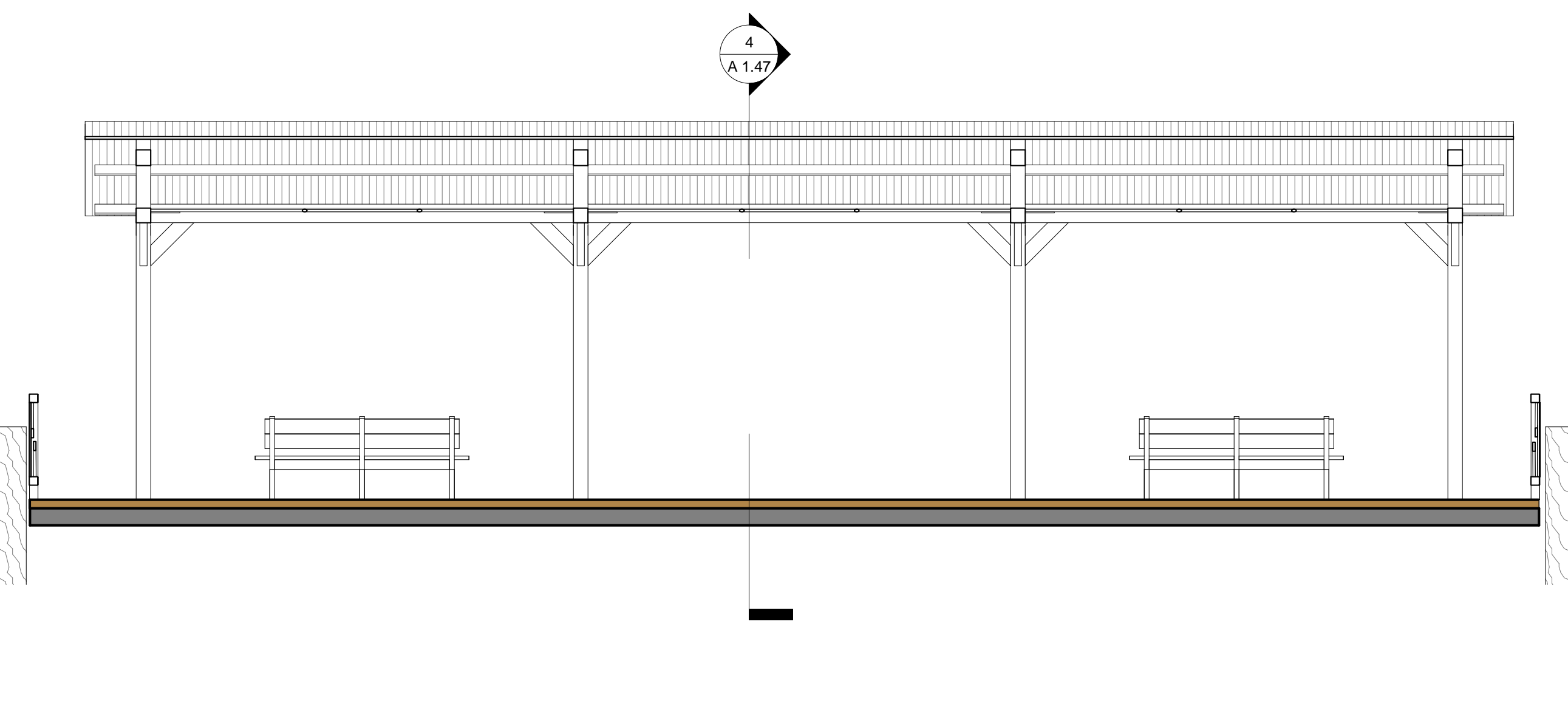
CANOPY E - ENLARGED FLOOR PLAN 1/4" = 1'-0" 2



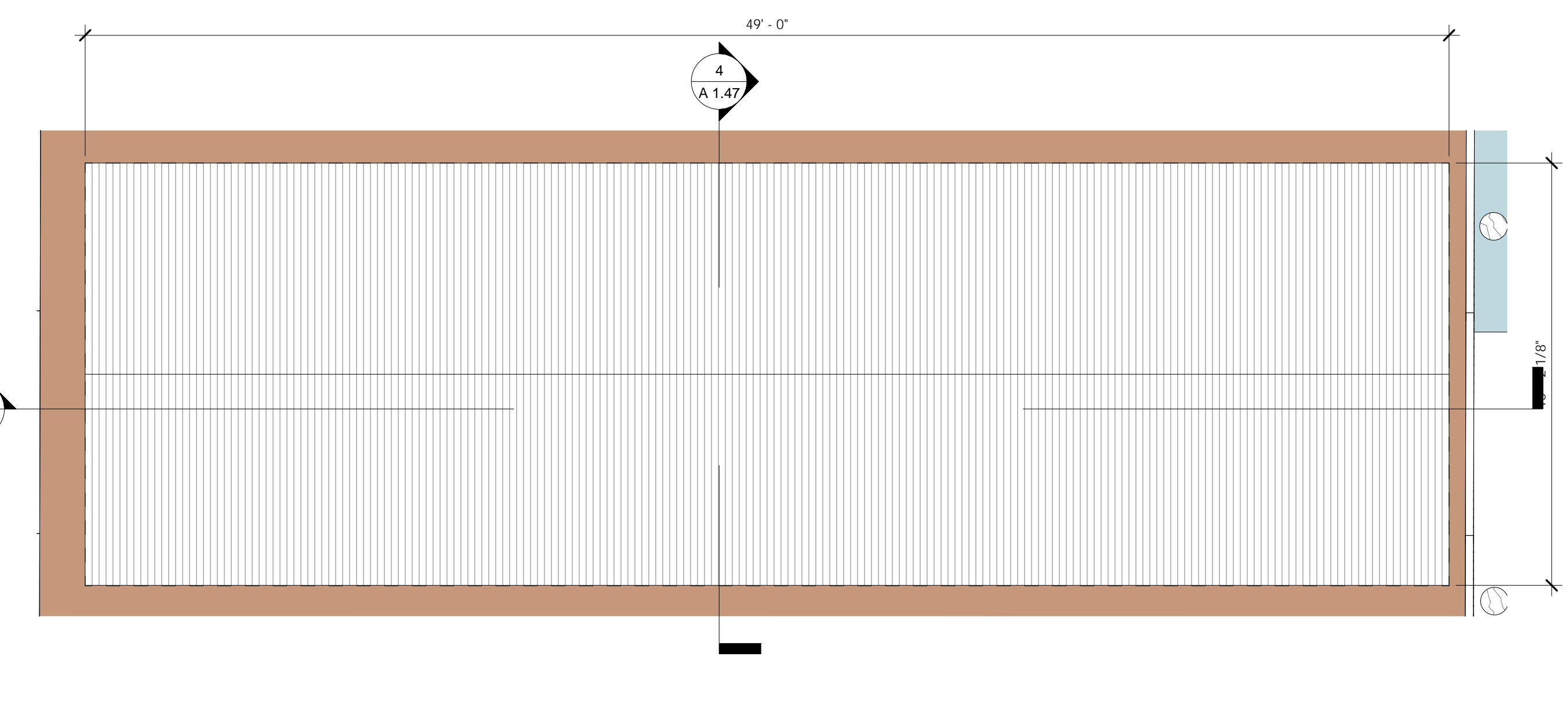
SECTION - CANOPY E 1/4" = 1'-0" 8



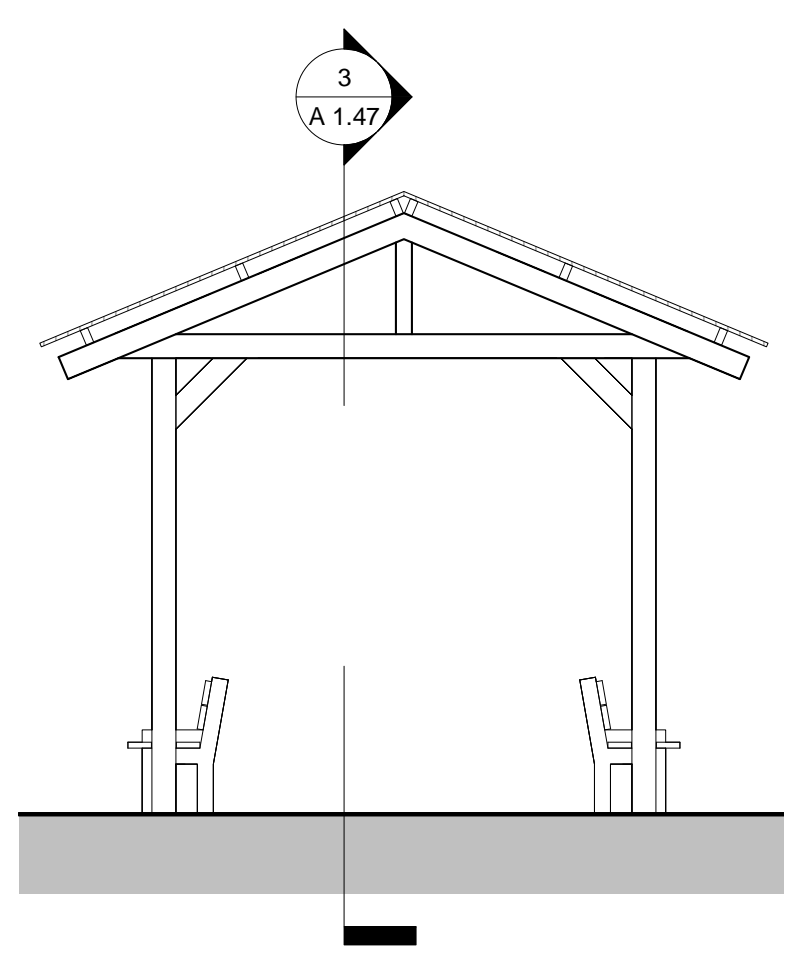
SECTION - CANOPY F 1/4" = 1'-0" 4



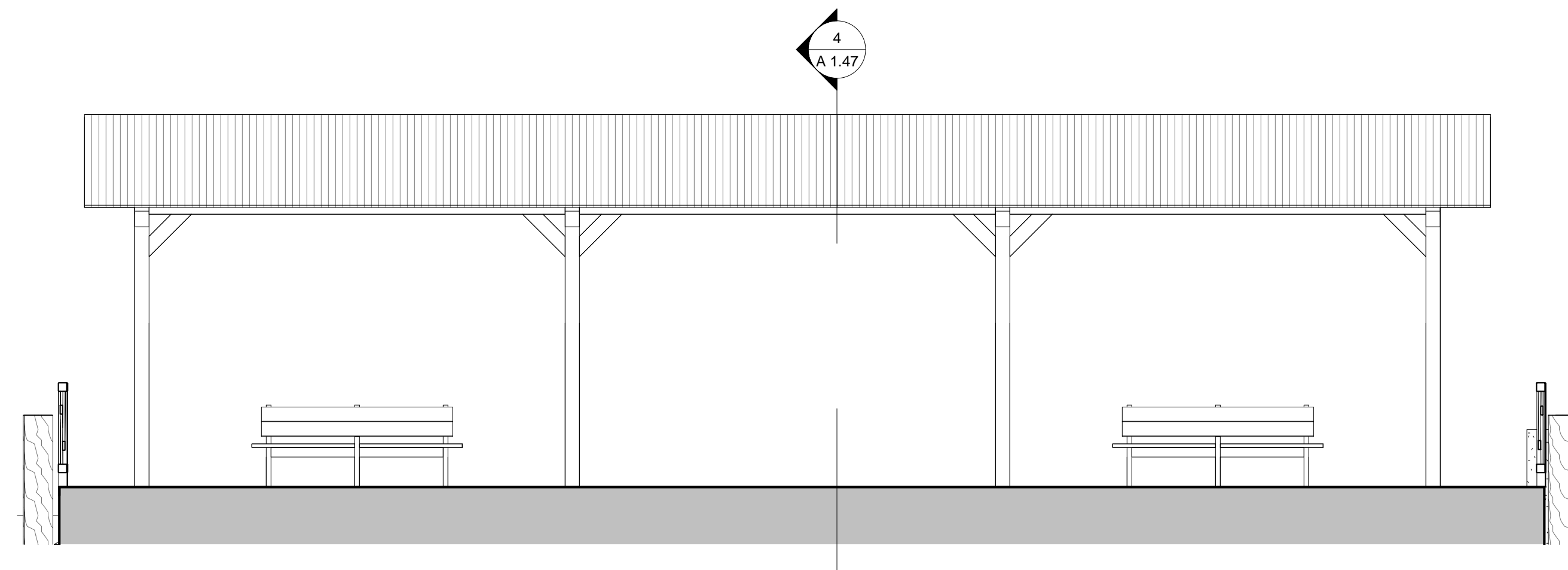
SECTION - CANOPY F 1/4" = 1'-0" 3



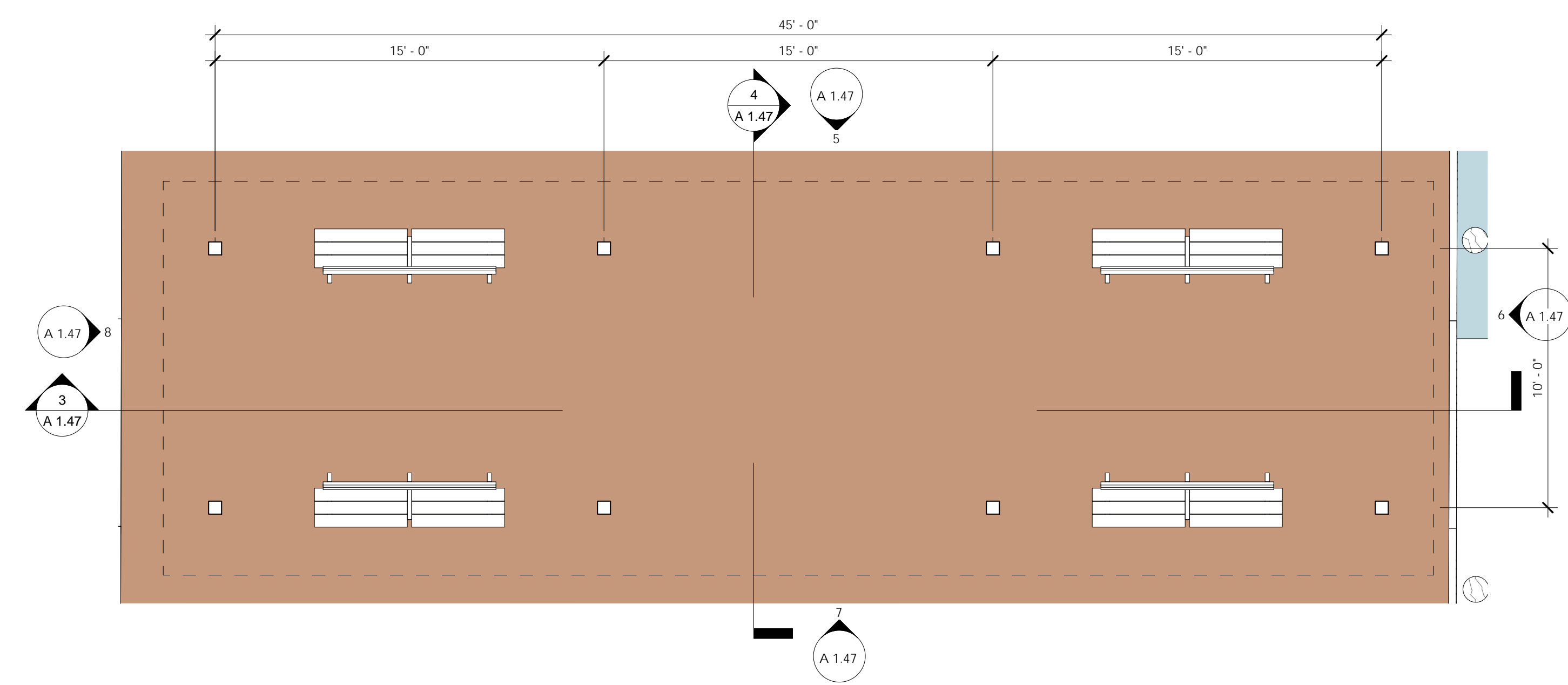
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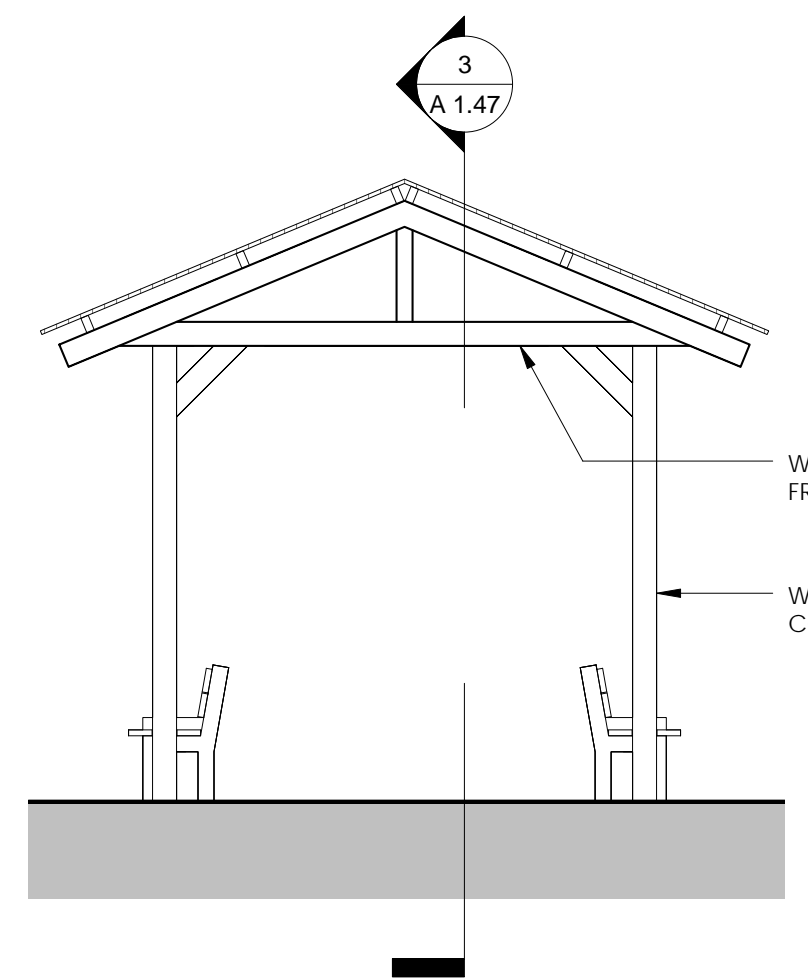
CANOPY F - NORTH ELEVATION 1/4" = 1'-0" 6



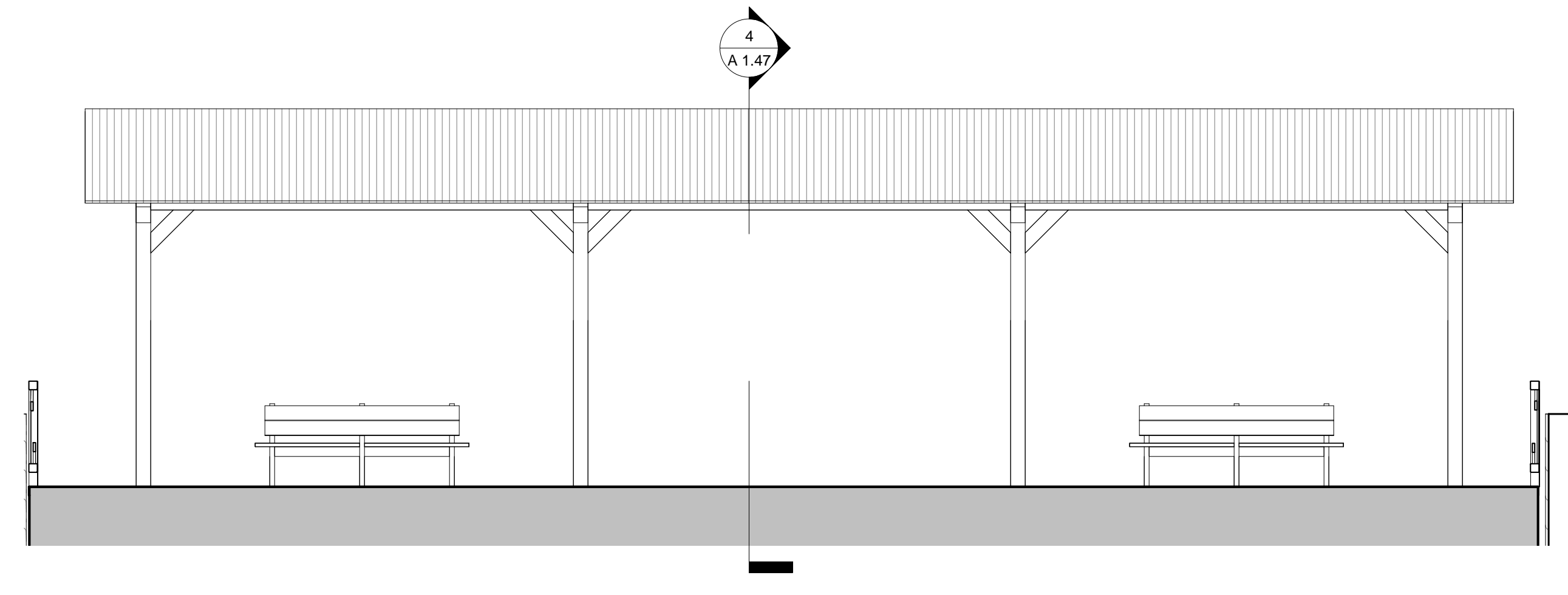
CANOPY F - WEST ELEVATION 1/4" = 1'-0" 5



CANOPY F - ENLARGED FLOOR PLAN 1/4" = 1'-0" 2



CANOPY F - SOUTH ELEVATION 1/4" = 1'-0" 8



CANOPY F - EAST ELEVATION 1/4" = 1'-0" 7



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CANOPY F - PLANS,
ELEVATIONS, SECTIONS

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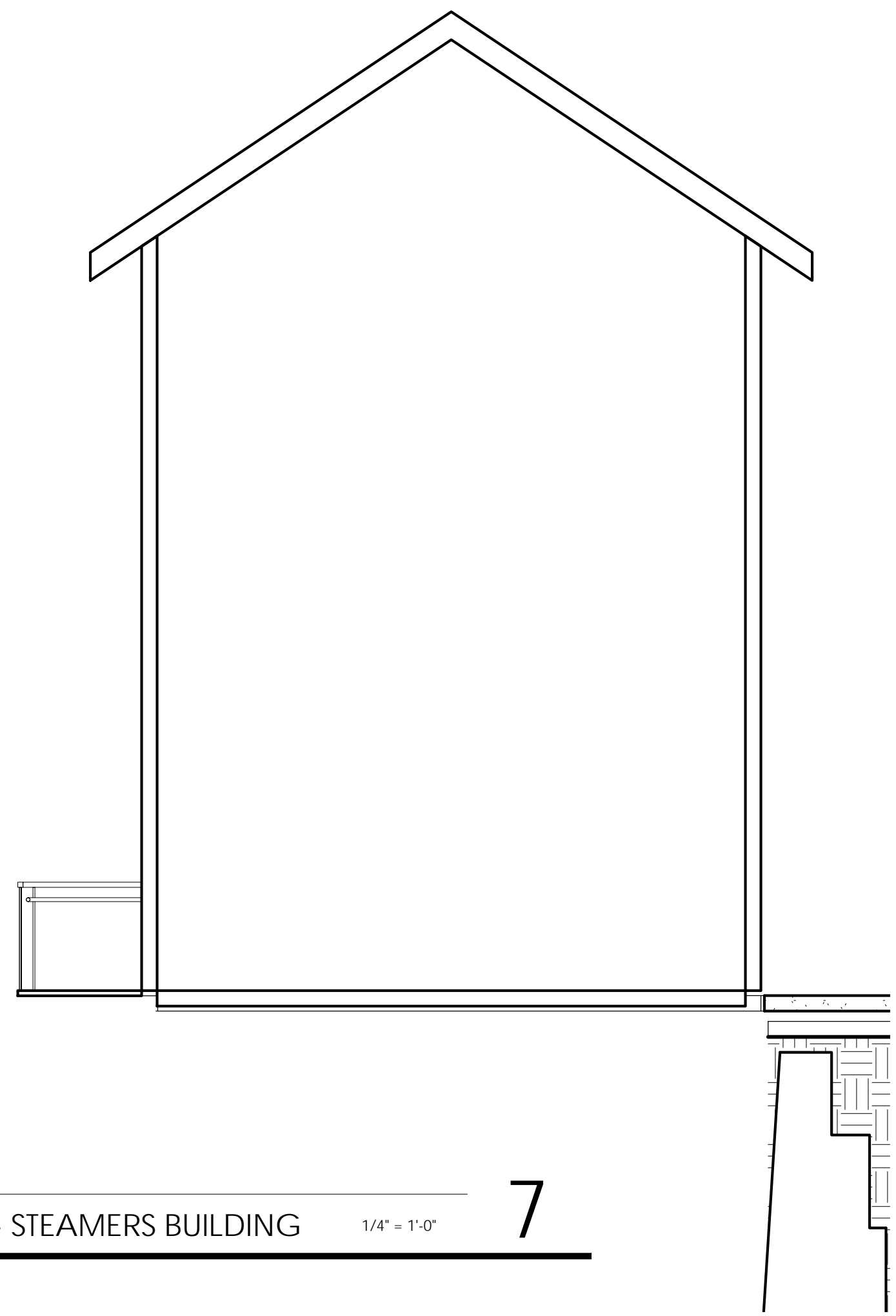
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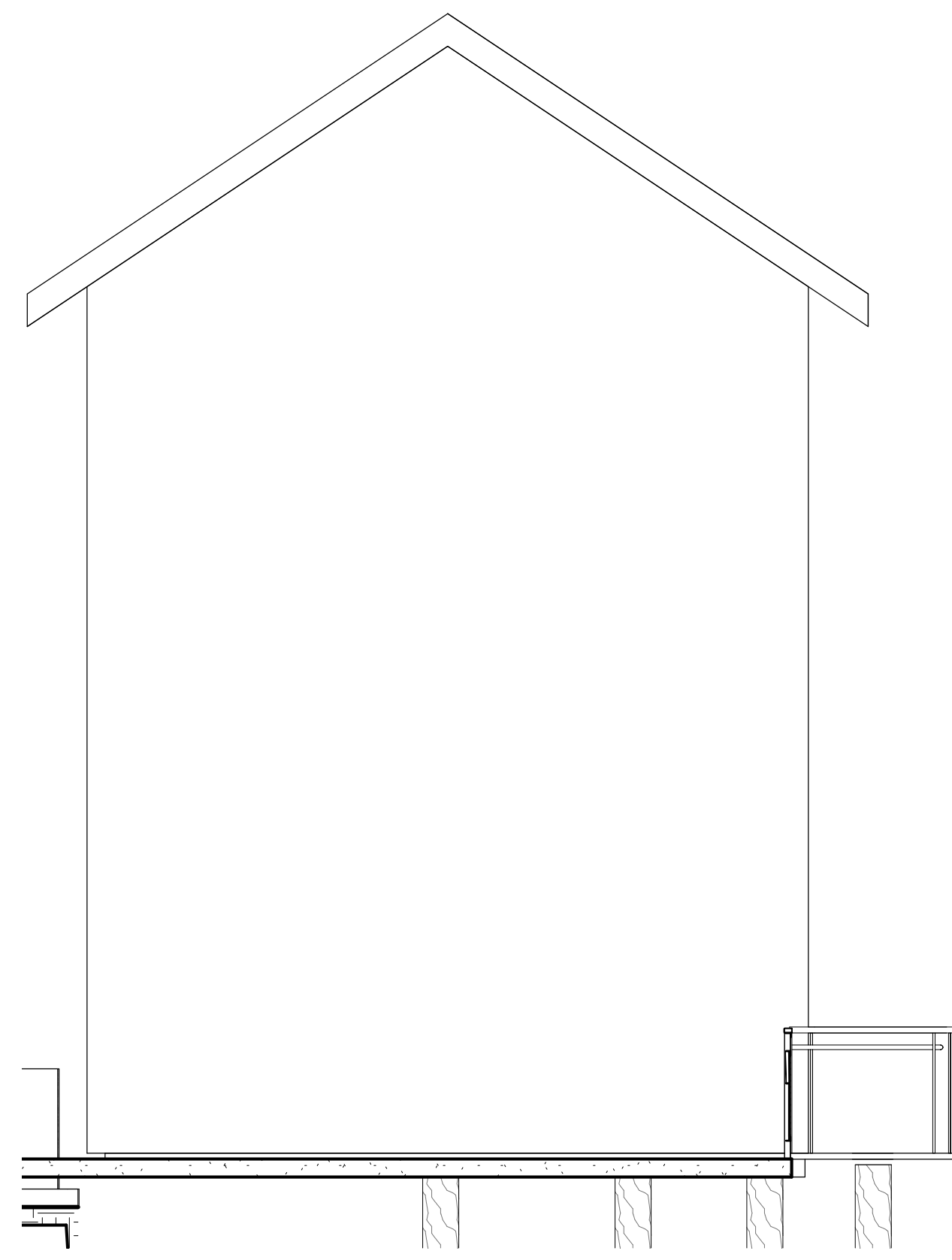
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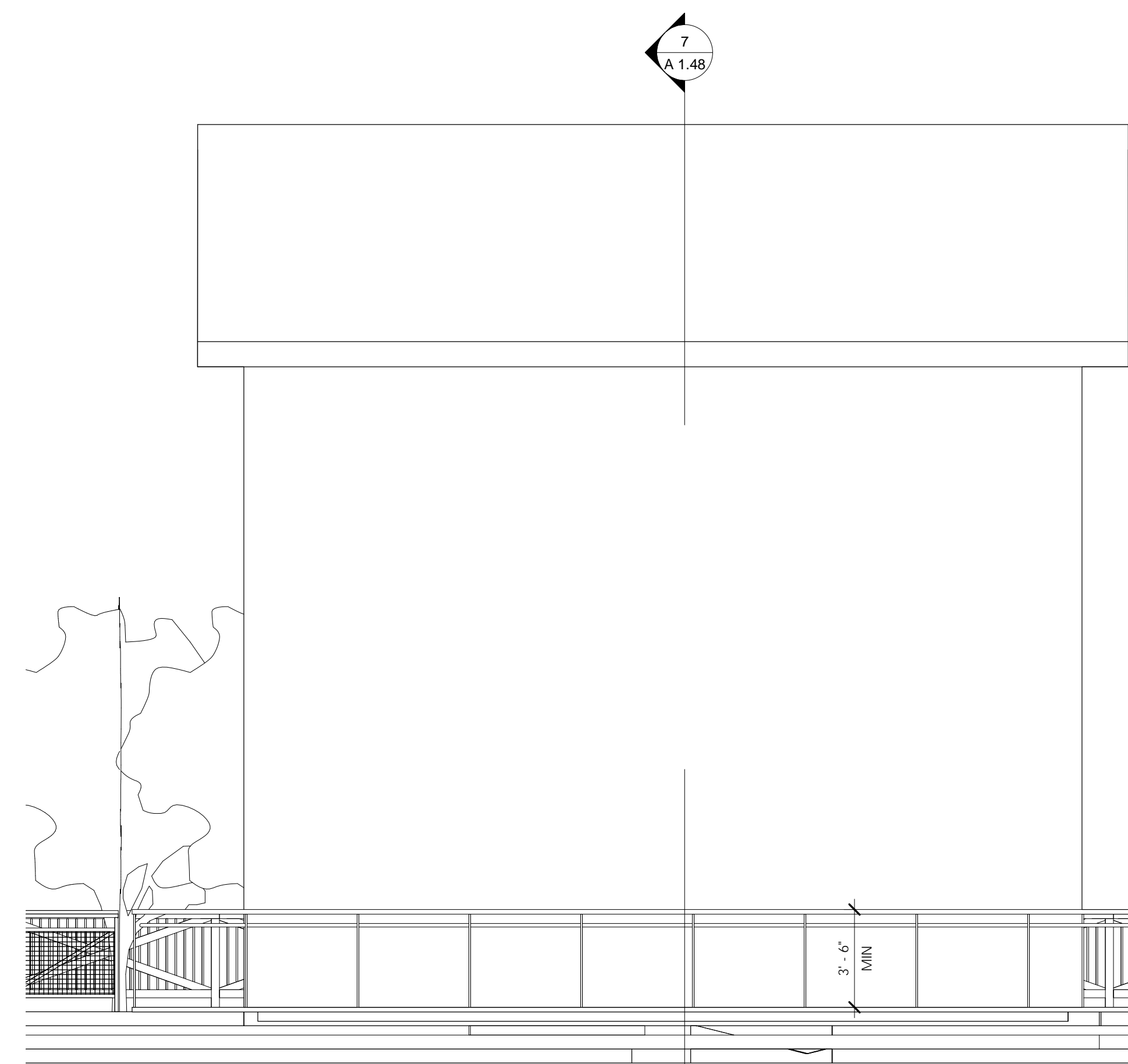
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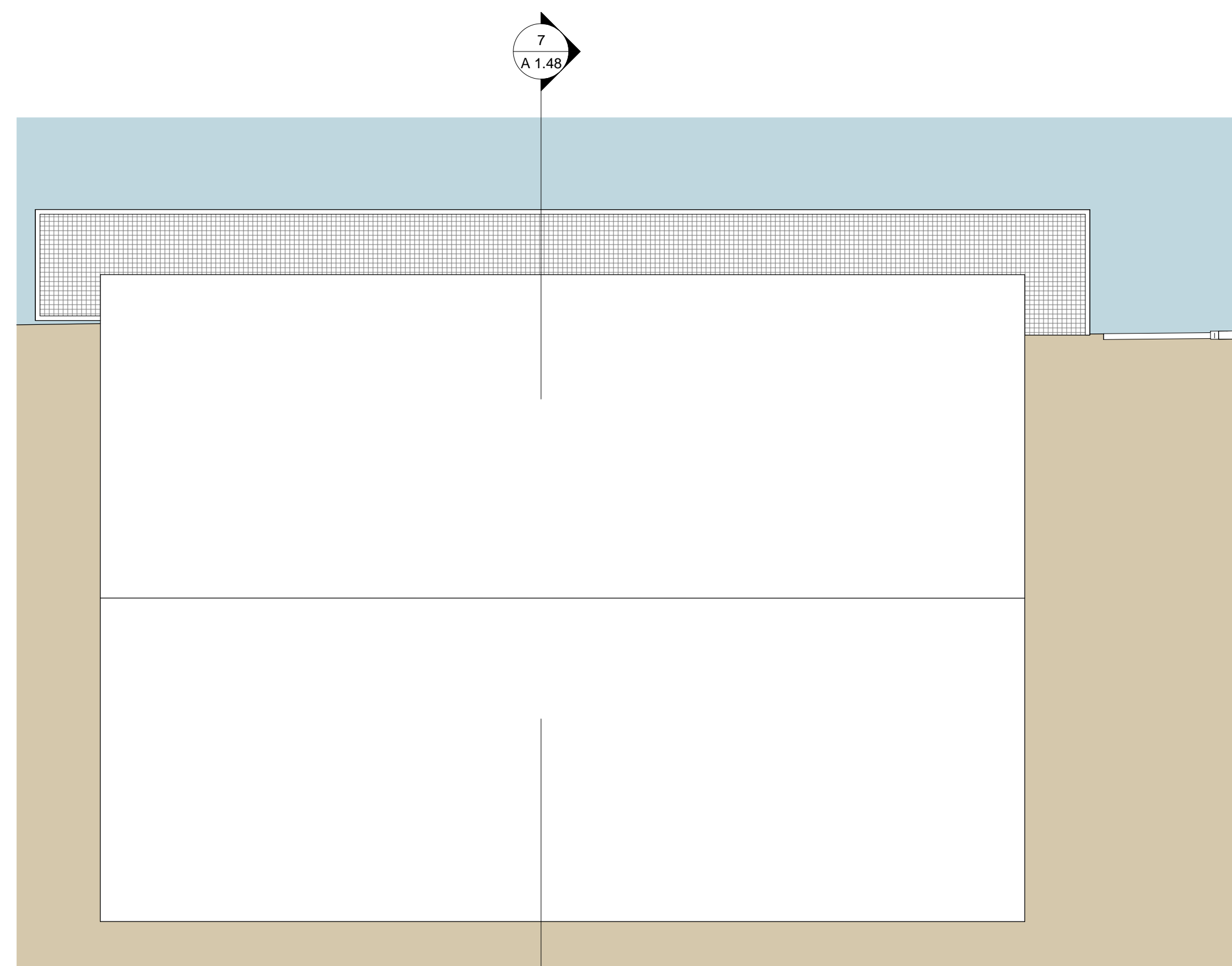
SECTION - STEAMERS BUILDING 1/4" = 1'-0" 7



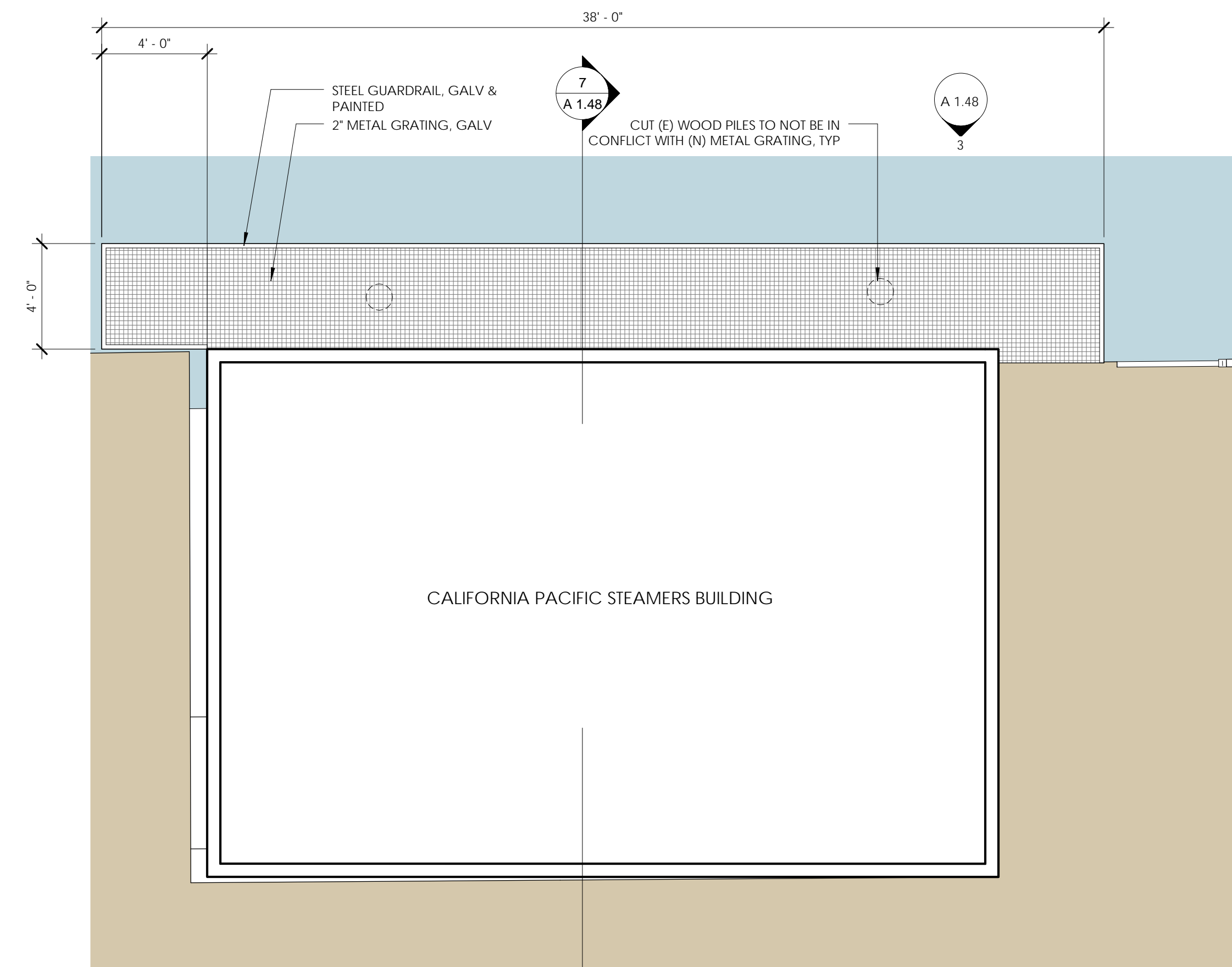
STEAMERS BUILDING - NORTH ELEVATION 1/4" = 1'-0" 4



STEAMERS BUILDING - WEST ELEVATION 1/4" = 1'-0" 3



STEAMER BUILDING - ROOF PLAN 1/4" = 1'-0" 1



STEAMER BUILDING - FLOOR PLAN 1/4" = 1'-0" 2



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STEAMER BUILDING -
PLANS, ELEVATION,
SECTIONS

Project Number

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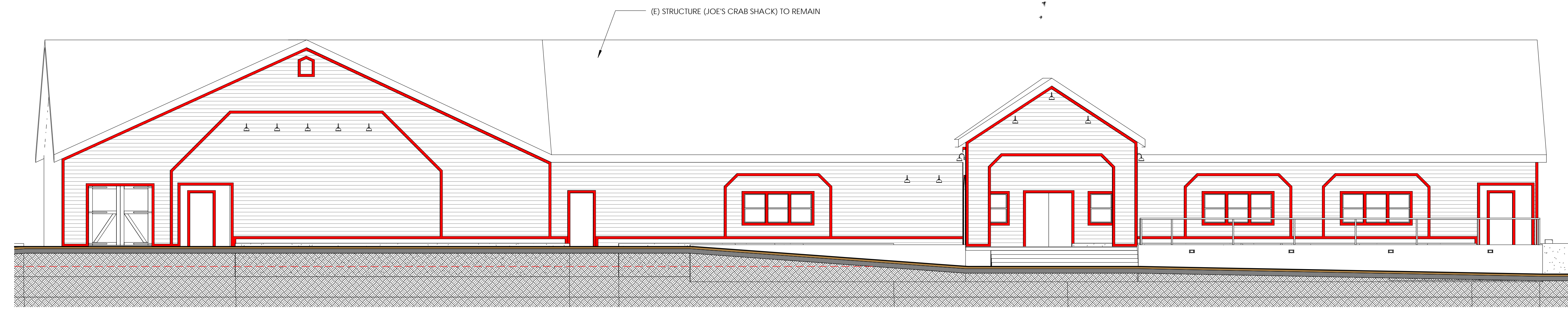
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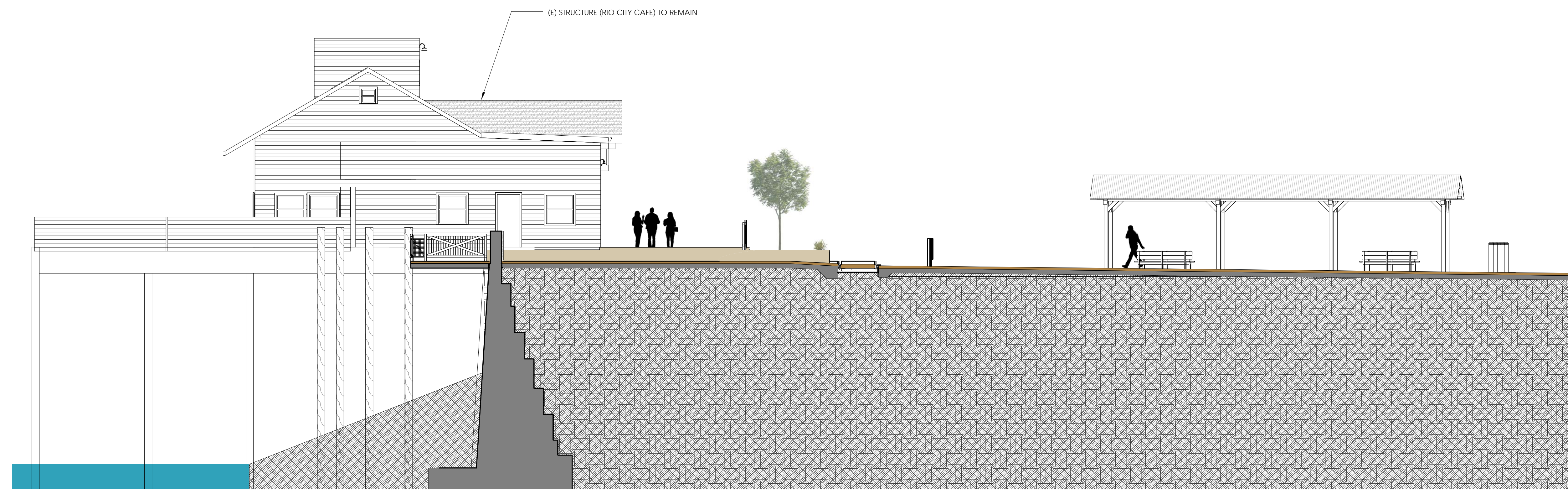
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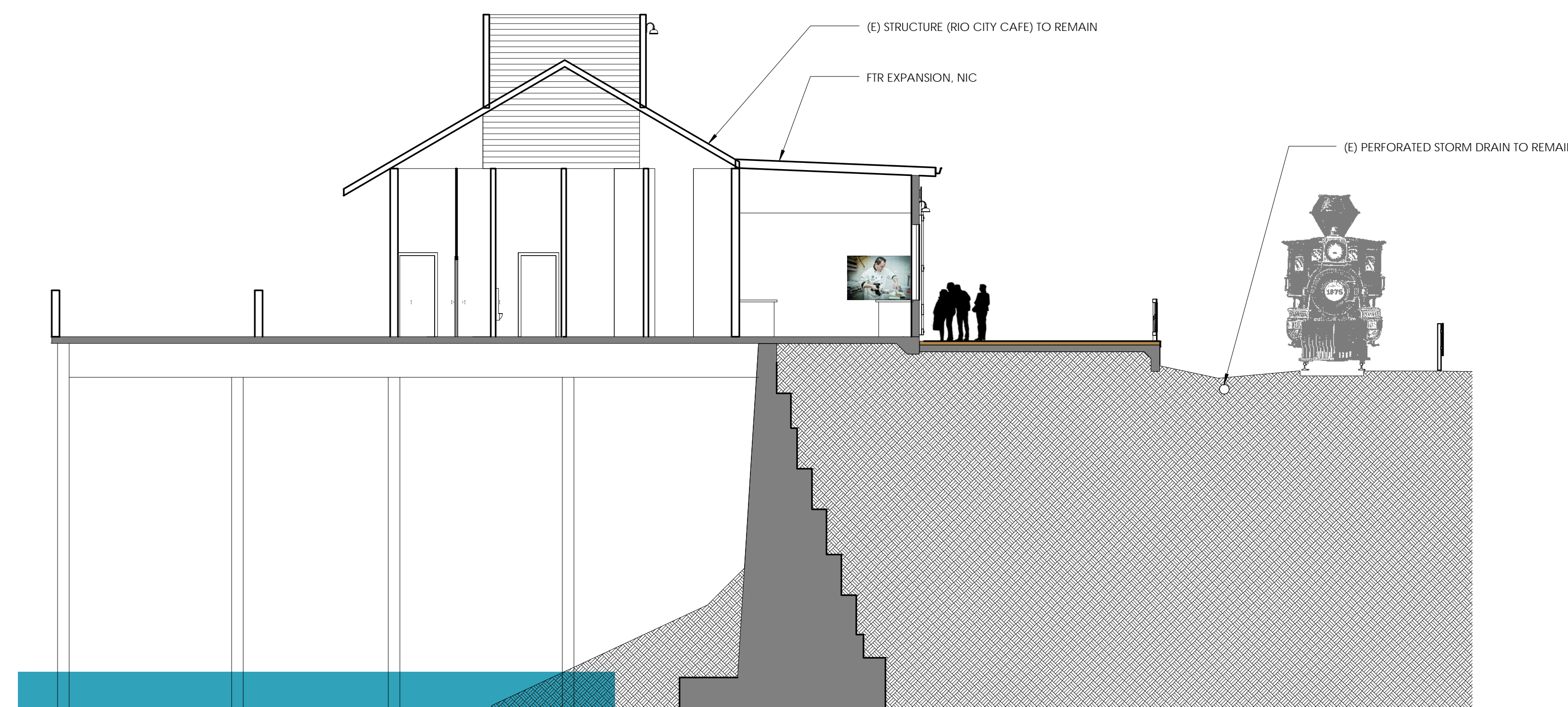
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SECTION - JOE'S CRAB SHACK 1
1/8" = 1'-0"



SECTION - L STREET 2
1/8" = 1'-0"



SECTION - RIO CITY CAFE 3
1/8" = 1'-0"



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SITE SECTIONS

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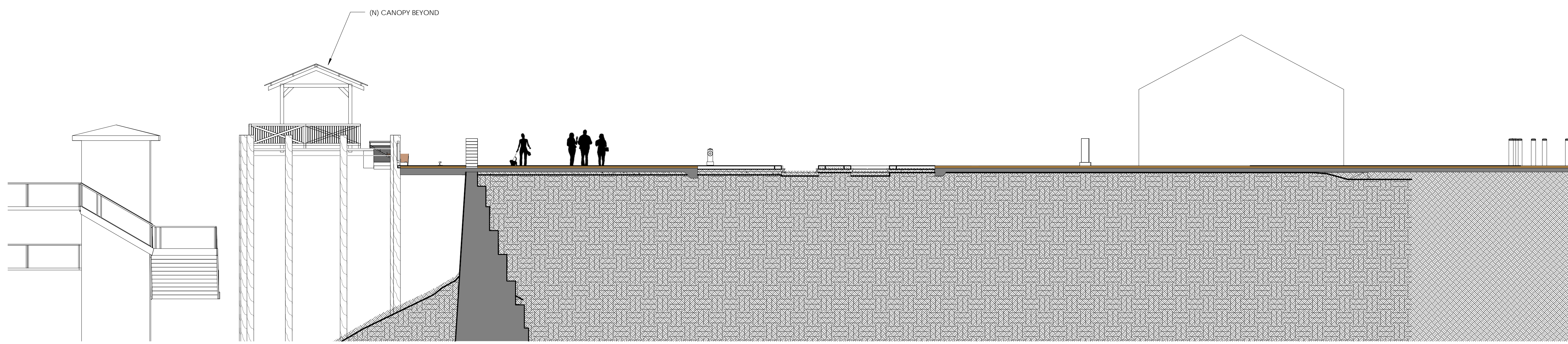
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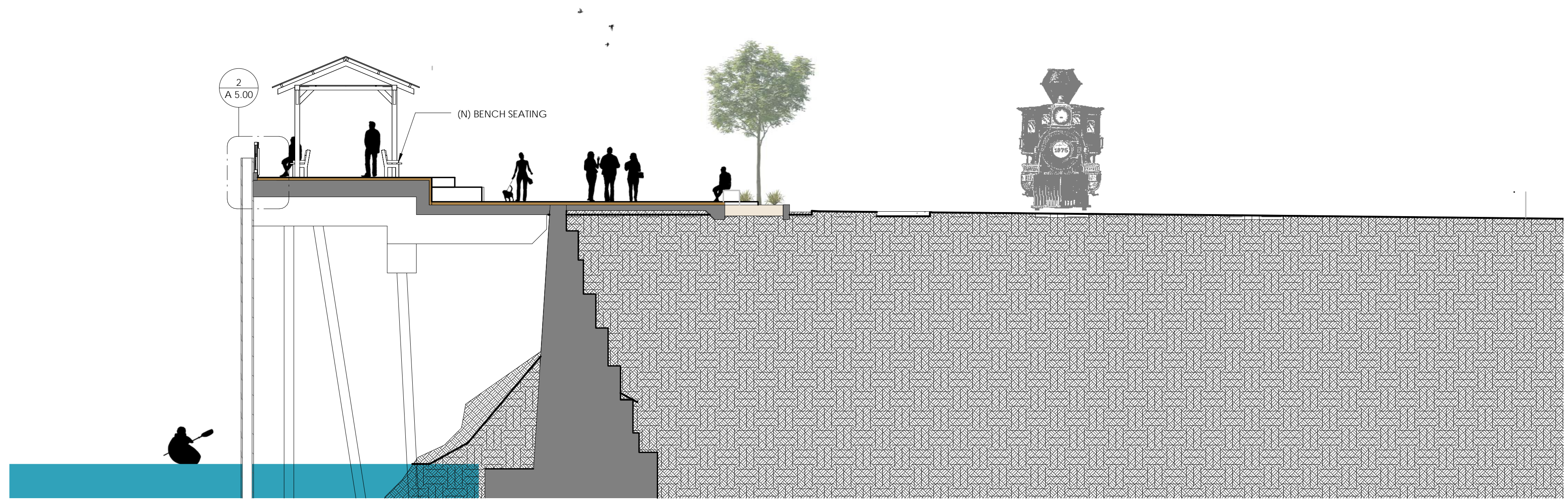
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SECTION - SERVICE ENTRY 1/8" = 1'-0" **3**



SECTION - K STREET 1/8" = 1'-0" **2**



SECTION - OBSERVATION DECK 1/8" = 1'-0" **1**



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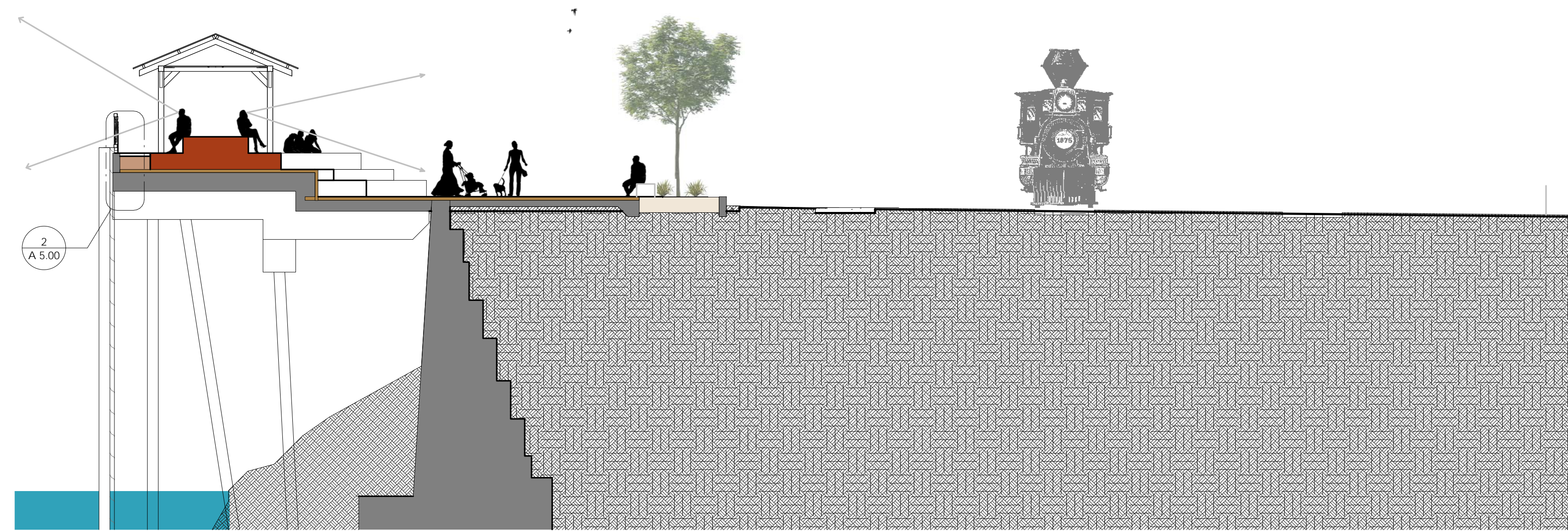
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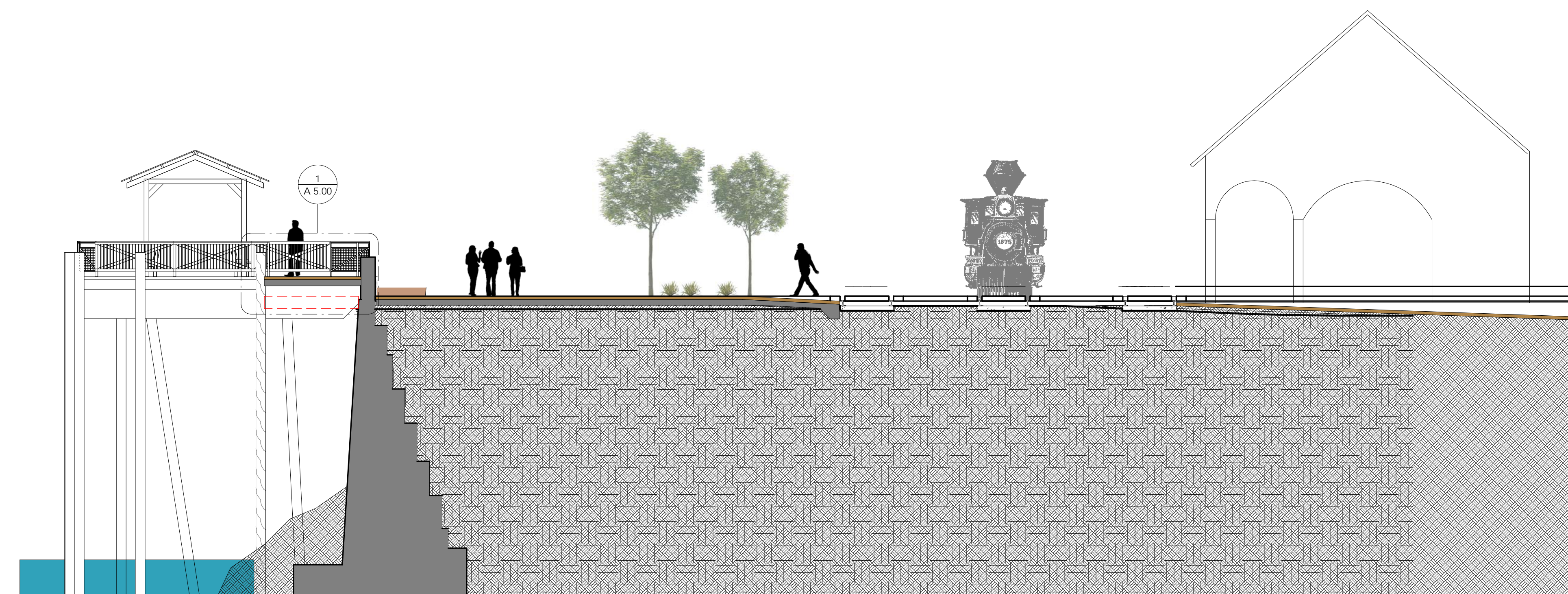
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SITE SECTIONS

Project Number _____
 Project Number **A**
 Drawn By _____
 Author _____
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SECTION - RAISED STEP SEATING 1/8" = 1'-0" 1



SECTION - J STREET 1/8" = 1'-0" 2



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SITE SECTIONS

Project Number

Project Number

Drawn By

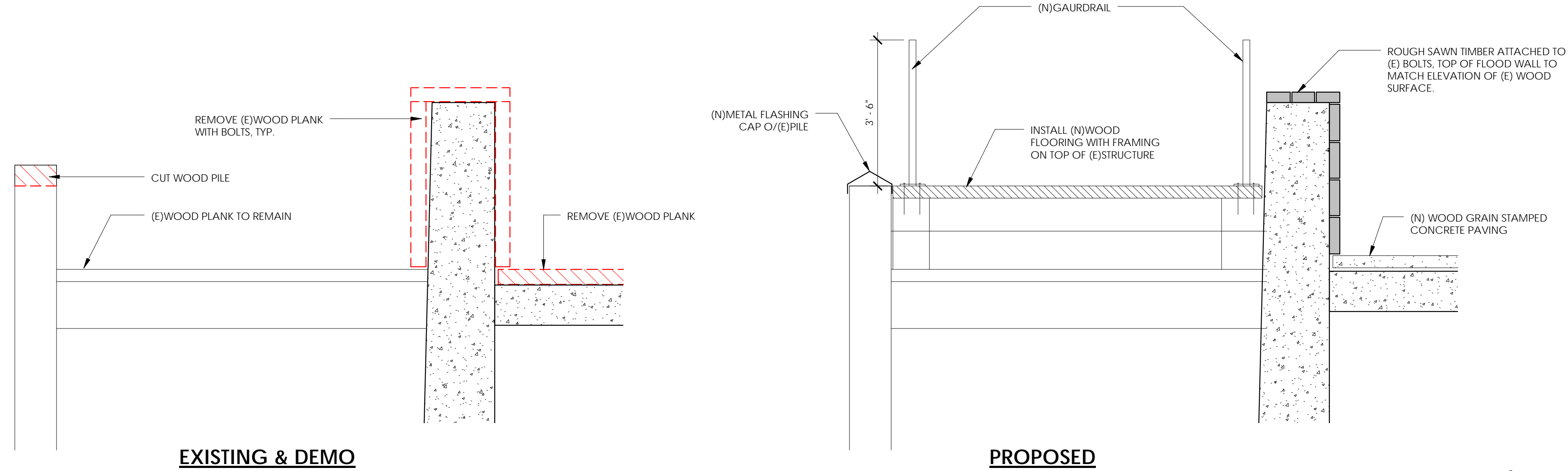
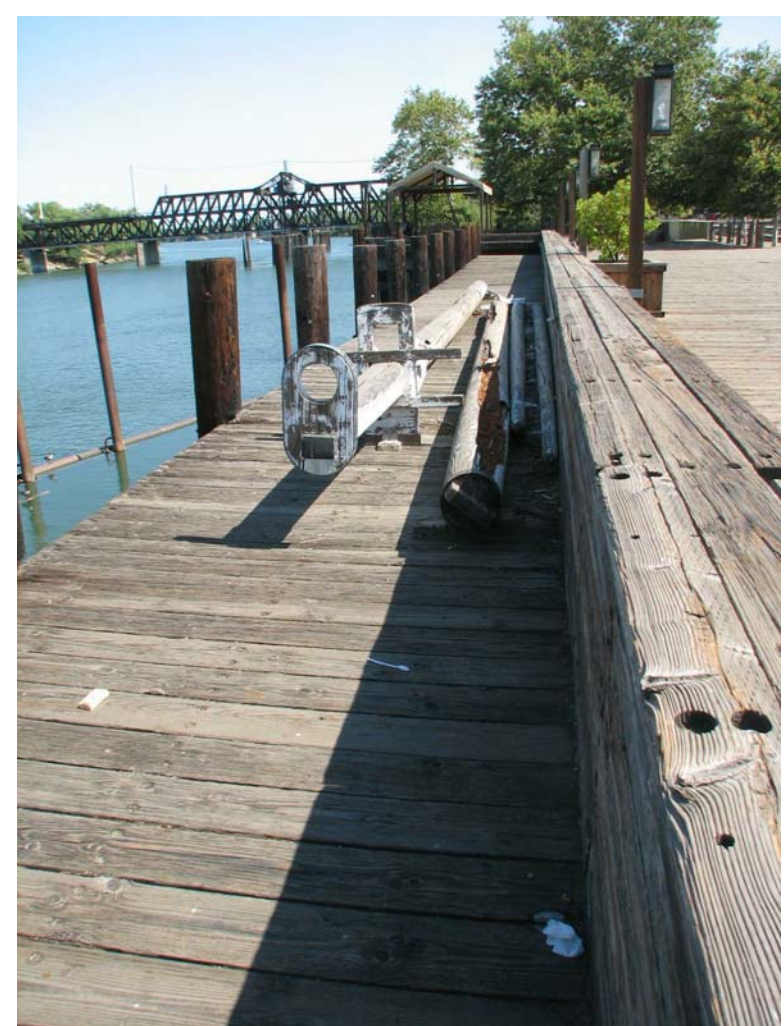
Author

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Checker

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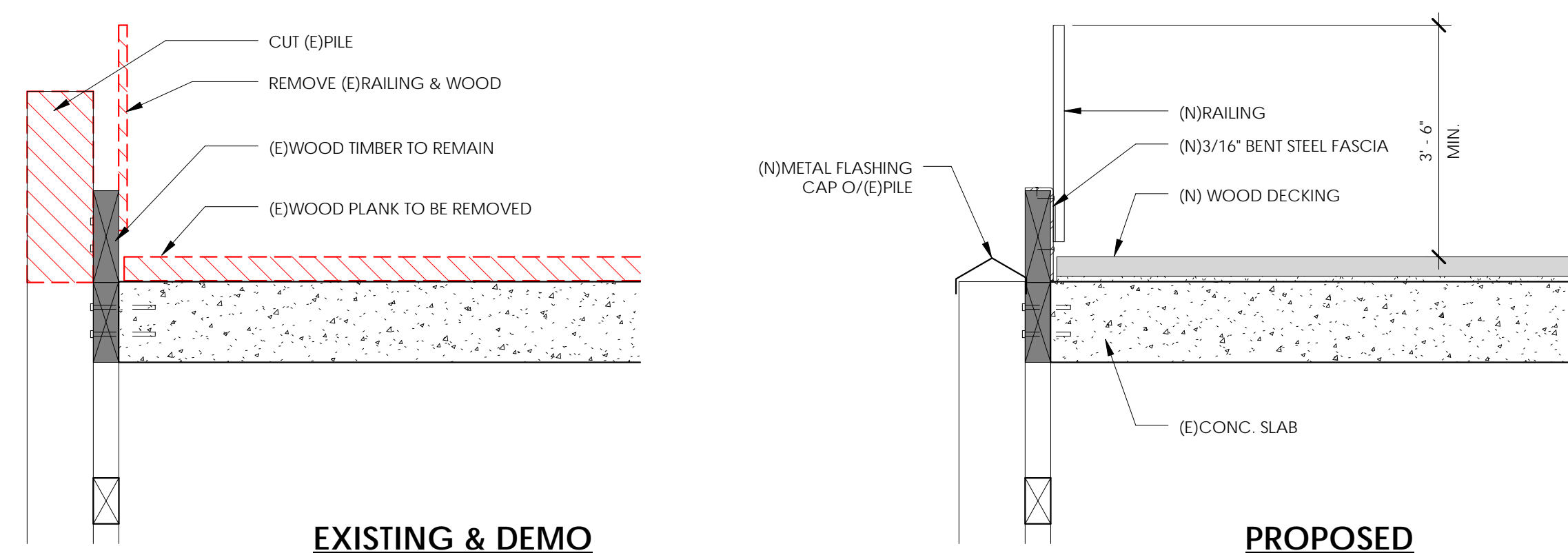
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Flood wall detail-1

1/2" = 1'-0"

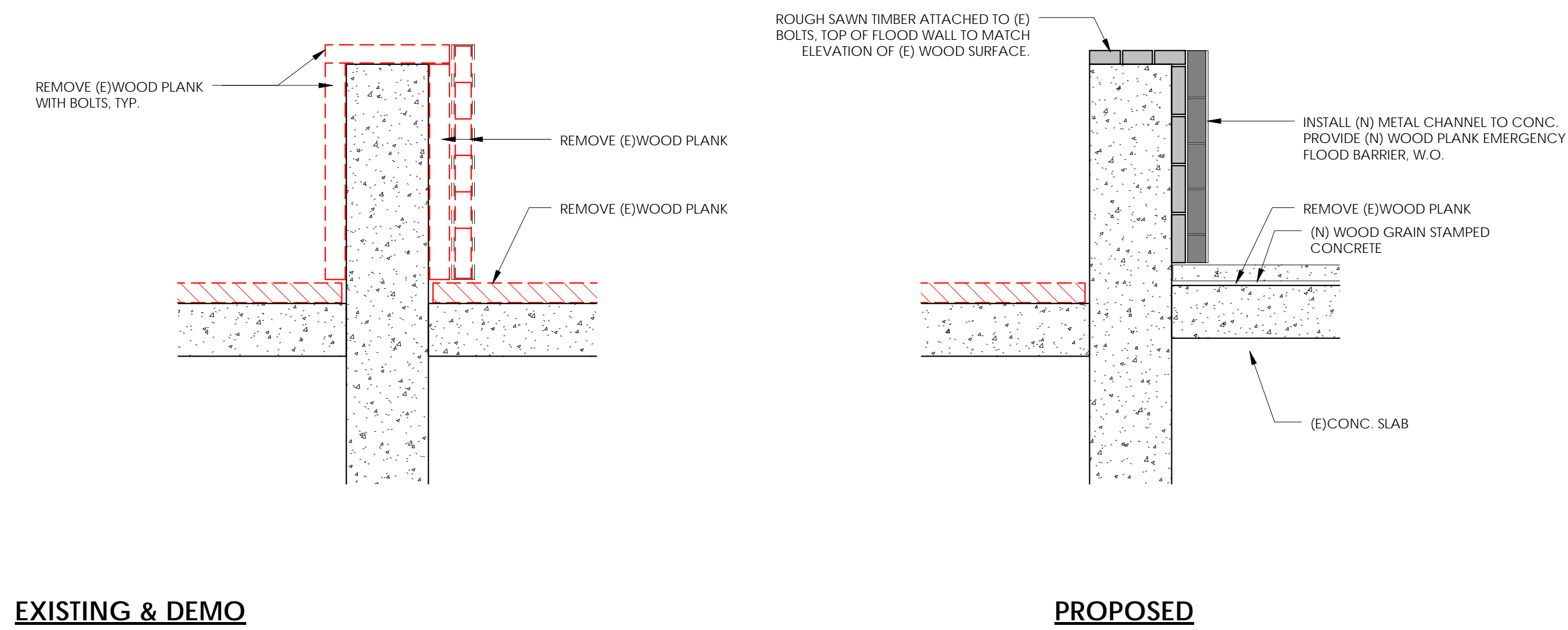
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Flood wall detail-2

1/2" = 1'-0"

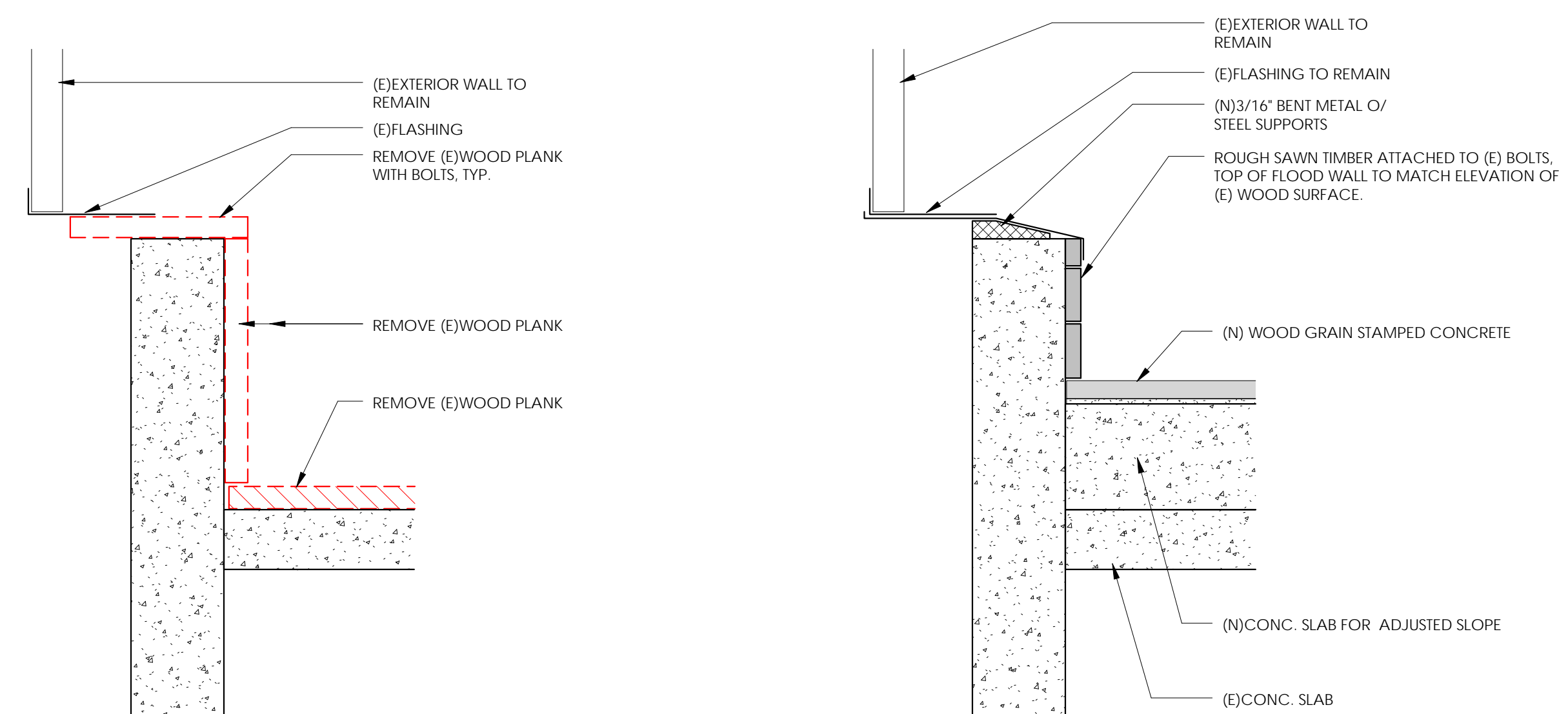
2



Flood wall detail-3

1/2" = 1'-0"

3



Flood wall detail-4_CRAB SHACK

1/2" = 1'-0"

4



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CONTRACTOR

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SCHEMATIC DESIGN

CITY OF SACRAMENTO

OLD SACRAMENTO
RIVERFRONT EMBARCADERO
AND K STREET BARGE
PROJECT

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EXTERIOR DETAILS

Project Number

Project Number

Drawn By

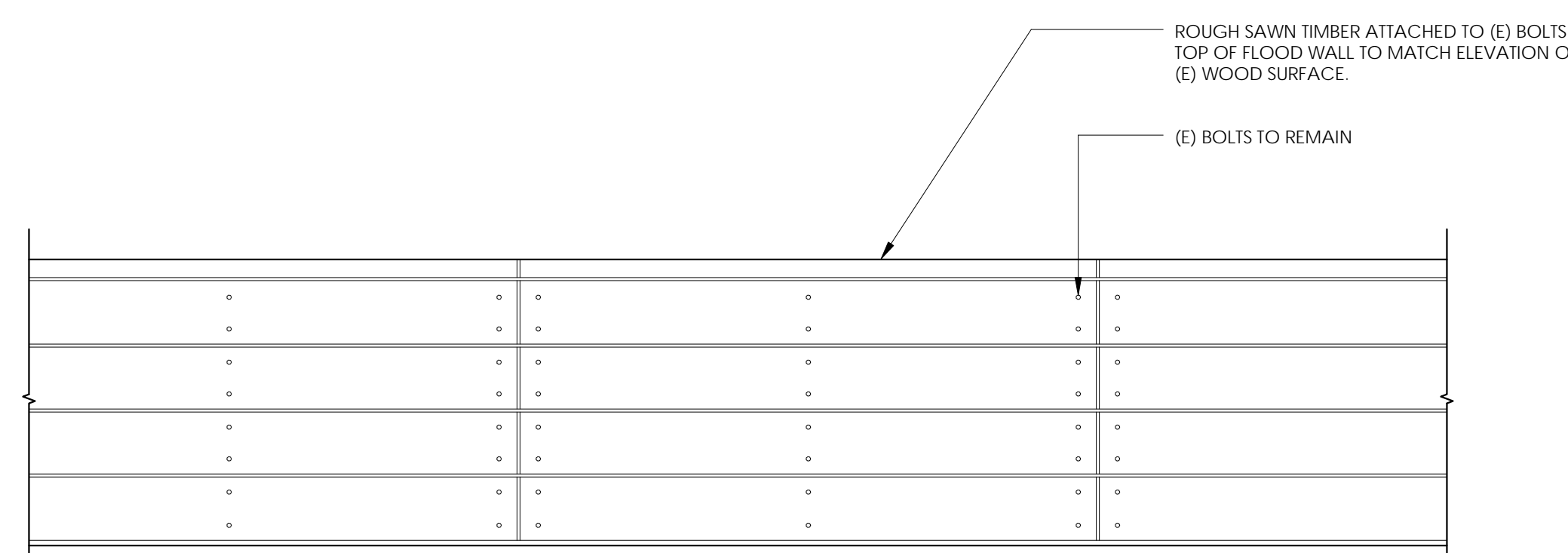
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FLOODWALL - RED CEDAR WOOD PANELING, ROUGH SAWN



FLOODWALL - EXPOSED CONCRETE AT RIVERSIDE

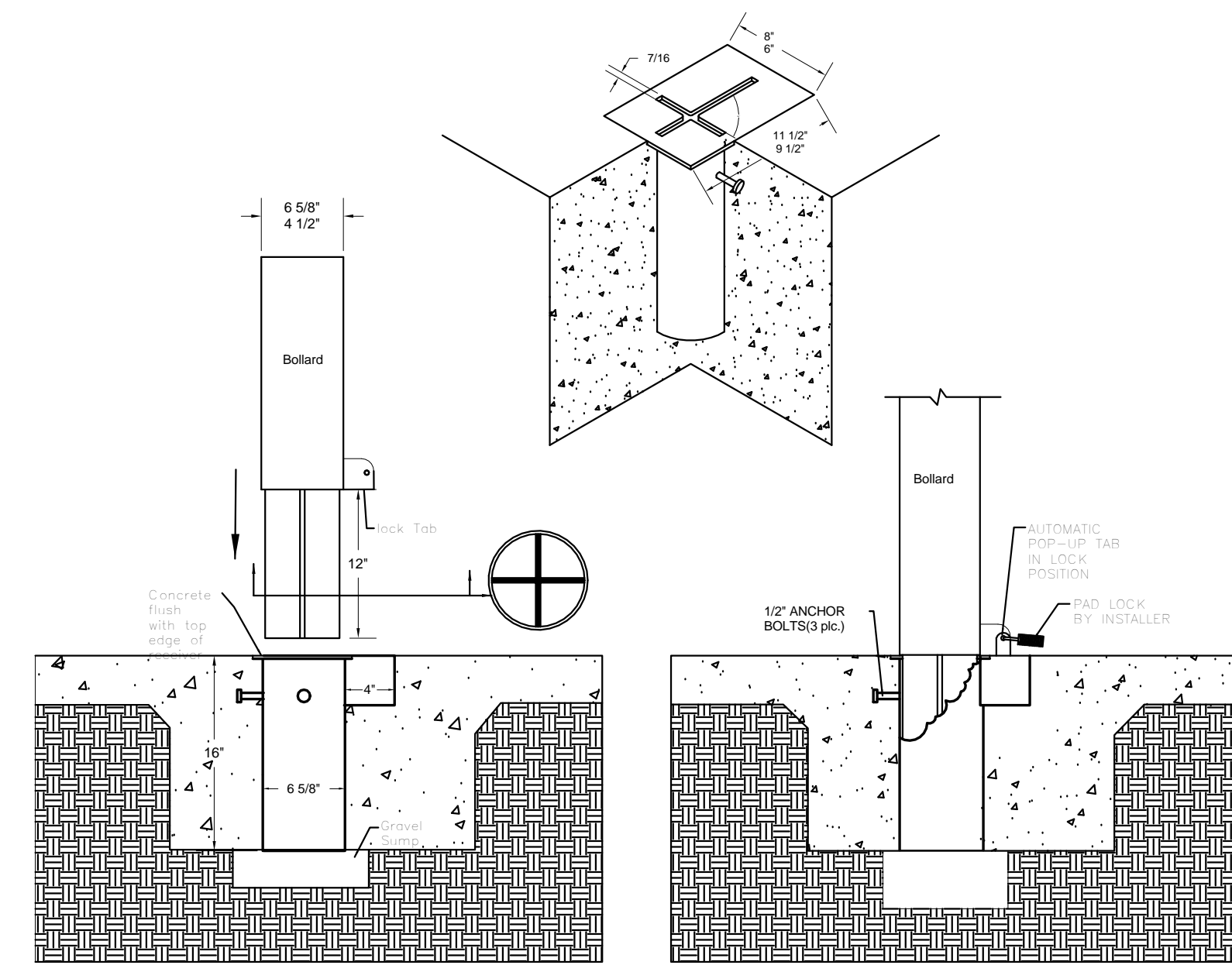
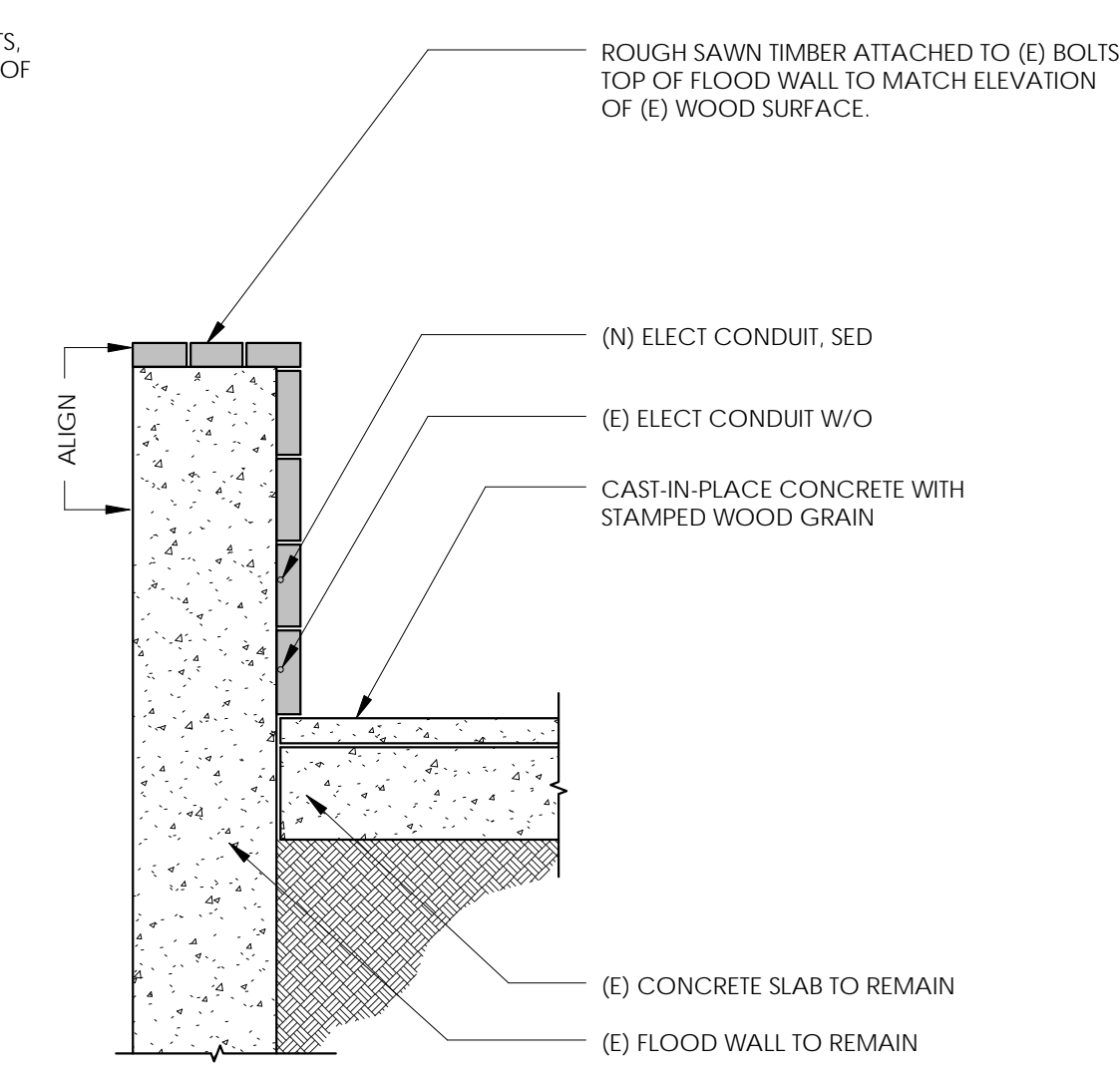


FLOODWALL - DOUGLAS FIR WOOD PANELING, ROUGH SAWN

FLOOD WALL DETAIL

1/2" = 1'-0"

5



REMOVABLE BOLLARD BASE

1" = 1'-0"

2

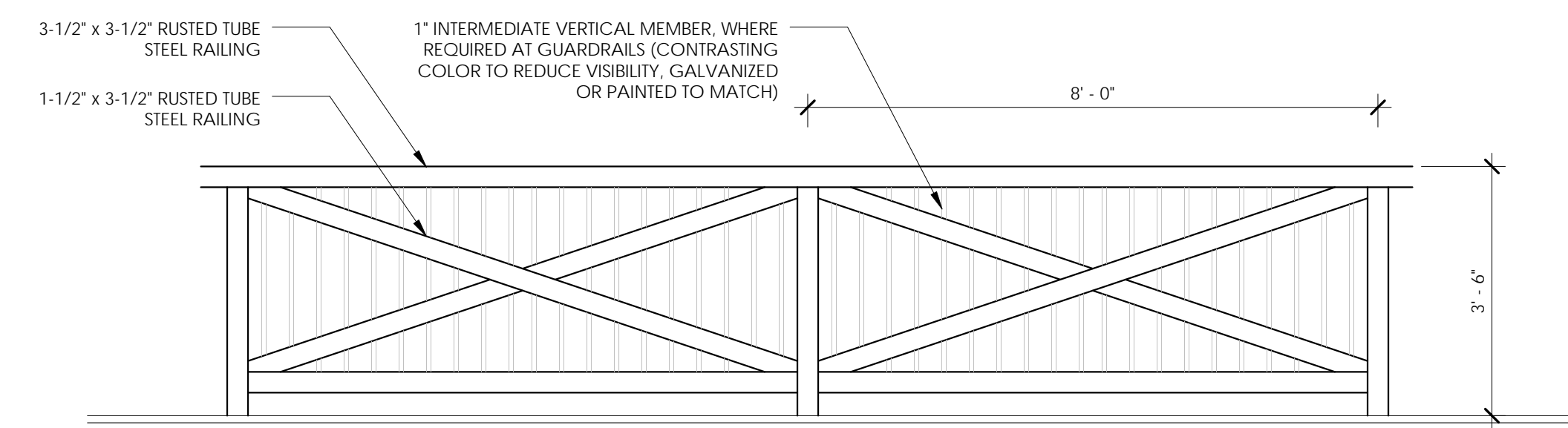
receiver has 1/2" maximum slot opening for pedestrian safety when bollard is removed.

Lock tab automatically drops below grate when bollard is removed.

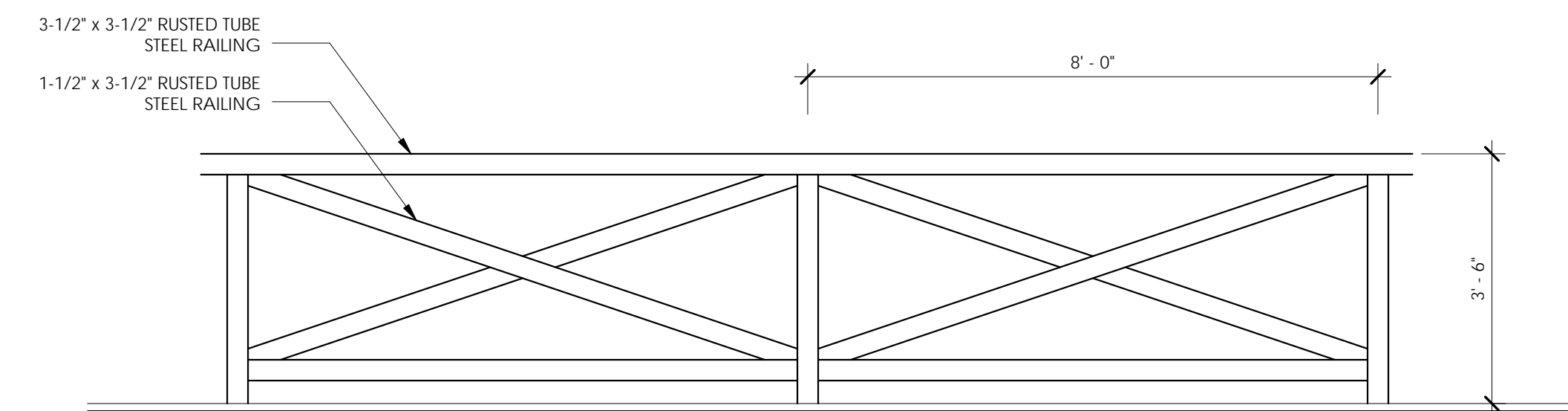
Gravel base is recommended for drainage.

Concrete profile and sump depth to be determined by installer based on site conditions.

Lock tab opening must be kept clear protect with tape during concrete pour.



GUARDRAIL OPTION A1



RAILING OPTION A3 (RECOMMENDED)

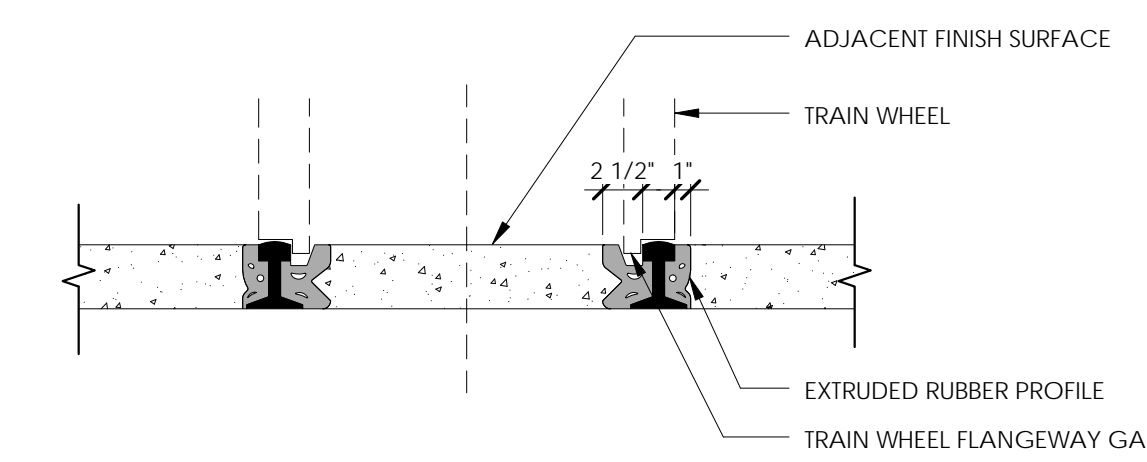


RUSTED STEEL FRAMING

GUARDRAIL DETAIL

1/2" = 1'-0"

1



TRACK CROSSING

1" = 1'-0"

3



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RIVERFRONT EMBARCADERO
AND K STREET BARGE
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 Sacramento, Phoenix, San Francisco

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 AND K STREET BARGE
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Preliminary Plan and Detail

Project Number

2015-0099.00

Drawn By

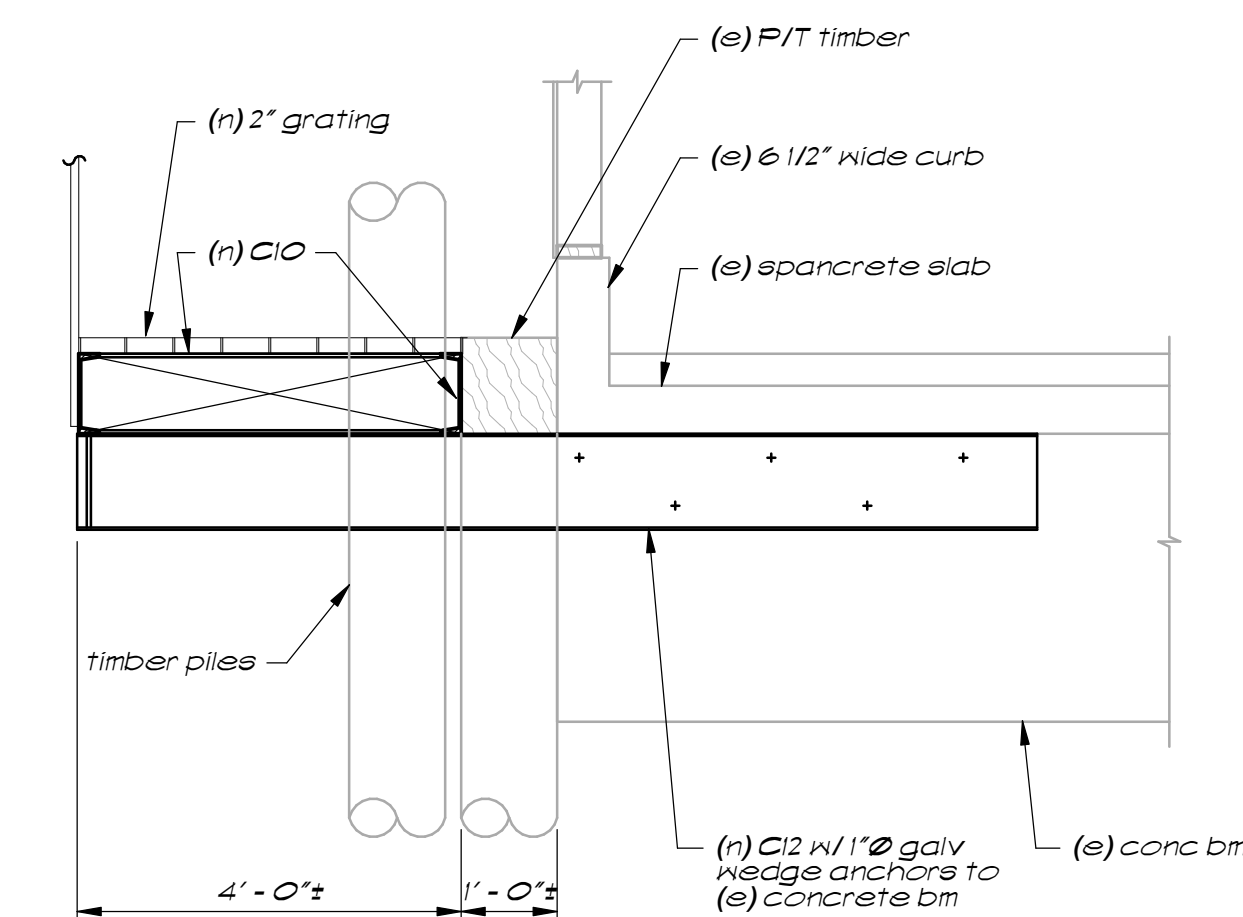
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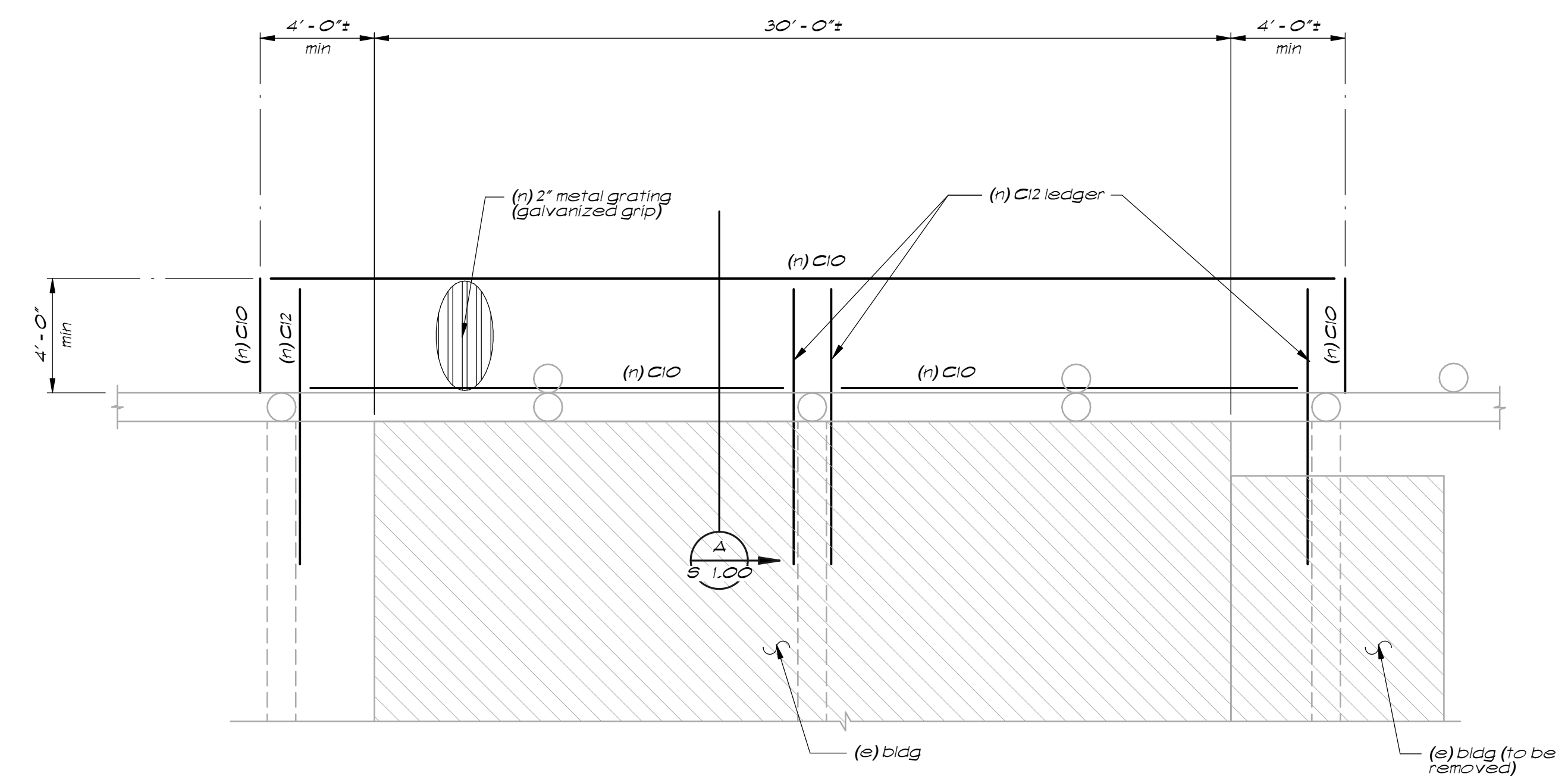
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1.00



- Notes:
1. All steel 4 connections to be hot dip galvanized.
 2. Architect to provide access path 4 guardrail details.

Section **A**
 Preliminary 1.00 - 1/2" = 1'-0"



Preliminary Catwalk Framing Plan - 1/4" = 1'-0"

OLD SACRAMENTO
RIVERFRONT EMBARCADERO
AND K STREET BARGE
REPAIR PROJECT # PB15-030

APPENDIX

C

CVFPB LETTER

City of
SACRAMENTO
Department of Public Works

Mr. Len Marino
Chief Engineer
Central Valley Flood Protection Board

The City of Sacramento is preparing construction documents for a maintenance and repair project along the Old Sacramento riverfront boardwalk. Our assumptions are based upon the attached documents. We believe the proposed work can be accomplished as maintenance without a new CVFPB permit. Access will be made available for flood patrol and Stoplog installation, if necessary, during the flood season (Nov. 1 to April 15). Our proposed schedule of work is from late winter 2015/16 to summer 2016.

The City of Sacramento considers the proposed work/project as a minor alteration within an adopted plan of flood control and would not be injurious to the adopted plan of flood control. Therefore per CCR, Title 23, Article 3, Section 6 (e) the City of Sacramento requests your authorization of this project.

The City of Sacramento, Department of Public Works will comply with the following conditions that are applicable to the work:

- Only the work described shall be performed.
- The work on the levee section(s) shall conform to Title 23 standards.
- Project area shall be restored to at least the same conditions that existed prior to start of work. Soil cuttings, grout wastes, and debris resulting from drilling activities will be removed from the site.
- The City of Sacramento, Department of Public Works will be responsible for any and all damages to the levee, floodway and adjacent properties resulting from this project.
- The City of Sacramento, Department of Public Works will notify the Department of Water Resource's Flood Project Inspection Section at (916) 574-2353, at least 5 days prior to start of work.
- The City of Sacramento, Department of Public Works will notify the Local Maintaining Agency at least 5 days prior to start of work.
- The City of Sacramento, Department of Public understand this authorization does not relieve The City of Sacramento, Department of Public of the responsibility to obtain authorization from all concerned Federal, State and local agencies or to satisfy any California Environmental Quality Act (CEQA) requirements.

Sincerely,

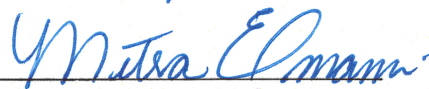


Kirk Thompson, Architect
City of Sacramento, Department of Public Works

Date: 8/18/15

Attachment 1, Drawing A1.12 (3-24x36)

Approved by:



Len Marino, P.E., Chief Engineer
Central Valley Flood Protection Board

Date: 8/20/15

For

Attachment 1

Construction Activities for the Embarcadero Material Replacement Project

This is a repair and replacement project to address existing deficiencies in the existing surface of the Old Sacramento Boardwalk. The Old Sacramento Boardwalk area was approved through two Reclamation Board permits (13589 BD and 13605 GM). The original bike path, north of the embarcadero, was approved through permit 12907. As stated in the permits, the required flood elevation building standard is 34.5' msl. The proposed project will maintain this elevation where appropriate and existing. The footprint of the embarcadero does not change with this project. Figure 1, Figure 2, and Figure 3 provide an aerial view of the project with key features identified. Figure 4 shows the latest architectural drawings of the project.

Remove and Replace Existing Wood Decking

The existing wood boards were installed in the mid-1980s and are experiencing extensive wear and degradation. Numerous tripping hazards are present along the Embarcadero (Figure 5). The wood boards are on top of a concrete slab-on-grade over aggregate base and bolted in place. Supporting the boards are fully threaded rods, commonly referred to as all threads and wedge anchors. The bolts were wet set in the concrete slab and if any repair to boards was performed, expansion anchors were used. The installation of the existing wood boards is covered in Reclamation Board Permit #13589 BD.

The repair work involves removing the wood boards with a backhoe. The remaining bolts will be snapped off at the concrete and left in place. Any damaged concrete will be repaired. The concrete slab will remain to provide the structure for installation of the new paving material replacing the existing wood boards. The new paving material will consist of stamped wood grain stained concrete placed over the existing concrete slab-on-grade.

Currently there are four shade structures along the cantilevered sections of the embarcadero. The support posts for these structures are bolted to the existing wood decking (Figure 6). The wooden decking on these sections will be replaced with new wood and the shade structures will again be bolted to the deck.

Replace Existing Wood Fascia on Floodwall

The Sacramento River floodwall is a vertical concrete wall along the Embarcadero (Figure 7). The top elevation of the wall is 34.5' msl. The face and top of the concrete wall has a wood fascia board to match the wood boards along the walking surface of the Embarcadero. There are existing openings in the floodwall, such as the entrance to the Delta King, where flood control is provided using stoplogs that slip into steel rails and cover the opening and stored in non-flood periods adjacent to the opening (Figure 7). The top of the stoplogs are at the elevation of the top of the concrete floodwall. The wood fascia board over the concrete floodwall is reflected in Reclamation Board Permit #13589 BD. There are areas on the perimeter of the precast concrete decks where the floodwall is constructed of a wood timber.

The repair will include removal of the existing wood fascia boards on both sides and top of the existing flood wall, and replacement with new wood on the easterly (land) side, and new wood on the top of the floodwall to match the existing height. The westerly (river) side of the wall will remain exposed concrete. The bolts will be cut or ground to be flush with the face of wall and existing blemishes patched to match the adjacent concrete surface. Low-profile ground-illuminating lights will be placed in the wood veneer on the easterly (land) side of the floodwall (Figure 4). The lights will be fed from new conduit which will be run behind the new wood, where there are currently existing conduits for other feeds.

On the elevated sections of the embarcadero and around the buildings, the floodwall is comprised of a timber beam bolted to the concrete slab under the embarcadero (Figure 8).

Repair Existing Barge and Dock/Stairs

The Delta King is moored to a dock that is mounted on the hull of a barge. On top of the barge is also an elevator, gangway, and stairs that provide a mostly accessible (ADA compliant) path of travel from street level to the Delta King (Figure 9). The barge, as with the associated elements, rises and falls with the elevation of the river. These are not overtopped in a flood event. The use of the Barge is covered in Reclamation Board Permit #13589 BD.

The barge is in need of interior repairs to address leakage, rust, and proper closure to the elements. These repairs will be conducted on the interior of the barge and will not involve any alterations that will modify the obstruction to flow resulting from the current barge.

Stairs and decking are part of the barge structure (Figure 10). The existing steel framed stairs that extend from the upper landing to the barge level will be modified to conform to current code requirements for stairs as part of the project. Replacement includes modifying the rise/run ratio and closing the vertical gap between the stairs (Figure 10). The existing riser height exceeds code maximum, the risers are open, and openings in the railings exceed code maximum. The existing wood treads will be reused, and new detailing will match the existing conditions.

Repair Existing Barge Elevator (Hoistway)

The elevator is contained in a steel and wood framed hoistway enclosure originally designed to reflect the architecture found within the Old Sacramento Historic District (Figure 11). The horizontal footprint is 8'-0" by 10'-0" and top of roof is 35'-0" feet above the barge deck. Repairs to the elevator will occur inside the hoistway and will not alter the horizontal or vertical footprint of the facility. There will also be repairs to some of the exterior siding and roof of the enclosure to address areas of rot or other wood decay. The repairs will replace in-kind and will not alter the footprint.

A new intermediate elevator stop and landing will be added midway between the barge level and upper level that connects to the gangway from the Embarcadero. The elevator enclosure will be modified to add the required opening. The landing at the new elevator stop will be connected directly to the Delta King by a new gangway. The new landing and walkway will match the existing architectural design style.

Lighting

Light fixture types relating to the Historic District's period of significance will be placed 20-25 feet to the easterly (land) side of the floodwall. Post holes will be augured about 4' below existing grade for placement of the light pole foundations. The landward side of the floodwall was previously filled to about the base of the floodwall. Assuming a typical levee prism with a 2:1 side slope, at 15 feet, the levee prism would be about 7.5 feet below grade. The proposed boring for the lamp pole foundations should be located above this elevation.

Lighting will also be placed on the posts that are part of the shade structures on the elevated cantilevered sections of the embarcadero. Only the posts on the east sides of the shade structures will be used for lighting on the embarcadero.

Joe's Crab Shack Improvements

The existing Joe's Crab Shack is located south of the California Pacific Steamers Building on the Embarcadero. The existing wood boards will be removed and the concrete exposed (Figure 12). The existing wood ramps will be removed and the grade will be raised in this area to FF 34.60'. This will be

accomplished by placing AB on the existing concrete slab and placing a new capping slab on top of the compacted AB.

Miscellaneous Project Modifications

As part of the repair and replace project there will be several other improvements. These include:

- Adding stairs to the elevated cantilevered sections
- Improving ADA access Ramps on east side of embarcadero
- Replacing existing railings
- Cutting and capping the driven piles
- Overlay wood on cantilevered sections that are not on a concrete base

List of Flood Permits for the Original Boardwalk Improvements

| Flood Board Permits for Old Sacramento | | |
|---|---------------|--------------------------|
| Permit Activity | Number | Notes |
| Bike Path | 12907 | |
| Cut Floodwall | 13605 GM | |
| Barge, Handicap Ramp | 13589 BD | 34.5 elevation mentioned |
| Rio City Café Dock | 15528 | |

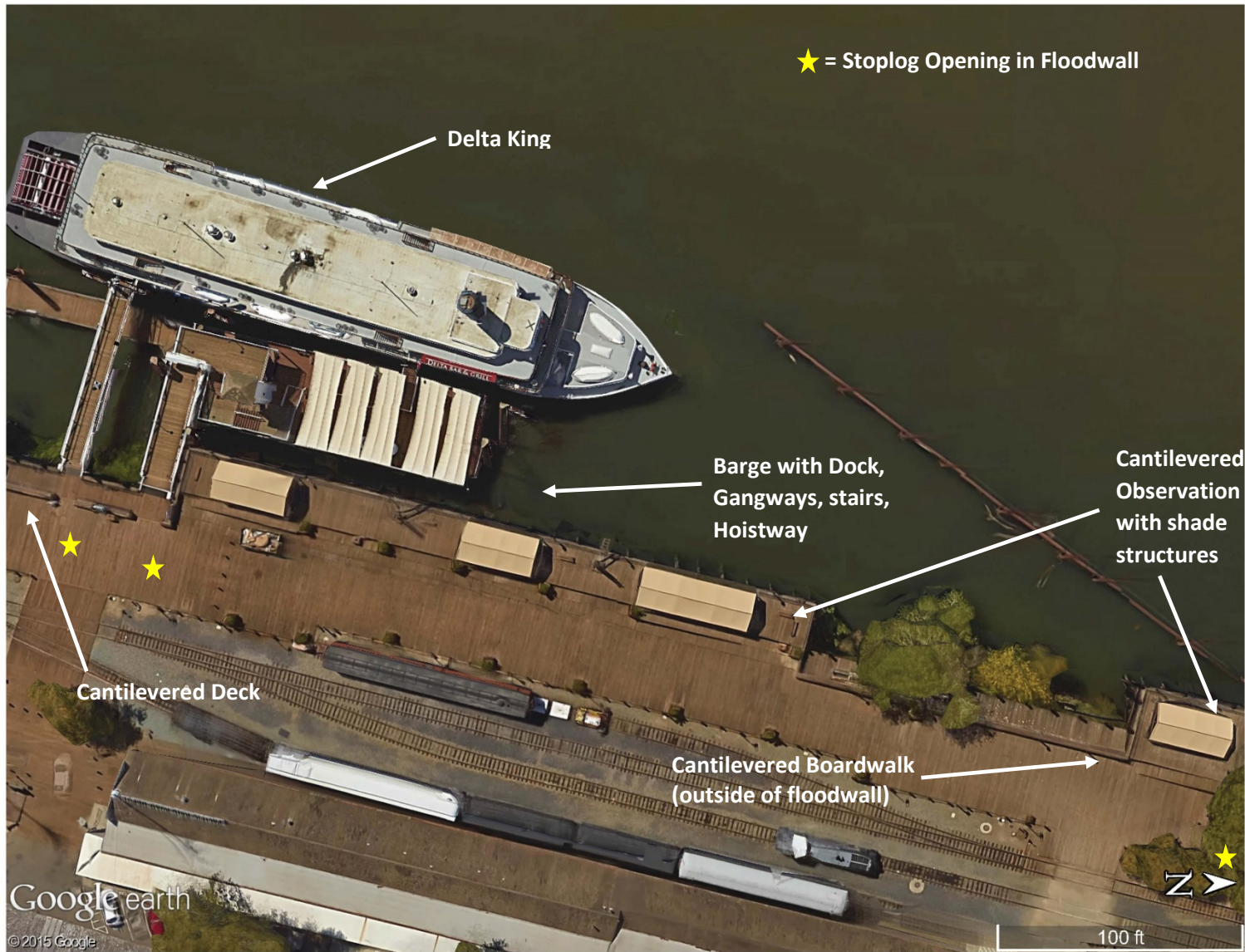


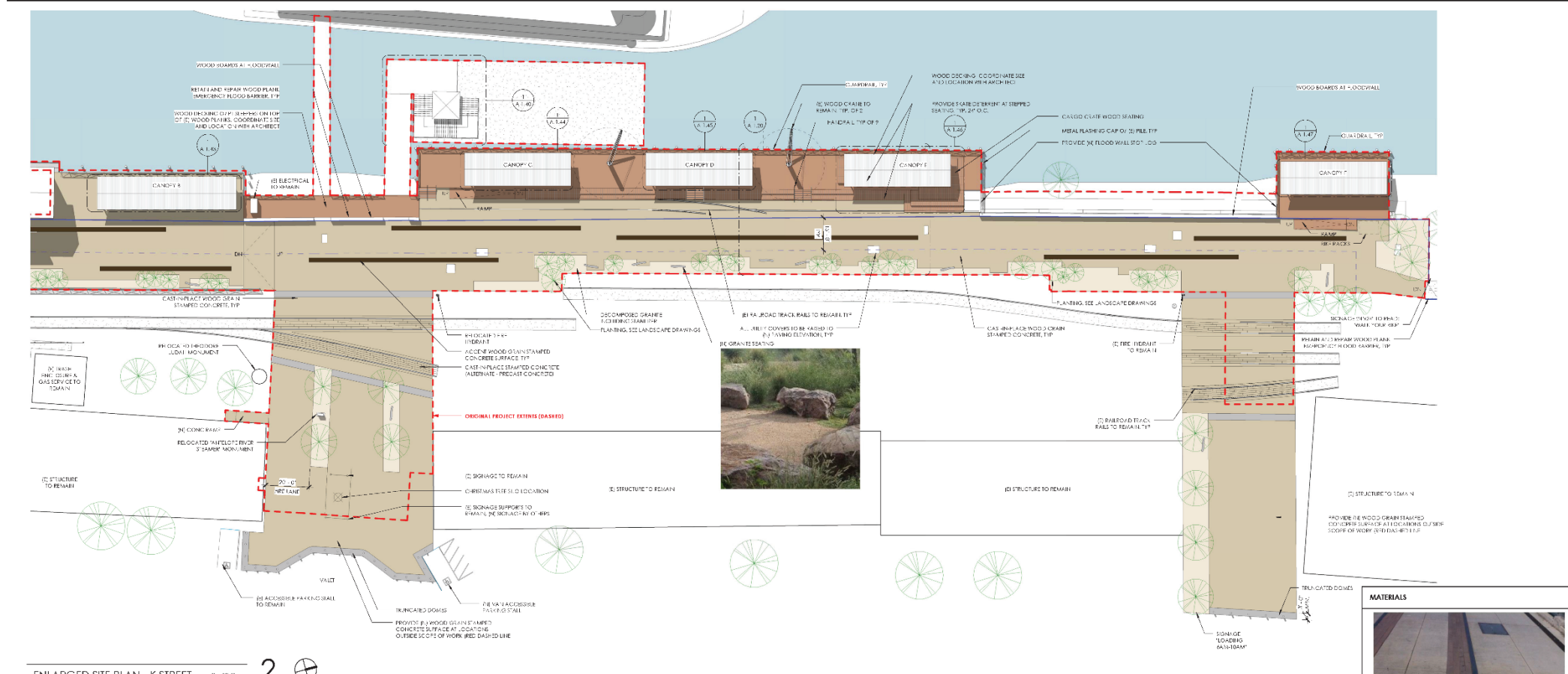
Figure 1. Upstream (north) Section of Project.



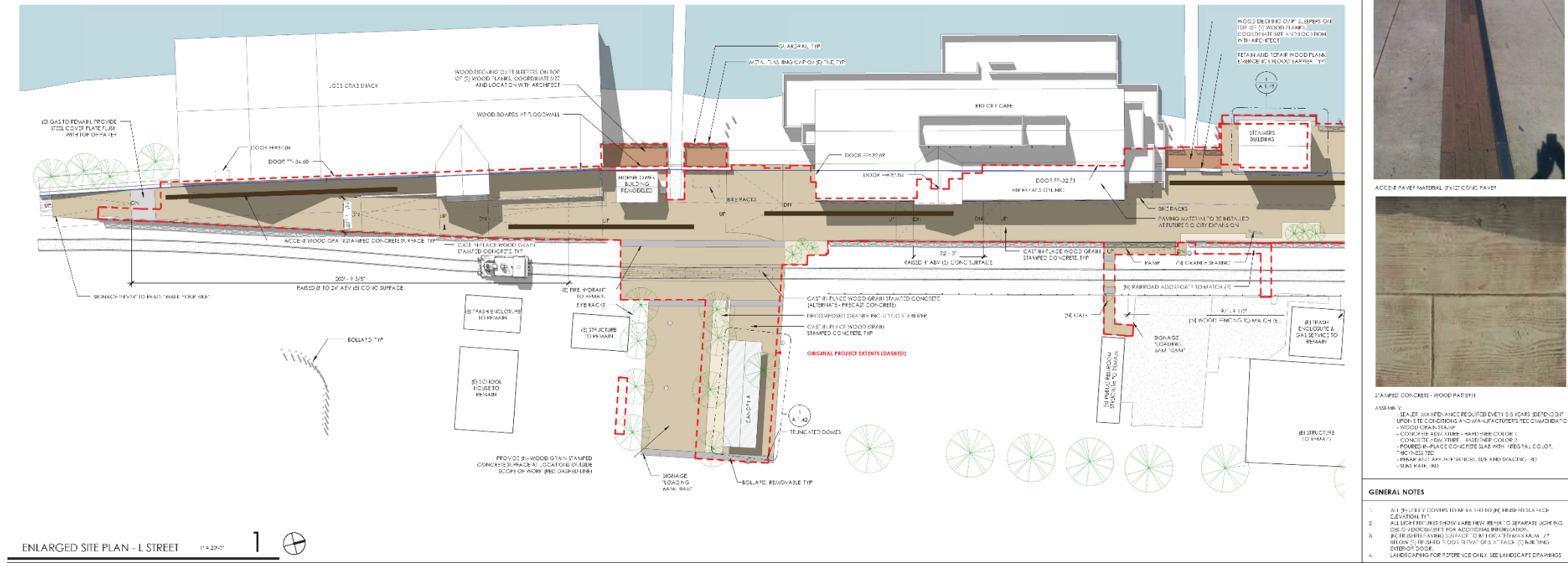
Figure 2. K Street Section of Project.



Figure 3. Downstream (south) Section of Project.



ENLARGED SITE PLAN - K STREET 1:20



ENLARGED SITE PLAN - L STREET 1:20



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HRGA ARCHITECTURE

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Office: 916.492.4800
www.hrgrouparchitects.com

Owner:
City of Sacramento
COE DIVISION
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MATERIALS

ACCESS PANEL: NATURAL 2x12 (CO-45) PAVEMENT

STAMPED CONCRETE - WOOD PATTERNS

ASSUMPTIONS:

- SEALER APPLIED IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS
- WOOD SPACING: 16" (S) - 16" (L)
- WOOD END FINISH: 1/8" (S) - 1/8" (L)
- WOOD JOINT FINISH: 1/8" (S) - 1/8" (L)
- WOOD JOINT FINISH: 1/8" (S) - 1/8" (L)
- WOOD JOINT FINISH: 1/8" (S) - 1/8" (L)
- WOOD JOINT FINISH: 1/8" (S) - 1/8" (L)
- WOOD JOINT FINISH: 1/8" (S) - 1/8" (L)

GENERAL NOTES

1. ALL STRUCTURE COVERS TO BE REFINISHED TO MATCH EXISTING FINISH.
2. ALL STRUCTURE COVERS TO BE REFINISHED TO MATCH EXISTING FINISH.
3. ALL STRUCTURE COVERS TO BE REFINISHED TO MATCH EXISTING FINISH.
4. ALL STRUCTURE COVERS TO BE REFINISHED TO MATCH EXISTING FINISH.

SCHEMATIC DESIGN
CITY OF SACRAMENTO
OLD SACRAMENTO RIVERFRONT EMBARCADERO AND K STREET BARGE PROJECT
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ENLARGED SITE PLAN - L TO J STREET

Project Number: A

Project Name: 1.12

Drawn By:
Author:
Checked By:
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Figure 4. Architectural Drawings of the Project.

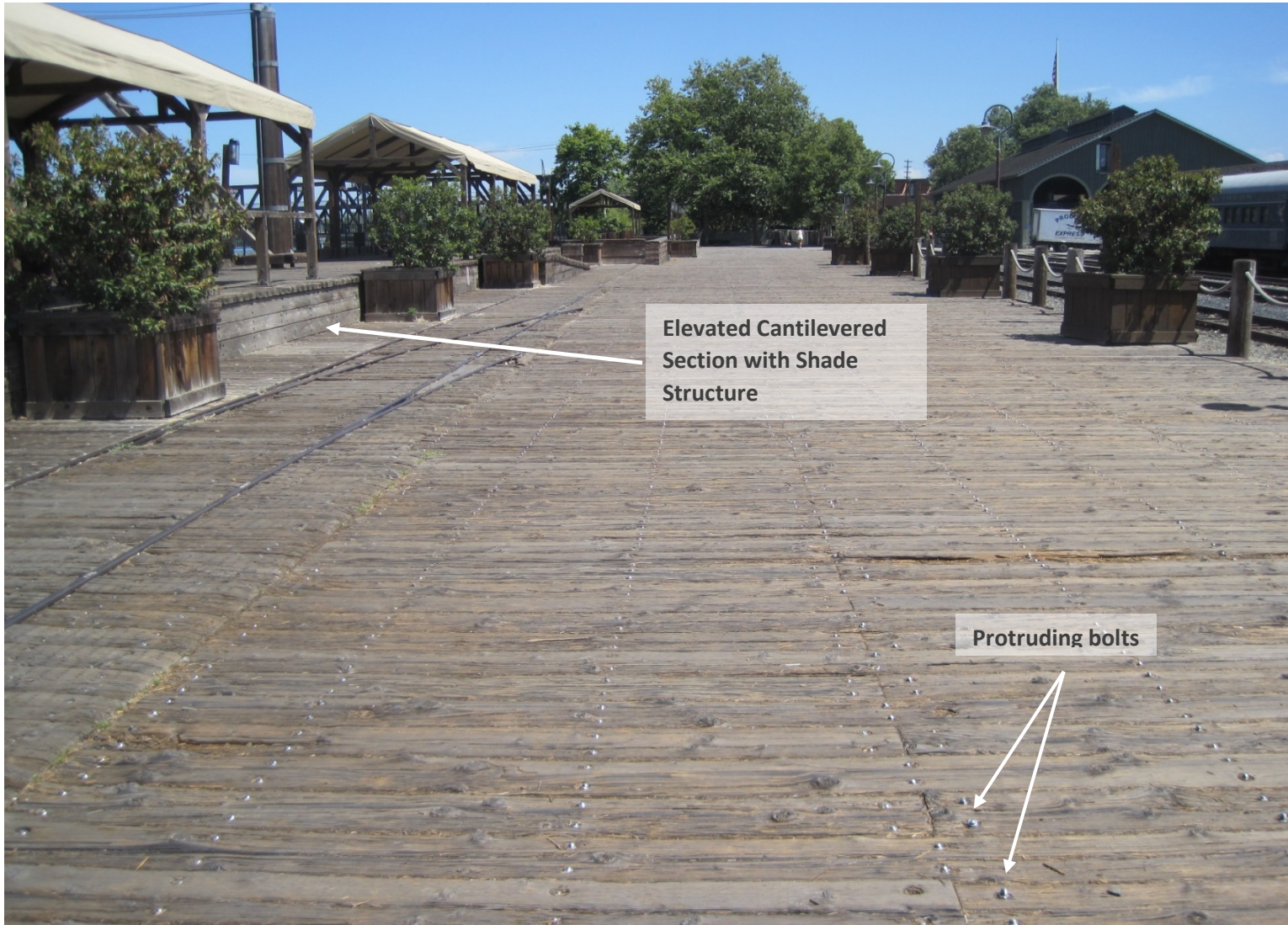


Figure 5. Existing Wood Deck on the Embarcadero with Protruding Bolts.



Figure 6. Shade Structure on the Embarcadero Showing Bolted Vertical Supports.



Timber-covered
Floodwall Cap

Timber-covered
Concrete Floodwall

Stored
Stoplogs

Rail for Stoplogs

Figure 7. Existing Concrete Floodwall with Timber Fascia and Cap.



Figure 8. Timber Beam that Forms the Floodwall on the Elevated Embarcadero Sections.



Figure 9. View of the Gangway and the Barge Facilities adjacent to the Delta King.



Figure 10: Current Condition of the Stairs.



Figure 11. Hoistway Housing.



Figure 12. Joe's Crab Shack.