

## **LOUIS PARK NON-MOTORIZED BOAT LAUNCH FACILITY**

### **PROJECT SCOPE AND BUDGET SUMMARY**

The Division of Boating and Waterways (DBW) proposes to fund up to \$2,000,000 from the Waterways Connection Initiative (WCI) funding to the City of Stockton (City) to engineer, design, acquire permits, and construct non-motorized boating access improvements to the Louis Park Boat Launching Facility (BLF) at 3121 Monte Diablo Ave, Stockton, CA 95203.

#### **PROPOSED PROJECT SCOPE**

Engineering, permitting, construction, and inspection of the following items:

- Low Freeboard Float and Gangway (8 foot by 100 foot)
- Concrete Abutment
- Steel Guide-Piles
- Two-Unit Unisex Precast Restroom
- Utilities
- Concrete ADA Parking and Striping
- ADA Path of Travel from parking to restroom to boarding float
- ADA Pathway Lighting
- Retaining Wall (if necessary) for ADA-compliant pathway between restroom and beginning of path to the boarding float
- Project Credit Sign

#### **Background:**

The Louis Park BLF is in the City of Stockton, in San Joaquin County, about 70 miles east of San Francisco and 40 miles south of Sacramento. The BLF is part of the larger 73 acre Louis Park, a regional park that includes 40 picnic tables, three restrooms, baseball diamonds, basketball courts, tennis and handball courts, and Pixie Woods, a children's play park.

The BLF provides public boating access from a protected cove at the recently completed Smith Canal flood gate, alongside the San Joaquin River. From there boaters can enter the Deepwater Channel which provides access to over 1,000 miles of Sacramento-San Joaquin Delta waterways.

This waterway is a major artery leading into downtown Stockton. It connects the City to the Pacific Ocean through the San Joaquin River and the Port of Stockton. At the City's downtown waterfront, boaters can dock at the marina for day use or overnight, and access the downtown waterfront promenade which offers a wide range of dining options and entertainment venues.

Visitors can explore other boat launching facilities in the area, including the Buckley Cove BLF, located five miles to the northwest on the Stockton Channel, and the Morelli Park BLF, located five miles to the east on the Stockton Channel.

The Louis Park BLF was constructed in 1964 by the City of Stockton. The facility consisted of a two-lane boat launching ramp, a boarding float, a 54 vehicle- trailer parking area, and a fishing access dock.

In FY 2003, the City of Stockton was given a \$792,000 Harbors and Watercraft Revolving Fund grant that widened the two-lane boat launching ramp to four launching lanes, added boarding floats, extended the parking area, slurry sealed/restriped the parking area, constructed a sidewalk, installed storm drainage, new lighting, a shade structure, and safety railing.

### **Waterways Connections Initiative**

In FY 2021-22, the Department of Parks and Recreation was allocated approximately \$154 million in a direct appropriation from the state's Budget Act, SB-170. This funding was intended to expand waterway-related outdoor access to under-resourced, underserved, or park-poor urban communities with a population of at least 2,500, that lack connection to waterways. Of this appropriation, DBW was allocated \$10 million for local assistance boat launching facility projects that fit this funding criteria.

The City of Stockton has a population of 319,000 and is identified as a disadvantaged community with 15% of the population at or below the poverty level. It is one of the most racially diverse cities in the country. While the City has three public boat launch facilities for motorized vessels, formal facilities for non-motorized boating is insufficient for its population.

### **Existing Conditions:**

- The City recently slurry sealed and striped the parking area.
- The concrete v-grooved boat launch ramp and pile-guided boarding floats are in good condition and expected to be operational for at minimum, another 10 years.
- The walkway that runs along the north side of the boat launching ramp has many bumps and cracks and is not ADA compliant.
- The existing pile-guided boarding float and gangway that runs parallel to the walkway are dilapidated and not suitable for non-motorized craft.
- The City removed the previous restroom building; there currently is no restroom at the facility.

### **Grant Award Includes:**

Funding for reimbursement of costs to design, permit, construct, and inspect the non-motorized improvements identified above under PROPOSED PROJECT SCOPE. The

PROJECT COST ESTIMATE below and PROPOSED PROJECT SCOPE identified above supersede the City's application.

The City and DBW agreed to the proposed Louis Park NMBLF Project Cost Estimate in Table 1 below, and DBW's engineer developed the concept design included on page 5 of this exhibit. The cost estimate (Table 1) and design concept supersede all previous designs and cost estimates and are the basis for this contract.

### Project Funding Excludes:

Any costs in excess of \$160,000 for the boater restroom, reimbursement for City administration, owner's representation, project management, CEQA and related studies, picnic tables, shade structures, bike racks, etc., landscaping (unless required by permits), and all other non-boating related park amenities.

**Condition:** CEQA must be completed, at no expense to the WCI contract, by December 31, 2025. No grant reimbursement will be authorized until the City has demonstrated that CEQA is complete.

**Table 1: Louis Park NMBLF Project Cost Estimate**

CONSTRUCTION SCOPE	COST ESTIMATE
Mobilization	\$65,000
Demolition	90,000
Low Freeboard Float and Gangway (8 foot by 100 foot)	400,000
Concrete Abutment	50,000
Steel Guide-Piles	105,000
Two-unit Unisex Precast Restroom	160,000
Utilities	229,390
Concrete ADA Parking and Striping	100,000
Accessible Path of Travel from Parking to Restroom to Boarding Float	80,000
ADA Pathway Lighting	49,500
Retaining Wall	50,000
Project Credit Sign	10,000
<b>Construction Subtotal</b>	<b>\$1,388,889</b>
<b>NON-CONSTRUCTION COSTS</b>	
Escalation 9%	125,000
Contingency 15%	208,333
Engineering 12%	166,667
Inspection 5%	69,444
Permits 3%	41,667
<b>Non-Construction Subtotal</b>	<b>\$611,111</b>
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$2,000,000</b>
Source = Concept/Cost Estimate dated April 2025	
*Percentages are of the Construction Subtotal	
*3% per year for 3 years = 9% escalation	

## **PROJECT METRICS**

### **Annual Launches**

**Current:** According to the City, the facility was closed for the past three years for flood gate construction and did not track annual boat launches at the facility.

**Future:** The City estimates the annual number of public non-motorized boat launches at the improved facility will be 5,000 per year. This amount factors in participants of club rowing. While clubs may use DBW funded facilities, funding decisions are based on use by the typical public recreational boater, therefore, DBW assumes a more conservative usage of 3,000 non-motorized launches per year.

### **Annual User Days**

A typical non-motorized boat can accommodate one person per vessel. Therefore, DBW estimates that the annual user days for this facility will be 3,000 annual user days.

### **Unit Day Value**

The 2018 California Boating Needs Assessment Study established a unit day value in the Central Valley. The unit day value is an established way to measure recreational benefits boaters gain from the experience of boating on a particular body of water. The unit day value, adjusted for the consumer price index (CPI), is \$50.47. DBW estimates that the unit day value for the proposed facility will increase after the facility is improved to \$151,410 annually (unit day value x projected annual user days).

### **Benefit-Cost Ratio**

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

**Benefit:** The total benefits over the 20-year life of the project are estimated to be \$2,370,630.

**Cost:** Net costs over the 20-year grant period are estimated to be \$2,000,160.

**Ratio:** Assuming a total project cost of \$2,000,000 to complete designs, acquire permits, and complete construction, the Benefit-Cost Ratio is 1.19.

Louis Park NMBLF Concept Design

