



OLD SACRAMENTO STATE HISTORIC PARK GENERAL PLAN ALTERNATIVE 1: GOLD RUSH HISTORY

DRAFT
January 19, 2011

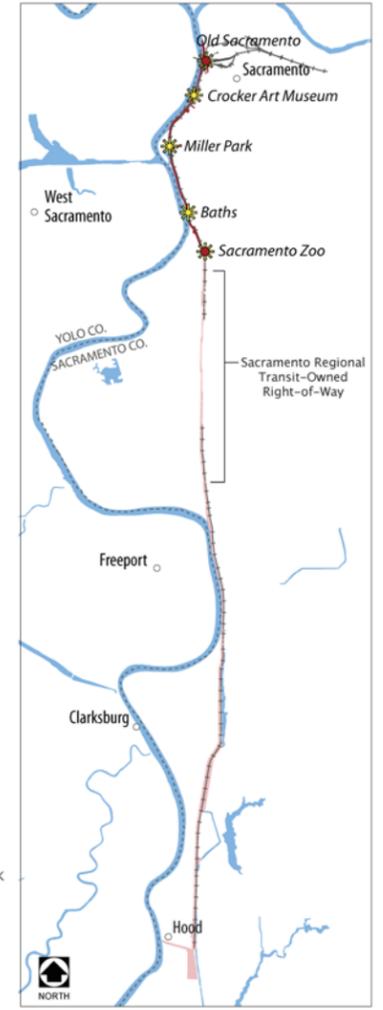
EXPAND, INTERPRET, AND BRING ALIVE GOLD RUSH HISTORY

Interprets buildings and activities in Old Sacramento in the years 1848-1852

* California State Museum of Railroad History and Technology becomes a separate classified unit



EXCURSION TRAIN LINE & STOPS



CHARACTER IMAGES



SACRAMENTO FROM THE FOOT OF J STREET, 1850



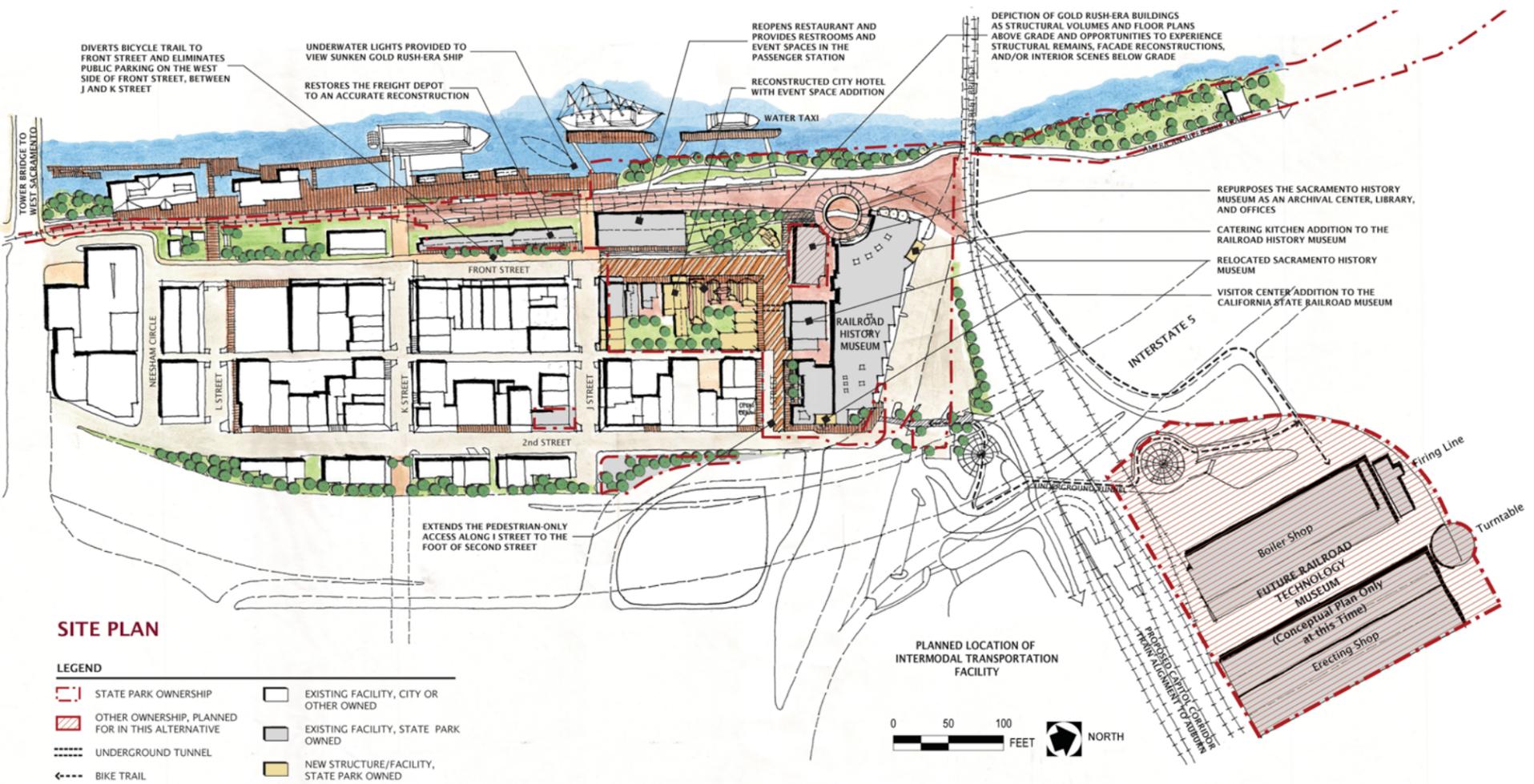
BENJAMIN FRANKLIN HOUSE, PHILADELPHIA, PA.



PADDINGTON RESERVOIR GARDENS, SYDNEY, AUSTRALIA



SUNKEN GOLD RUSH SHIP





ALTERNATIVE 1	
<p>Primary Theme Emphasis Including Period of Significance</p>	<p>Gold Rush History Interprets buildings and activities in Old Sacramento in the years 1848-1852 <i>* California State Museum of Railroad History and Technology becomes a separate classified unit</i></p>
<p>INTERPRETATION & EDUCATION</p>	
<p>Interpretive Focus</p>	<p><u>Gold Rush</u></p> <ul style="list-style-type: none"> ▪ Interprets early Gold Rush period architecture and scenes including the living conditions, activities, and commerce of the day ▪ Tells the story of "how the world rushed in" <p><u>Railroad</u></p> <ul style="list-style-type: none"> ▪ Minor improvements to railroad scenes and facilities <p><u>Communication and Commerce</u></p> <ul style="list-style-type: none"> ▪ Interprets the Gold Rush commerce of the tent city <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> ▪ Interprets the story of the riverfront as it was experienced during the Gold Rush period
<p>RECREATIONAL EXPERIENCES AND RESOURCES</p>	
<p>Visitor Experience</p>	<p><u>Museum Experiences</u></p> <ul style="list-style-type: none"> ▪ Sacramento History Museum ▪ Railroad History Museum and expansion with Railroad Technology Museum ▪ Visitor Center at CSRM lobby ▪ Old Sacramento School House Museum ▪ Potential museum experiences in Gold Rush scene ▪ BF Hastings exhibit and museum rooms ▪ Wells Fargo Museum <p><u>Present Grass Area</u></p> <ul style="list-style-type: none"> ▪ Depicts Gold Rush Era buildings originally located in the area as structural volumes and floor plans; may reconstruct one or more additional buildings for potential concession use (hotel) and/or event space ▪ Conducts tours through structural volumes and original Gold Rush period grade to highlight structural remains, façade reconstructions, and/or interior scenes of the Gold Rush period ▪ Uses the Front Street right-of-way between the present grass area and Central Pacific Railroad Passenger Station events and activities <p><u>Excursion Train</u></p> <ul style="list-style-type: none"> ▪ Extends the excursion train to the Sacramento Zoo with potential stops at Crocker Art Museum, Miller Park, Baths ▪ Maintains existing boarding at Freight Depot in Old Sacramento <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> ▪ Provides underwater lights to view a sunken Gold Rush-era ship at the foot of J Street ▪ Interprets historic river elevation at Riverfront Park through interpretive signs <p><u>Parks, Open Space, and Urban Design</u></p> <ul style="list-style-type: none"> ▪ Includes a picnic area and outdoor stage in front of current Sacramento History Museum building (101 I Street); maintains existing track ▪ Includes landscaped plaza and gathering spaces in the grass area (may be within building volumes or other areas) ▪ Creates unobstructed views and access to the waterfront from I Street and J Street ▪ Interprets historic street and lot line divisions of the Gold Rush Period (may be through paved or brick outlines on ground) ▪ Adds gateway monument and signs at I and Second; J or K and Front <p><u>Visitor Amenities</u></p> <ul style="list-style-type: none"> ▪ Adds an addition and extension of CSRM lobby for use as small visitor center for ticket sales and tour and event information ▪ Includes public restroom and food service facilities at all appropriate locations ▪ Adds additional shading and landscaping with the development of the grass area <p><u>Public Safety</u></p> <ul style="list-style-type: none"> ▪ Requires small increase in Public Safety staff to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> 1. On the Sacramento River 2. During increased operating hours 3. To the addition of a tunnel from Old Sacramento to the Railyards and North Sacramento ▪ Requires increase in Public Safety equipment to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> 1. On the Sacramento River
<p>PARK OPERATIONS</p>	
<p>Facility Use – State Park Owned</p>	<p><u>Grass Area</u></p> <ul style="list-style-type: none"> ▪ Interpretation ▪ Reconstructed 1840s/50s buildings ▪ Volume of buildings ▪ Underground tours ▪ Potential concessions ▪ Events and activities <p><u>Big Four Building and Dingley Spice Mill</u></p> <ul style="list-style-type: none"> ▪ Becomes site for the Sacramento History Museum ▪ Repurposes basement and adds connection to Gold Rush scene via underground tunnel <p><u>Passenger Station</u></p> <ul style="list-style-type: none"> ▪ Existing interpretive use ▪ Re-opens restaurant ▪ Restrooms ▪ Event space <p><u>Freight Depot</u></p> <ul style="list-style-type: none"> ▪ Restores the Freight Depot to an accurate reconstruction by removing public market additions ▪ Maintains passenger ticketing and boarding



ALTERNATIVE 1

	<p><u>Railroad History Museum</u></p> <ul style="list-style-type: none"> Adds an addition to the east end of the building for Visitor Center Adds catering kitchen at the back side of the museum <p><u>Railroad Technology Museum</u></p> <ul style="list-style-type: none"> Museum expansion focused on railroad science and engineering located in historic Southern Pacific shops (the Railyards) in Boiler Shop and Erecting Shop <p><u>BF Hasting Building</u></p> <ul style="list-style-type: none"> No change from existing use <p><u>Pony Express Park</u></p> <ul style="list-style-type: none"> No change from existing use
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Facility Use – City or Other Owned	<p><u>Sacramento History Museum</u></p> <ul style="list-style-type: none"> Moves the Sacramento History Museum functions to Big Four Building, with basement tunnel underground connecting to the Gold Rush scene Repurposes existing building as State Parks archival center, library, and offices <p><u>Hall, Luhrs & Co.</u></p> <ul style="list-style-type: none"> No change from existing use <p><u>Old Sacramento School House</u></p> <ul style="list-style-type: none"> No change from existing use <p><u>Other</u></p> <ul style="list-style-type: none"> None <p><u>Property Acquisitions</u></p> <ul style="list-style-type: none"> City and State Parks trade property Requires future land swap of waterfront property along the Railyards site for the Railroad Technology Museum properties (common to all alternatives) Requires I Street easement or title transfer from City in front of the Railroad History Museum
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Unit Classification	<p><u>Park Management</u></p> <ul style="list-style-type: none"> Old Sacramento State Historic Park and California State Museum of Railroad History and Technology operate as two separate classified park units
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ACCESS AND CIRCULATION

	<p><u>Roadways/Parking</u></p> <ul style="list-style-type: none"> Maintains existing roadways, eliminates diagonal parking on the west side of Front Street from J Street to K Street Requires I Street closure in front of the Railroad History Museum <p><u>Public Transit</u></p> <ul style="list-style-type: none"> Improves transit access to the Park via street trolley, light rail, train, water taxi, bicycle Bus drop off at north end of Second Street <p><u>Pedestrian-Only Access</u></p> <ul style="list-style-type: none"> Maintains the 1849 Scene as a pedestrian-only zone with vehicular access restricted on Front Street at J Street and on I Street at the alley; and includes half of I Street between Second Street and the alley for pedestrian-only access <p><u>Bike Trails/Access</u></p> <ul style="list-style-type: none"> Creates bike lane from J Street to Neasham Circle on west side of Front Street Diverts bicycle traffic from the bike trail down J Street to Front Street Improves connectivity along bike trail between I Street and J Street Improves connectivity at Capitol Mall and Front Street Improves connectivity into Land Park Creates bicycle linkage from Old Sacramento to Railyards
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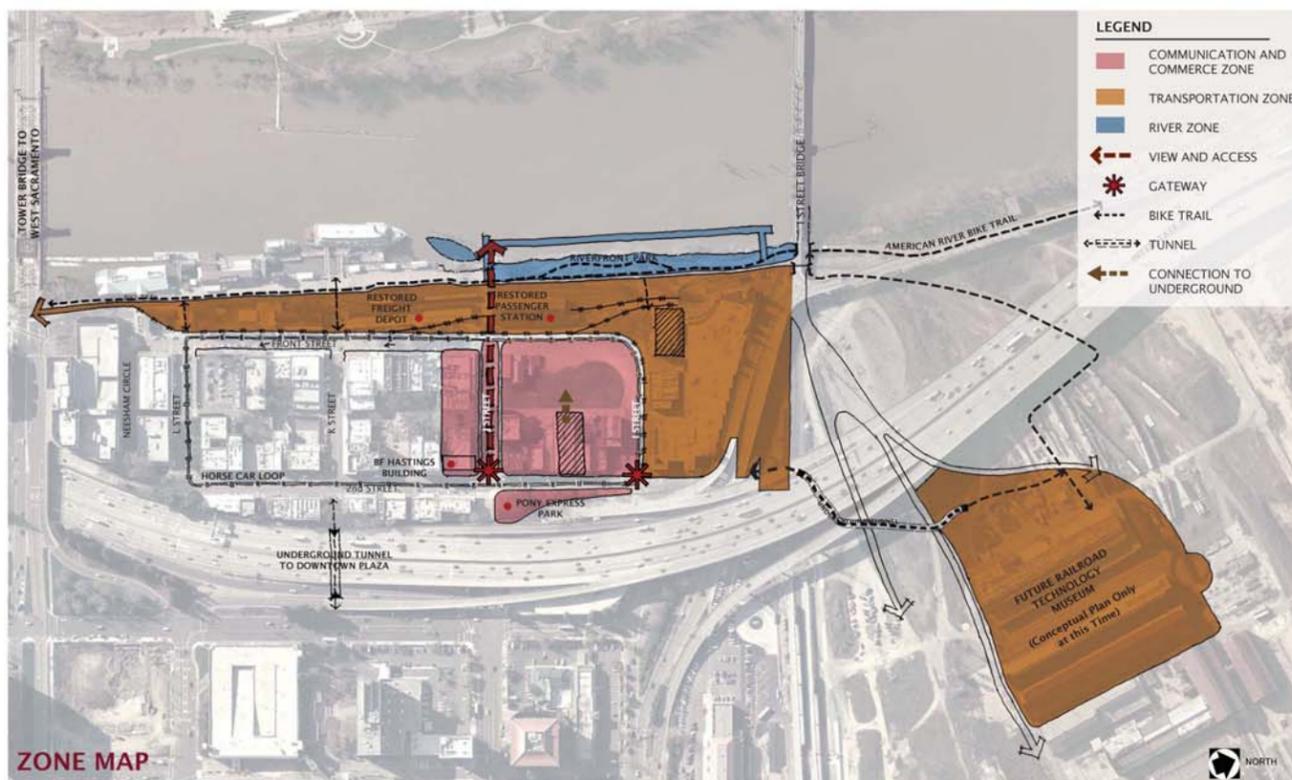
OLD SACRAMENTO STATE HISTORIC PARK GENERAL PLAN ALTERNATIVE 2: TRANSPORTATION, COMMUNICATION, AND COMMERCE

DRAFT

January 19, 2011

TRANSPORTATION, COMMUNICATION, AND COMMERCE

Focuses on the influence of transportation, communication, and commerce on the growth of Sacramento including the greater Sacramento region during the period 1840s to 1880s but allows for other periods to be interpreted



ZONE MAP

EXCURSION TRAIN LINE & STOPS



CHARACTER IMAGES



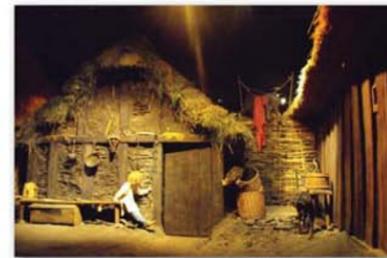
PASSENGER STATION, 1873 APPEARANCE



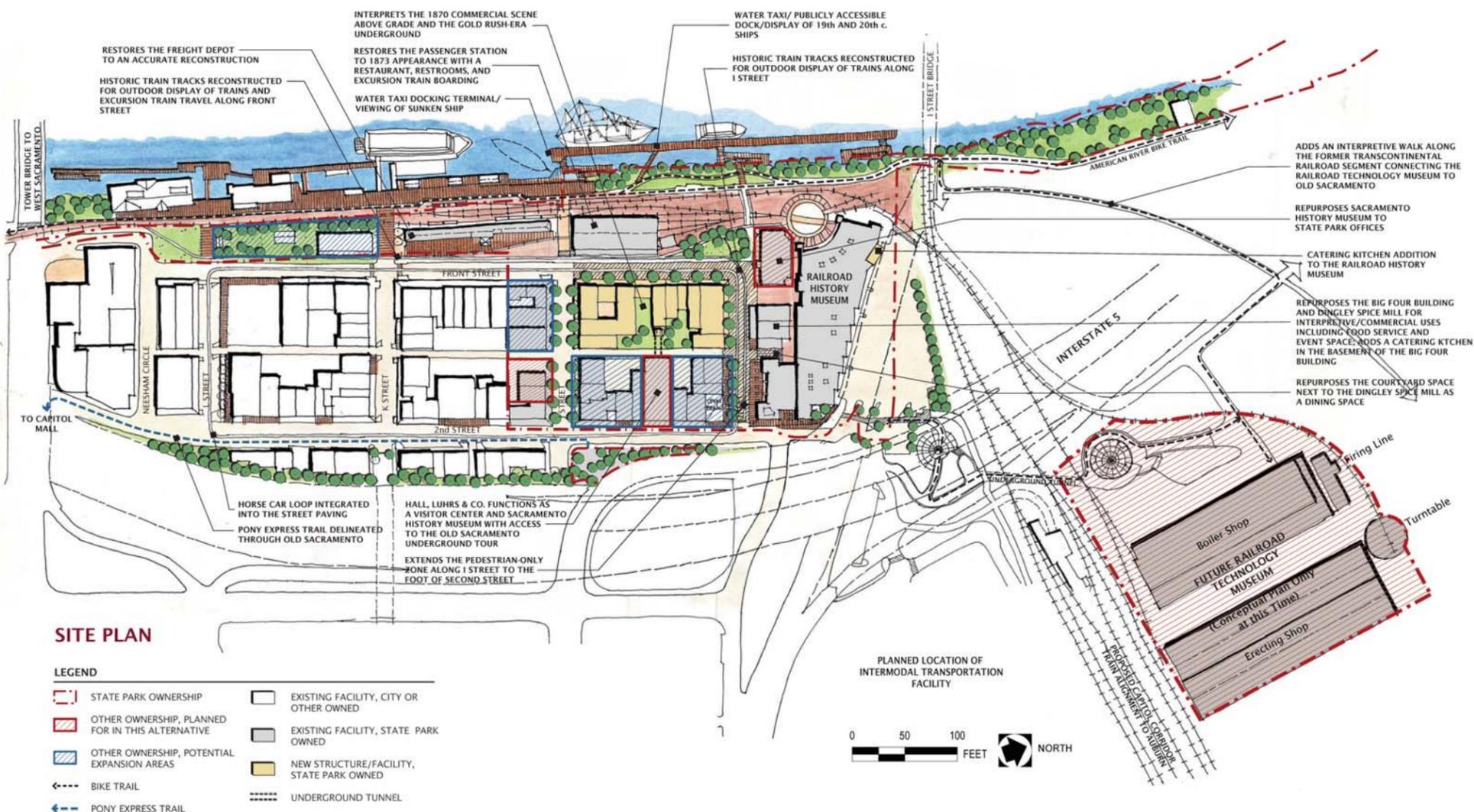
HORSE CAR EXHIBITION DURING RAILFAIR 1999



WATER TAXI TERMINAL



VILLAGE SCENE, JORVIK VIKING CENTRE, YORK, ENGLAND





ALTERNATIVE 2	
Primary Theme Emphasis Including Period of Significance	Transportation, Communication, and Commerce Focuses on the influence of transportation, communication, and commerce on the growth of Sacramento including the greater Sacramento region during the period 1840s to 1880s, but allows for other periods to be interpreted
INTERPRETATION & EDUCATION	
Interpretive Focus	<p><u>Gold Rush</u></p> <ul style="list-style-type: none"> Interprets the early Gold Rush scene at its historic (lower) elevation underground as part of the commercial scene <p><u>Railroad</u></p> <ul style="list-style-type: none"> Expands railroad activities, exhibits, and events into the outdoor spaces of the park Showcases transportation technologies over time <p><u>Communication and Commerce</u></p> <ul style="list-style-type: none"> Tells the story of transportation, communication, and commerce in Sacramento Highlights 1870s Front Street scene, creating linkage to current commercial district in Old Sacramento <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> Interprets the river/riverfront as a key transportation system promoting the growth and development of the city
RECREATIONAL EXPERIENCES AND RESOURCES	
Visitor Experience	<p><u>Museum Experiences</u></p> <ul style="list-style-type: none"> Sacramento History Museum Railroad History Museum, and expansion with Railroad Technology Museum Visitor Center in Hall, Luhrs & Co. Old Sacramento School House Museum (new location) Adds an interpretive walk/bike path along the former transcontinental railroad segment connecting the Railroad Technology Museum to Old Sacramento Emphasizes the Pony Express western terminus and path through Old Sacramento with interpretive markers or paving BF Hastings exhibits and museum rooms Wells Fargo Museum <p><u>Present Grass Area</u></p> <ul style="list-style-type: none"> Depicts late 19th century buildings originally located along Front Street for potential concession and/or event use Includes development of Gold Rush period scenes including structural remains, potential façade reconstructions, and/or interior scenes of the Gold Rush period Converts Big Four Building and Dingley Spice Mill to active interpretive/commercial use appropriate to the period. May include new concession in Dingley Steam Coffee and Spice Mill Re-opens Silver Palace Restaurant as concession in Passenger Station <p><u>Excursion Train</u></p> <ul style="list-style-type: none"> Extends the excursion train line to Hood with potential stops at Crocker Art Museum, Miller Park, Baths, the Sacramento Zoo, and Freeport with an operating schedule of 60 days/year to Hood with two round trips daily Allows for riverboat interface at Old Sacramento, Freeport, or Hood Reconstructs historic rail line on the western edge of Front Street Develops boarding location in Central Pacific Railroad Passenger Station. Line runs down Front Street and connects back into mainline at Waterfront Park (removes School House) Reconstructs historic rail line along I Street in front of Big Four Building and Railroad History Museum Recreates historic horse car loop connecting along I Street, Front Street, L Street, and Second Street <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> Constructs a new dock along Riverfront Park for public access and for the display of 19th and 20th century river vessels Includes a water taxi at the foot of I Street Provides underwater lights to view a sunken Gold Rush-era shipwreck at the foot of J Street Interprets historic river elevation at Riverfront Park through interpretive signs <p><u>Parks, Open Space, and Urban Design</u></p> <ul style="list-style-type: none"> Establishes event and activity space in the grass area behind and perhaps below the reconstructed 1870s commercial scene Adds gateway monuments and signs on I and Second; J or K and Front <p><u>Visitor Amenities</u></p> <ul style="list-style-type: none"> Adds visitor center on the ground floor of Hall, Luhrs & Co. providing visitor orientation, concierge services, ticket sales, tour and event information, museum store, and departure for underground tours Includes public restroom facilities at all appropriate locations Adds additional shading and landscaping with the development of the grass area <p><u>Public Safety</u></p> <ul style="list-style-type: none"> Requires significant increase in Public Safety staff to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> On the Sacramento River During increased operating hours To the addition of a tunnel from Old Sacramento to the Railyards and North Sacramento On 17-miles of active railroad tracks from Old Sacramento to the town of Hood Requires significant increase in Public Safety equipment to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> On the Sacramento River On 17-miles of railroad right-of-way from Old Sacramento to the town of Hood
PARK OPERATIONS	
Facility Use – State Park Owned	<p><u>Grass Area</u></p> <ul style="list-style-type: none"> Interpretation Reconstructed 1870s buildings Underground tours Lower level depiction of Gold Rush era buildings and activities Potential concessions Events and activities <p><u>Big Four Building and Dingley Spice Mill</u></p> <ul style="list-style-type: none"> Repurposes first and second floors as interpretive/commercial space, including food service (Dingley Steam Coffee and Spice Mill, Stanford Bros Dry Goods, etc) and event space Adds catering kitchen to support event space in basement



ALTERNATIVE 2

	<p><u>Passenger Station</u></p> <ul style="list-style-type: none"> Restores Passenger Station to 1873 interior appearance Becomes boarding and departure location (Hahn painting) for Sacramento Southern Railroad (excursion train) which then travels up Front Street Re-opens restaurant Restrooms Event space <p><u>Freight Depot</u></p> <ul style="list-style-type: none"> Restores the Freight Depot to an accurate reconstruction by removing public market additions Eliminates passenger ticketing and boarding Adds exhibits about freight transportation and commerce <p><u>Railroad History Museum</u></p> <ul style="list-style-type: none"> Redesigns front of museum to blend with 1870s character Adds catering kitchen at back side of museum building Adds courtyard (outdoor) dining connected to Dingley eating venue <p><u>Railroad Technology Museum</u></p> <ul style="list-style-type: none"> Museum expansion focused on railroad science and engineering located in historic Southern Pacific shops (the Railyards) in Boiler Shop and Erecting Shop <p><u>BF Hasting Building</u></p> <ul style="list-style-type: none"> No change from existing use <p><u>Pony Express Park</u></p> <ul style="list-style-type: none"> No change from existing use
<p>Facility Use – City or Other Owned</p>	<p><u>Sacramento History Museum</u></p> <ul style="list-style-type: none"> Moves Sacramento History Museum to Hall, Luhrs & Co. Repurposes existing building as State Parks archival center, library, and offices <p><u>Hall, Luhrs & Co.</u></p> <ul style="list-style-type: none"> Houses Sacramento History Museum with access to underground tours through existing basement facilities Adds a Visitor Center inside the museum <p><u>Old Sacramento School House</u></p> <ul style="list-style-type: none"> No change from existing use, but is relocated to a site in Old Sacramento to be determined (accommodates train tracks) <p><u>Other</u></p> <ul style="list-style-type: none"> None <p><u>Property Acquisitions</u></p> <ul style="list-style-type: none"> Hall, Luhrs & Co. acquired by State Parks to house visitor center and Sacramento History Museum, then traded with City for the Sacramento History Museum building Potentially expands the ownership boundaries of the State Park to include other Old Sacramento properties Requires State Parks to obtain properties for the Railroad Technology Museum State Parks would acquire an access easement through the Railyards site for the interpretive walk along the path of the Transcontinental Railroad Requires I Street easement or title transfer from City in front of the Railroad History Museum
<p>Unit Classification</p>	<p><u>Park Management</u></p> <ul style="list-style-type: none"> Old Sacramento State Historic Park and the California State Museum of Railroad History and Technology are classified as one park unit
<p>ACCESS AND CIRCULATION</p>	
	<p><u>Roadways/Parking</u></p> <ul style="list-style-type: none"> Reconfigures Front Street as a one way lane, heading south with diagonal parking on the east side only, a horse car track, and train tracks double tracked along Front Street for the excursion train Closes I Street in front of Railroad History Museum <p><u>Public Transit</u></p> <ul style="list-style-type: none"> Emphasizes new transit access to the park via street trolley, light rail, train, water taxi, horse-drawn carriage, and bicycle Bus drop off at north end of Second Street <p><u>Pedestrian-Only Access</u></p> <ul style="list-style-type: none"> Extends the pedestrian-only zone along I Street to the foot of Second Street and to the waterfront <p><u>Bike Trails/Access</u></p> <ul style="list-style-type: none"> Creates connectivity of bike trail from I Street Bridge to Capitol Mall via boardwalk extension, requiring the removal of some existing railroad track along the boardwalk Improves connectivity along entire railroad right-of-way Creates bicycle linkage from Old Sacramento to Railyards



OLD SACRAMENTO STATE HISTORIC PARK GENERAL PLAN ALTERNATIVE 3: OLD SACRAMENTO HISTORY THROUGH TIME

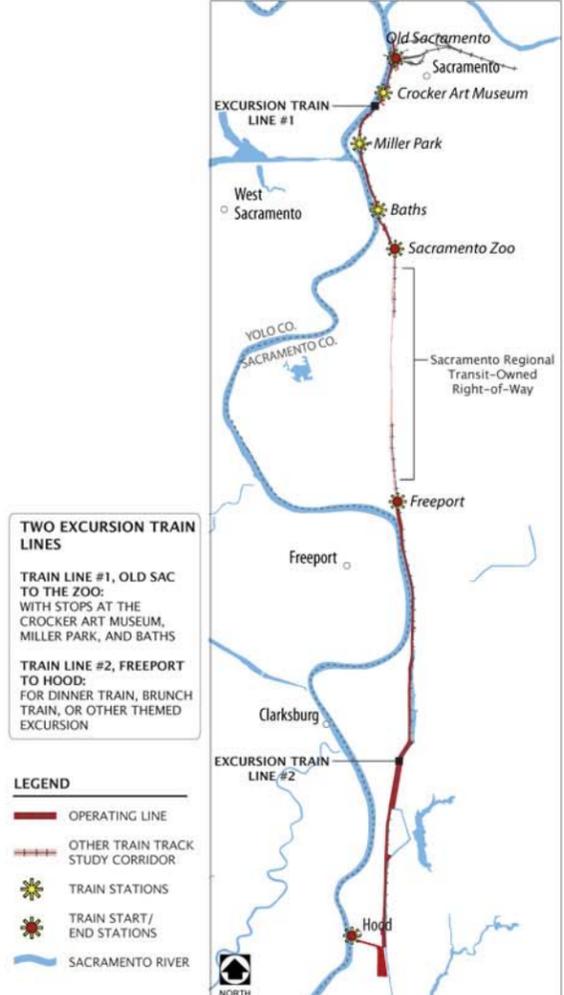
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OLD SACRAMENTO THROUGH TIME

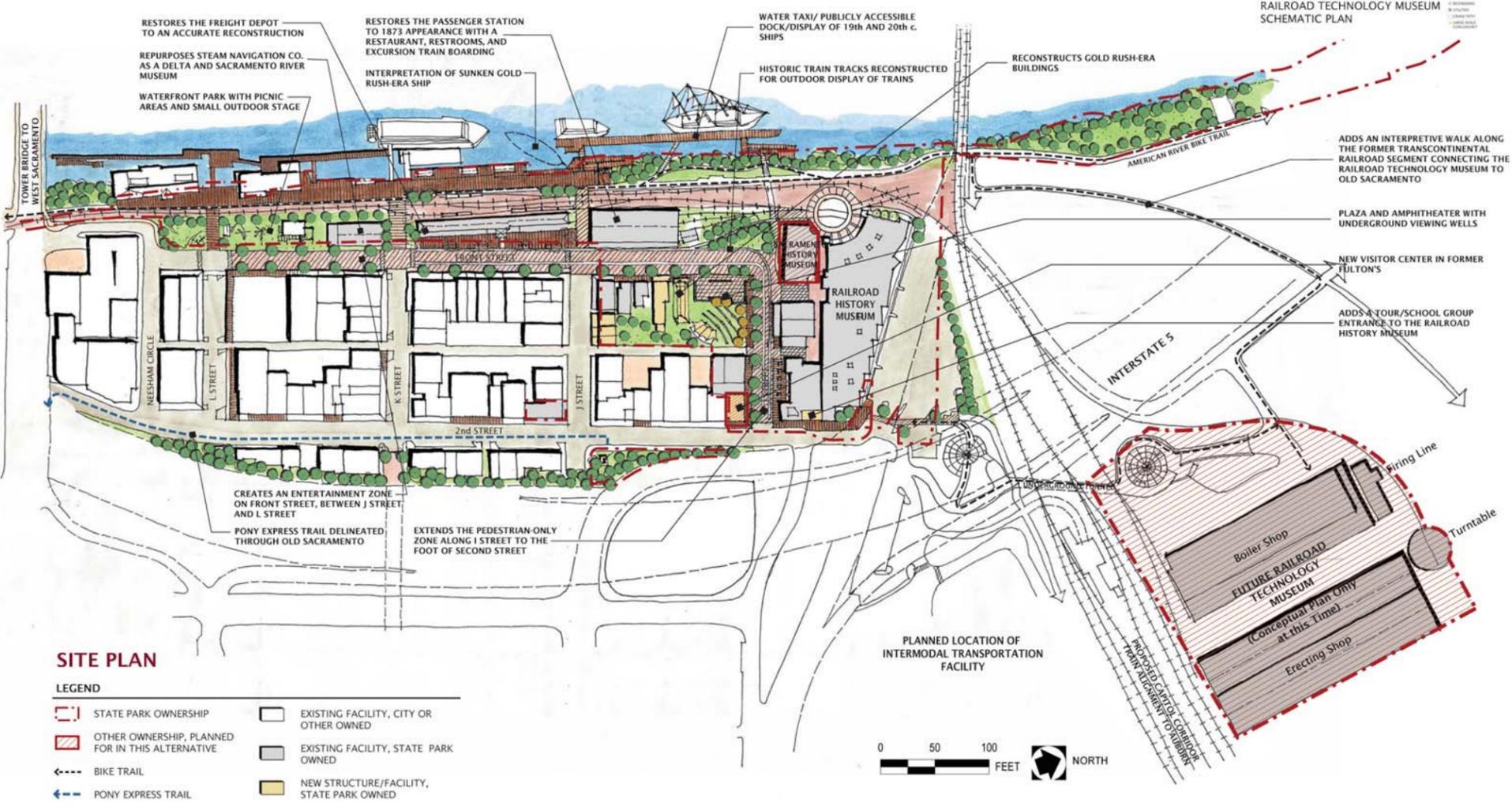
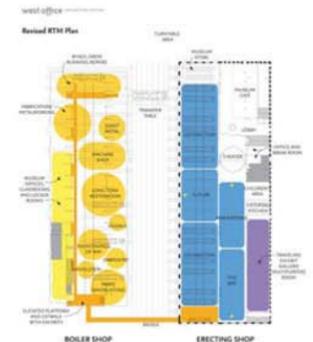
Equally emphasizes Gold Rush, River, and Railroad history, as well as related architectural and archaeological features from mid-19th century, and following through key historical periods in Old Sacramento's development



EXCURSION TRAIN LINE & STOPS



CHARACTER IMAGES





ALTERNATIVE 3	
Primary Theme Emphasis Including Period of Significance	Old Sacramento History Through Time Equally emphasizes Gold Rush, River, and Railroad history, as well as related architectural and archaeological features from mid-19 th century, and following through key historical periods in Old Sacramento's development
INTERPRETATION & EDUCATION	
Interpretive Focus	<p><u>Gold Rush</u></p> <ul style="list-style-type: none"> Expands interpretation of the Gold Rush story, scenes, architecture, and activities <p><u>Railroad</u></p> <ul style="list-style-type: none"> Expands railroad activities, exhibits, and events into the outdoor spaces of the park Showcases transportation technologies over time <p><u>Communication and Commerce</u></p> <ul style="list-style-type: none"> Creates opportunities for interpreting both Gold Rush Commerce and its aftermath <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> Interprets the riverfront as a landing, ferry terminal, freight and passenger dock Conveys the impact of the river as an avenue of transportation, a force of nature, and a critical part of the Delta environment
RECREATIONAL EXPERIENCES AND RESOURCES	
Visitor Experience	<p><u>Museum Experiences</u></p> <ul style="list-style-type: none"> Sacramento History Museum Railroad History Museum, and expansion with Railroad Technology Museum Visitor Center in former Fulton's Prime Rib Addition of a Delta and Sacramento River Museum Old Sacramento School House Museum Adds an interpretive walk/bike path along the former transcontinental railroad segment connecting the Railroad Technology Museum to Old Sacramento Emphasizes the Pony Express western terminus and path through Old Sacramento with interpretive markers or paving BF Hastings exhibits and museum rooms Wells Fargo Museum <p><u>Present Grass Area</u></p> <ul style="list-style-type: none"> Depicts Gold Rush Era buildings originally located in the area as structural volumes and floor plans; may reconstruct one or more additional buildings for potential concession use (hotel) and/or event space. Build out allows for the inclusion of a small amphitheater and plaza with monuments to the period Uses the Front Street right-of-way between the grass area and Central Pacific Passenger Station for events and activities <p><u>Excursion Train</u></p> <ul style="list-style-type: none"> Reconstructs historic rail line from Passenger Station by Big Four Building (up I Street) and continuing in front of Railroad History Museum for display purposes Reconstructs historic rail line along Front Street to end at K Street for display of trains on Front Street to support events Extends the excursion train line to the Sacramento Zoo with potential stops at Crocker Art Museum, Miller Park, Baths Adds a second excursion train line from Freeport to Hood with potential for dinner train, brunch train, or other themed-excursions Connects rail segment through Land Park and South Land Park mainly for equipment transfer, not regular passenger operations Constructs historic horse car line in L configuration along I Street and Front Street ending at Neasham Circle Develops boarding location in Central Pacific Railroad Passenger Station. Line runs down existing rail line (may require alteration of corner of freight depot platform) <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> Provides interpretation of the sunken Gold Rush era shipwreck Docks a Gold Rush Era ship (replica) at the foot of J Street Includes a joint ticketing office for riverboat and train excursion at the Passenger Station Includes a wharf and water taxi stop at the foot of J Street Repurposes the Steam Navigation Co. as a Delta River Museum with environmental interpretation of the Delta <p><u>Parks, Open Space, and Urban Design</u></p> <ul style="list-style-type: none"> Creates an amphitheater using current slopes on a portion of the grass area. Includes uniform streetscape and pedestrian improvements to distinguish Old Sacramento as a unique district Adds gateway monument and signs on I Street at Second, and Front at Capitol Mall entrance to Old Sacramento Creates a museum and entertainment district along I Street and Front Street, continuing the pedestrian-only zone along Front Street between J Street and L Street <p><u>Visitor Amenities</u></p> <ul style="list-style-type: none"> Adds new visitor center facility at former location of Fulton Prime Rib, on the southwest corner of I Street at Second, providing visitor orientation, concierge services, ticket sales, tour and event information, and departure for the underground tour Includes public restroom facilities at all appropriate locations Adds additional shading and landscaping with the development of the grass area <p><u>Public Safety</u></p> <ul style="list-style-type: none"> Requires significant increase in Public Safety staff to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> On the Sacramento River During increased operating hours To the addition of a tunnel from Old Sacramento to the Railyards and North Sacramento On the entire Old Sacramento River front On a second train line running from Hood to Freeport Requires significant increase in Public Safety equipment to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> On the Sacramento River On the Old Sacramento River front On a second train line running from Hood to Freeport



ALTERNATIVE 3	
PARK OPERATIONS	
<p>Facility Use – State Park Owned</p>	<p><u>Grass Area</u></p> <ul style="list-style-type: none"> ▪ Interpretation ▪ Amphitheater ▪ Reconstructed buildings 1840s/50s ▪ Potential concessions ▪ Underground tours ▪ Events and activities <p><u>Big Four Building and Dingley Spice Mill</u></p> <ul style="list-style-type: none"> ▪ No change from existing use (office, storage, interpretive/commercial, exhibits, multi-purpose, library) <p><u>Passenger Station</u></p> <ul style="list-style-type: none"> ▪ Restores the Passenger Station to 1873 interior appearance ▪ Becomes boarding and departure location (Hahn painting) for Sacramento Southern Railroad (excursion train) which then travels along existing line ▪ Re-opens restaurant ▪ Restrooms ▪ Event space <p><u>Freight Depot</u></p> <ul style="list-style-type: none"> ▪ Restores the Freight Depot to an accurate reconstruction by removing public market additions ▪ Eliminates passenger ticketing and boarding ▪ Makes space available for events and rentals ▪ Interprets agricultural history of California <p><u>Railroad History Museum</u></p> <ul style="list-style-type: none"> ▪ Develops tour/school group entrance on east side of museum <p><u>Railroad Technology Museum</u></p> <ul style="list-style-type: none"> ▪ Museum expansion focused on railroad science and engineering located in historic Southern Pacific shops (the Railyards) in Boiler Shop and Erecting Shop <p><u>BF Hastings Building</u></p> <ul style="list-style-type: none"> ▪ No change from existing use <p><u>Pony Express Park</u></p> <ul style="list-style-type: none"> ▪ No change from existing use
<p>Facility Use – City or Other Owned</p>	<p><u>Sacramento History Museum</u></p> <ul style="list-style-type: none"> ▪ No change from existing use <p><u>Hall, Luhrs & Co.</u></p> <ul style="list-style-type: none"> ▪ No change from existing use <p><u>Old Sacramento School House</u></p> <ul style="list-style-type: none"> ▪ No change from existing use <p><u>Other</u></p> <ul style="list-style-type: none"> ▪ Repurposes Steam Navigation Co. to serve as a Delta and Sacramento River Museum <p><u>Property Acquisitions</u></p> <ul style="list-style-type: none"> ▪ Expands the ownership boundaries of the State Park to include the entire length of the waterfront area in Old Sacramento including portions of properties west of Front Street ▪ Requires State Parks to acquire the Fulton’s Prime Rib building ▪ Requires State Parks to obtain properties for the Railroad Technology Museum ▪ State Parks would acquire an access easement through the Railyards site for an interpretive walk along the historic path of the Transcontinental Railroad ▪ Requires I Street easement or title transfer from City in front of the Railroad History Museum
<p>Unit Classification</p>	<p><u>Park Management</u></p> <p>One classified park unit, but consideration given to new operating structure and governance for all of Old Sacramento</p>
ACCESS AND CIRCULATION	
	<p><u>Roadways/Parking</u></p> <ul style="list-style-type: none"> ▪ Closes Front Street public vehicle traffic from J Street to L Street ▪ Includes a horse car track in an “L” shape <p><u>Public Transit</u></p> <ul style="list-style-type: none"> ▪ Emphasizes new transit access to the park via street trolley, light rail, train, water taxi, horse-drawn carriage, and bicycle ▪ Bus drop off at north end of Second Street <p><u>Pedestrian-Only Access</u></p> <ul style="list-style-type: none"> ▪ Extends the pedestrian-only zone along I Street to the waterfront and on Front Street from J Street to L Street <p><u>Bike Trails/Access</u></p> <ul style="list-style-type: none"> ▪ Creates connectivity of bike trail from I Street Bridge to Capitol Mall via a boardwalk extension, requiring removal of track on boardwalk ▪ Improves connectivity along entire railroad right-of-way ▪ Creates bicycle linkage from Old Sacramento to Railyards