

CHAPTER

4



THE PLAN

CHAPTER 4: THE PLAN

This chapter of the General Plan establishes the long-range purpose and vision for Old Sacramento State Historic Park (OSSHP) and the California State Railroad Museum (CSRM), as adjacent State Historic Park units with distinct concepts and characteristics. It describes the desired visitor experiences at OSSHP and CSRM and identifies the goals and guidelines to help each achieve their purpose, vision, and intent. Goals and guidelines respond to known planning issues and provide the foundation for resource protection, future development, and interpretation. They also establish a framework for subsequent planning and development in the context of the greater Old Sacramento Historic District (Old Sacramento) area and within the areas outside of Old Sacramento, including at the Central Shops Historic District (Central Shops) of the Sacramento Southern Pacific/Central Pacific railroad yards (Railyards) in which components of CSRM will be developed. Thus, planning for OSSHP and CSRM requires the support and coordination of the City of Sacramento (City), private property owners, other agencies, and State Park teaming partners, important to the success of both park units and to the development of Old Sacramento and the Central Shops.

4.1 PURPOSE AND VISION

The purpose and vision provide guidance and direction for future planning efforts and management of state park units. The statement of purpose describes the park's broad purpose and significance to California, its key resources and values, and establishes a framework for future management and planning. A statement of purpose for each unit within the state park system is required by California Public Resources Code (PRC) Section 5002.2(b), "setting forth specific long-range management objectives for the park consistent with the park's classification." The park vision describes the desired future of a park after General Plan goals are realized. The vision expresses what each park should ultimately feel and look like, and what kinds of visitor experiences should be provided in the future.

Changes that affect the character of a park may require an update to the park's statement of purpose, vision, and sometimes to its classification to ensure proper resource protection, management, and visitor opportunities. The purpose and vision for OSSHP and CSRM are provided in the following sections.

4.1.1 OLD SACRAMENTO STATE HISTORIC PARK

STATEMENT OF PURPOSE

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.

VISION

OSSHP brings the rich and important history of the early development of Sacramento to life, establishing meaningful and inspiring places that will be visited often, cherished, and remembered by generations to come. Buildings, artifacts, and features on display in OSSHP, CSRM, and greater Old Sacramento capture the character and accomplishments of the City's 19th century population: from gold seekers, settlers, lawyers, politicians, and merchants to visionaries of communication, engineering, and transportation. OSSHP creates opportunities for visitors to experience, understand, and discover the rich history, resources, artifacts, and events that shaped the growth and development of the city, the region, California, and the nation. Exhibits, programs and interpretive media help visitors create meaning and relate this history to their own experience and lives.

OSSHP depicts the people, architecture, historic landscape, scenes, and significance of Old Sacramento as "layers of history." It represents and conveys:

- the importance and role of the confluence of the Sacramento and American Rivers in the founding of early Sacramento in the 1840s;
- the growth of an 1850s Gold Rush outpost and bustling commercial center serving an influx and cosmopolitan mix of miners and prospectors, many of whom would settle the region;
- the center of a busy transportation system supplying goods and agricultural commodities and connecting the northern California Gold Rush camps, as well as mines and settlements in southern Oregon, Nevada, Idaho and the intermountain West, to San Francisco and the outside world;
- Sacramento's early determination and will to survive by rerouting the American River, reinforcing the levees, and by raising the central city streets and buildings in the 1860s and 1870s to survive and address the threat of floods;
- the beginnings of a thriving shipping and distribution center supporting and serving a productive agricultural region;
- the development of civil law and the establishment of the California Supreme Court's chambers in Sacramento; and
- Sacramento's evolution as the state's political center of government.

In coordination with CSRM, OSSHP also depicts Sacramento's critical role in communication and transportation development, serving as the main terminus for Sacramento River shipping, the Sacramento Valley Railroad, the western terminus of both the Pony Express and the first Transcontinental Railroad as well as important stations on the Central Overland mail and other early stage lines, and the first transcontinental telegraph.

4.1.2 CALIFORNIA STATE RAILROAD MUSEUM

STATEMENT OF PURPOSE

The purpose of the California State Railroad Museum is to collect, preserve, study, restore, reconstruct, exhibit, and interpret, for the education, recreation, and entertainment of the broadest possible audience, the history and technology of railroads and railroading in California, the West, and the nation from their early beginnings through contemporary and future transportation systems.

VISION

The CSRM brings to life the dynamic history and technology of railroads and their role in connecting California to the rest of the nation and North America, interpreting:

- the impacts—particularly socially, economically, and politically—of railroads in California, the West, the U.S., and the World;
- the influence of railroads on local, regional, and national commerce and society;
- the development, planning, and construction of the nation’s first transcontinental railroad from Old Sacramento;
- the history of the Central Pacific and Southern Pacific Railroad Sacramento Shops;
- the development and improvement of the rail industry’s technologies, and the significance of the Central Pacific, Southern Pacific, Union Pacific, Santa Fe, and other California railroads in that development;
- the basic principles of power and energy and the development and refinement of locomotive technology;
- innovations in engineering and organization that have changed and improved railroad work practices, efficiency and safety;
- the workings of a railroad shop and the processes involved in restoring and maintaining locomotives and cars;
- the present and future of rail transportation; and
- the experience of travel by train.

4.2 STATE PARK UNIT CLASSIFICATION

4.2.1 OLD SACRAMENTO STATE HISTORIC PARK

The classification of OSSHP as a State Historic Park continues to be the most appropriate classification for the park unit. Pursuant to PRC Section 5019.59, State Historic Parks are defined as follows:

5019.59. **Historic units**, to be named appropriately and individually, consist of nonmarine areas established primarily to preserve objects of historical, archaeological, and scientific interest, and archaeological sites and places commemorating important persons or historic events. The areas should be of sufficient size, where possible, to encompass a significant proportion of the landscape associated with the historical objects. The only facilities that may be provided are those required for the safety, comfort, and enjoyment of the visitors, such as access, parking, water, sanitation, interpretation, and picnicking. Upon approval by the commission, lands outside the primary historic zone may be selected or acquired, developed, or operated to provide camping facilities within appropriate historical units. Upon approval by the State Park and Recreation Commission, an area outside the primary historic zone may be designated as a recreation zone to provide limited recreational opportunities that will supplement the public's enjoyment of the unit. Certain agricultural, mercantile or other commercial activities may be permitted if those activities are a part of the history of the individual unit and any developments retain or restore historical authenticity. Historical units shall be named to perpetuate the primary historical theme of the individual units.

The State Historic Park classification best identifies the range of cultural and historic resources to be preserved, protected, and recreated as part of the park experience and General Plan vision.

4.2.2 CALIFORNIA STATE RAILROAD MUSEUM

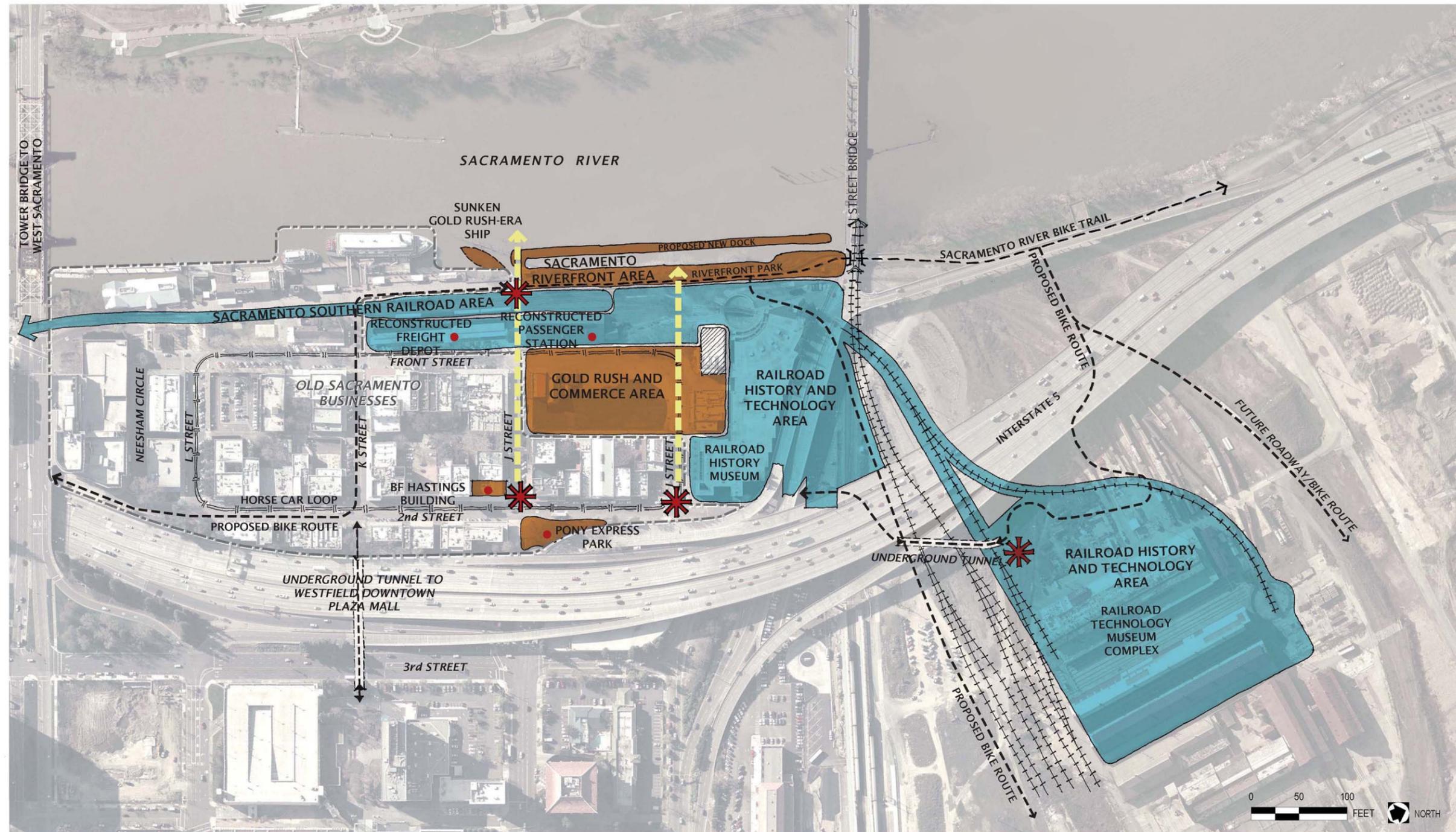
The CSRSM is also proposed for classification as a State Historic Park, similar to OSSHP, pursuant to PRC Section 5019.59, "State Historic Parks," described above.

4.3 LAND USE MANAGEMENT

The land uses identified for OSSHP and CSRSM were selected based on distinct features, resources, geographic location, interpretive characteristics, and the desired visitor experiences and uses for each park. The land uses in OSSHP will consist of the Sacramento Riverfront area and Gold Rush and Commerce area. Land uses identified for CSRSM include the Railroad History and Technology area and the Sacramento Southern Railroad area. Exhibit 4-1 shows the land use area concepts for OSSHP and CSRSM and the approximate location and extent of each land use area. A brief summary of these land use areas, and their characteristics, cultural and natural resource values, desired visitor experiences, proposed facilities and uses, and public access opportunities are further described in this section and summarized in Table 4-1 (Section 4.3.2) for OSSHP and in Table 4-2 (Section 4.3.3) for CSRSM.

Exhibit 4-2, "The Preferred Concept Plan," shows the 20-year vision concept for the main facilities of OSSHP and CSRSM in Old Sacramento and the Central Shops Historic District after planned land uses and facilities are implemented. The proposed facilities are further described in this section. The initial site concepts preceding and leading to development of the Preferred Concept Plan, below and a summary of earlier public workshops are included in Appendix C. In addition to these site concept plans, several bike concepts have also been proposed in the General Plan and are presented in Appendix B, "Proposed Bike Alternative Concepts through Old Sacramento."

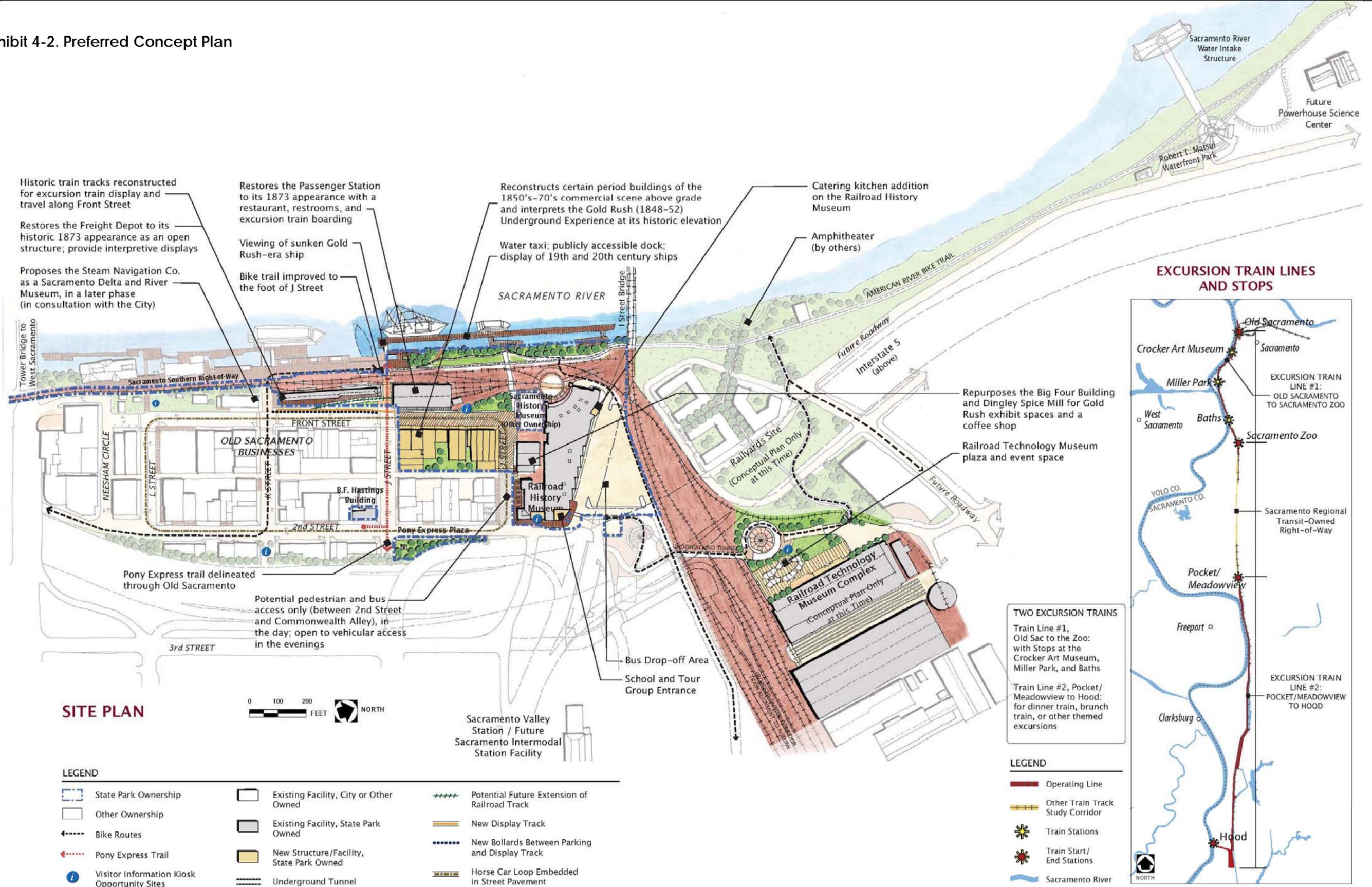
Exhibit 4-1. GENERAL PLAN LAND USE AREAS CONCEPT



LEGEND

- | | | | | | |
|---|------------------------------------|---|----------------------|---|------------------------|
|  | OLD SACRAMENTO STATE HISTORIC PARK |  | GATEWAY |  | UNDERGROUND CONNECTION |
|  | CALIFORNIA STATE RAILROAD MUSEUM |  | PROPOSED BIKE ROUTES |  | VIEWS AND ACCESS |

Exhibit 4-2. Preferred Concept Plan



4.3.1 VISITOR GATEWAYS AND SIGNAGE FOR OSSHP AND CSRM

Visitors to Old Sacramento typically do not know when they have arrived on State Park grounds and what facilities and activities comprise the State Park experience. To enhance the visitor experience, create a sense of arrival, and orient visitors to OSSHP and CSRM, signage should serve the following functions: (1) clearly mark the gateways to Old Sacramento, OSSHP, and the areas of the CSRM within Old Sacramento and the Central Shops Historic District; (2) identify significant park resources; and (3) provide park information and wayfinding. Signage shall be designed to be compatible with the character of existing signs in the park and will be coordinated with the City and property owners in Old Sacramento and the Central Shops Historic District.

Major centers or gateways into Old Sacramento, the Central Shops, OSSHP, and CSRM will be marked with a monument sign, indicating the park or place name or with a visitor kiosk that provides additional visitor information including a map of park facilities and points of interests; self-guided tour maps; a calendar and summary of activities and events offered in Old Sacramento and the Central Shops; and references to nearby facilities of interest such as, the Crocker Art Museum, Powerhouse Science Center, California Indian Heritage Center, Sutter's Fort State Historic Park, Sacramento Zoo, and American River Parkway system. Gateway monument signs or kiosks are proposed at the following locations (some potential locations are shown in Exhibit 4-2):

- The proposed dock near I Street, where visitors using the water taxi will enter Old Sacramento from the Sacramento River
- The Sacramento River Bike Trail, where it enters Old Sacramento from the north
- The RHM, near the east gateway at 2nd Street and I Street
- 2nd Street and K Street, at the entry into Old Sacramento from the Westfield Downtown Plaza Shopping Center
- At the excursion train boarding area of the restored Passenger Station, near Front Street
- At Waterfront Park
- Entry points into OSSHP and CSRM from the proposed Underground Tunnel connecting the RHM to the RTM, below the Union Pacific Railroad tracks

Directional or wayfinding signs will also be provided to guide visitors to the key resources and points of interest within OSSHP, CSRM, Old Sacramento and the Central Shops Historic District.

Because facilities and special resource in OSSHP and CSRM, such as Pony Express plaza, the B. F. Hastings Building, and the Railroad Technology Complex are dispersed in several locations, visitor signage and information at these locations should be less elaborate signage, used to identify them as OSSHP and CSRM facilities. Visitor signs in Old Sacramento and off-site information signs outside of Old Sacramento (such as, along the excursion train stops and stations) should be designed and located in coordination with surrounding property owners, the City of Sacramento, and the respective jurisdictions (cities, counties, and affected agencies).

4.3.2 PROPOSED LAND USES AND FACILITIES IN OSSHP

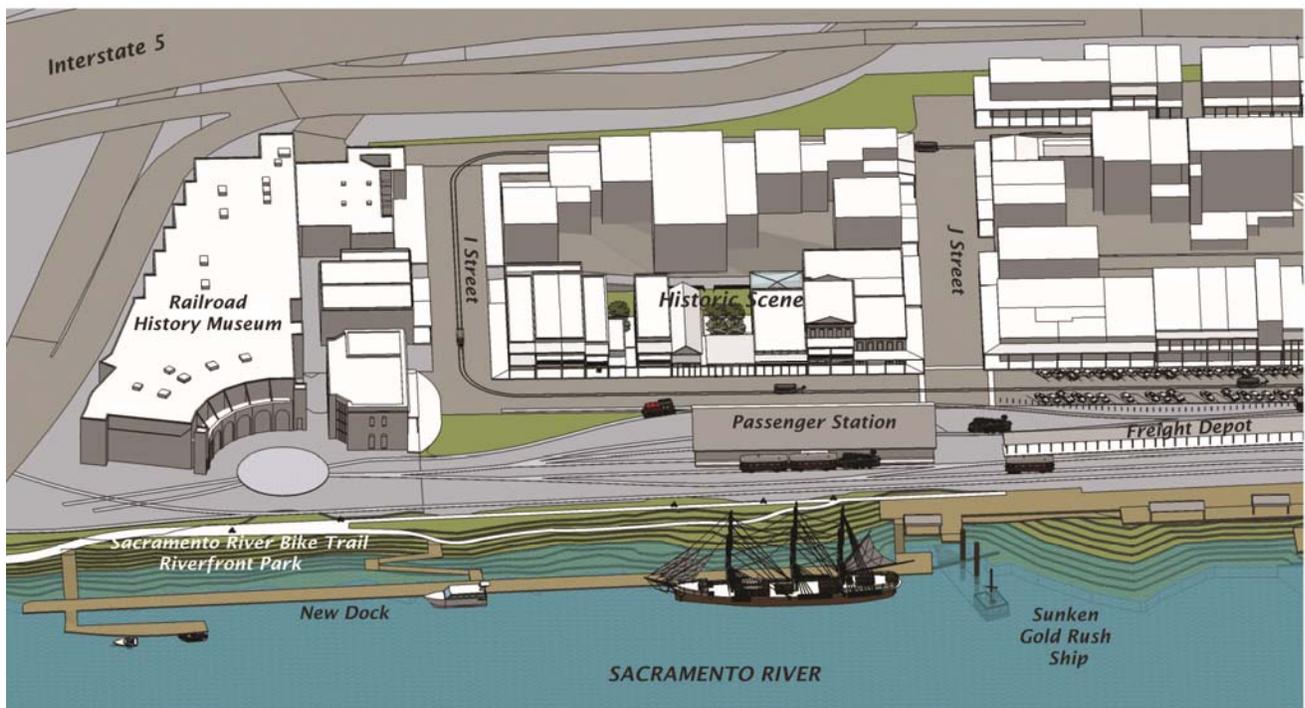
The land use areas in OSSHP and their characteristics are summarized in Table 4-1 below. Proposed park facilities and activities, associated with these land use areas are also described in this section.

Table 4-1: OSSHP Land Use Areas		
	Sacramento Riverfront	Gold Rush and Commerce
Location	Sacramento Riverfront Park, river shoreline, and features constructed (i.e. a dock and promenade) within the Sacramento River	Half a city block on Front Street, between I Street and J Street; also the Big Four Complex on the north side of I Street and the B. F. Hastings Building and Pony Express plaza on 2nd Street
Primary Purpose	Provide connections to the Sacramento River and interpret the city's historic relationship with the river, including the effects of floods and the river's value as a means of transportation	Represent historic scenes of Gold Rush-era history; the 1850s to early 1870s commercial development; the raising of the city streets; and the Pony Express, telegraph, and stage lines
Natural Resources Management	Includes shoreline areas with limited native flora and fauna; potential for enhancement of native vegetation while interpreting man-made historic riverfront improvements	Vegetation limited to street and park trees and ornamental plant materials that need to be maintained within OSSHP
Cultural Resources Management	A functional dock or embarcadero; and interpretation of a sunken Gold Rush-era ship. Interpret the need, construction and use of the 1913-1914 concrete floodwall built by Southern Pacific Railroad	Archaeological materials buried below the first surveyed lots; artifacts, and interpretive collections associated with the Eagle Theatre and B. F. Hastings Building; and exhibits displayed in period-style concessions Preservation and management of historic structures, including the Big Four Complex and, B. F. Hastings Building
Visitor Experience	Scenic river beauty and historic relevance experienced by viewing of the Sacramento River and interpretive exhibits from the promenade, paths, and Riverfront Park	Commercial history and associated architecture to be experienced through building reconstructions, museums, exhibit spaces, artifact and archaeological displays, environmental living programs for students, guided and self-guided tours, living history events, appropriate period-style concessions, and horse-drawn rides
Public Access	Bicycle and pedestrian access via the Sacramento-American River Bike Trail and paths and walkways along the boardwalk; river access via water taxis and private vessels	Horse-drawn rides; public transit; water taxi from the Riverfront Zone; auto access via city streets; bicycle and pedestrian access via city streets and the Sacramento-American River Bike Trail
Facilities	<ul style="list-style-type: none"> • promenade and viewing stations • Riverfront Park • dock • Sacramento River Bike Trail • outdoor interpretive exhibits and signage 	<ul style="list-style-type: none"> • reconstructed street-level commercial scene with period-style concessions and displays • Gold Rush-era underground level interpretation and displays • historic level Eagle Theatre reconstruction • Gold Rush Visitor Center • Big Four Complex • B. F. Hastings Building • Pony Express plaza • horse car tracks and appurtenances • outdoor performance/interpretation space

SACRAMENTO RIVERFRONT AREA

The Sacramento Riverfront Area, located between the I Street Bridge to the north and J Street to the south, along the Sacramento River, represents one of the earliest sites of the city and acknowledges the important relationship of the Sacramento River to the development of Sacramento. The Riverfront Area will explore the city's relationship with the river through interpretation of floods and droughts and the historic function of the river as a major transportation and commerce route. This area includes the river shoreline, Riverfront Park, an embarcadero/promenade, and a sunken Gold Rush-era ship.

The vision and proposed uses for the Riverfront Area include docks and open space that provide multi-purpose event, interpretation, and recreation space, with access and views of the Sacramento River. Physical improvements include visitor amenities to improve the appearance and comfort of the riverfront, such as additional seating, signage, and shade trees, where appropriate, extension of pedestrian and bicycle trails and crossing improvements at several junctures along the riverfront to ensure public safety and enhance ADA accessibility. Primary interpretive features of the Riverfront Area include sunken Gold Rush-era ships, the Riverfront Park and shoreline, and proposed improvements that include the development of a new dock for the display of historic ships, the potential operation of a water taxi, and for boat moorage. Improvements to the banks of Riverfront Park will enhance opportunities to access and view the Sacramento River from various locations in Old Sacramento. These features are further discussed below. Exhibit 4-3 shows the proposed site concept for the Old Sacramento Riverfront Area.



VIEW OF OSSHP FROM THE RIVERFRONT

New Dock

A proposed new dock, extending from J Street to approximately the I Street Bridge, would substantially expand boat moorage along the Sacramento River. The dock would expand the availability of water transportation to connect destinations on both sides of the Sacramento River. The boat dock would be intended for use primarily by water taxis and other public-access boats, and for historic ships that may be on display. Moorage by private recreational vessels would be restricted to identified locations on the dock. The dock also would allow OSSHP to expand its interpretive mission, by providing visitors with an additional opportunity to experience the river's natural and cultural history. Interpreting the remains of a historic embarcadero, located at approximately the same site during the mid-19th century, would provide additional insight to the layered history of Old Sacramento.

Sunken Gold Rush-Era Ships

The remains of sunken ships are located at the foot of I and J Streets and other locations along the riverfront area. These ships were used as floating docks, hotels, for warehouses, even as a jail. One of these ships was the *LaGrange*, a three-masted bark that arrived in Sacramento in October 1849, where she was abandoned by her crew. The City purchased the ship for use as a prison, and it served in that role until it sunk during a storm in 1859. Remains of the *LaGrange* found near the foot of I Street include hull planks, floor frames, copper sheathing, curved timbers, and a keelson (HMdb.org 2009). Near the foot of J Street is likely the wreck of the brig *Sterling*, which sank while moored at the foot of I Street in September 1854. Prior to sinking, the *Sterling* served as a floating warehouse. Interpretive exhibits would highlight these and other sunken Gold-Rush era ships, including their many uses during the early days of Sacramento's embarcadero.

Display of Historic Ships

The riverfront area was a key mid- to late 19th century port along the Sacramento River, acting as a hub for commercial shipping for gold mining areas to the east, the Central Valley, and downriver to San Francisco and the Pacific Ocean. The area also played a key role in the development of the Sacramento Valley Railroad and the first Transcontinental Railroad. During the mid-19th century, this port hosted ocean-worthy sailing ships (barks, brigs, and schooners), and as the 19th century progressed, a growing number of steamboats. These vessels plied the river and docked at Sacramento, where their cargo was transferred to other forms of overland transport, including the Central Pacific and later Southern Pacific Railroad.

One historic ship, the *Delta King*, listed in the National Register of Historic Places, is currently moored at the Old Sacramento boat dock. The ship represents a somewhat later historical period than the Gold Rush era. The *Delta King* is a restored 285-foot paddlewheel riverboat. Built in 1927, the ship provided transport between Sacramento and San Francisco until 1940. It was abandoned and partially submerged twice until its restoration in 1984, and is now open to the public as a hotel, restaurant, and entertainment location.

The proposed OSSHP dock would be of sufficient size to accommodate historic ships on a temporary or permanent basis. Emphasis would be placed on ships that are representative of historic Sacramento River commerce and transport. However, display of ships of general historic interest would also be encouraged, such as sailing ships including the brig *Lady Washington* and the ketch *Hawaiian Chieftain*, which docked at Old Sacramento in 2009 and 2011. Ships such as these would provide excellent interpretive opportunities and, where feasible, tours of the ships could be offered to visitors to OSSHP.

Riverfront Park

Riverfront Park, within OSSHP, is located between the I Street Bridge to the north, J Street to the south, the Sacramento Southern Railroad tracks to the east, and the Sacramento River to the west. Walls and fences currently separate uses in some areas of the park. A concrete floodwall separates the tracks near CSRM from the Sacramento River Bike Trail, and metal fencing separates the bike trail from the 45-degree drop down to the shoreline. Wooden bollards separate the tracks from the wooden boardwalk near the Central Pacific Railroad Freight Depot.

The shoreline includes a mixture of undeveloped areas plus a variety of structures, including walls, remnants of docks, concrete blocks, and remnants of buildings. The remains of a historic wharf with access from I Street are still visible along the riverfront. Flora along the shoreline includes mixed native riparian habitat (cottonwoods and willows), brush, and rocks that have been installed for bank stabilization. The shoreline is difficult to reach, although informal trails provide access to the river near the north end of the Riverfront Park.

Because Riverfront Park would provide better access to and along the river, afford enhanced views, and make the waterfront an integral part of OSSHP, the park would be improved with historically appropriate native habitat enhancements along the river. To improve the visual aesthetics of the area, the walls and fencing would be replaced where possible with a consistent barrier (such as bollards) that would provide safety, while allowing better views of the river. Remnants of former structures without historic significance would be removed, while those of historic interest would be interpreted with signage.

The Sacramento River Bike Trail would be improved through Riverfront Park to J Street, providing additional bike and pedestrian access. To improve bicycle and pedestrian safety, I Street would be abandoned as a physical bike trail/railroad crossing, and trail traffic would be rerouted to other nearby locations. Clearly marked pedestrian crossings would be installed over the excursion train tracks and boardwalk, to improve safety and assist mobility-impaired individuals in reaching the waterfront. Interpretive exhibits along the embarcadero and paths are proposed to connect to an interpretive river route along the Sacramento River, envisioned by the Sacramento Riverfront Master Plan (City of West Sacramento and City of Sacramento 2003). The interpretive river trail will provide opportunities to connect visitors from Old Sacramento to local attractions and destinations, including the Sacramento Valley Station, Crocker Art Museum, Downtown Sacramento Railyards, Discovery Park, future Powerhouse Science Center, and future California Indian Heritage Center.

Waterfront Park and California Steam Navigation Company Building

Waterfront Park, a linear park along the west side of Front Street, between Neasham Circle and K Street, includes the Old Sacramento Schoolhouse Museum (a representation of a traditional one-room schoolhouse), the reconstructed California Steam Navigation Company building, restrooms, and some seating. The General Plan anticipates current uses/operations of Waterfront Park would continue under City management and recommends repurposing the California Steam Navigation Company as a potential **Sacramento Delta and River Museum**, consistent with the goals for interpreting the Sacramento Riverfront area. However, future improvements to this area would be managed and coordinated with the City.

GOLD RUSH AND COMMERCE AREA

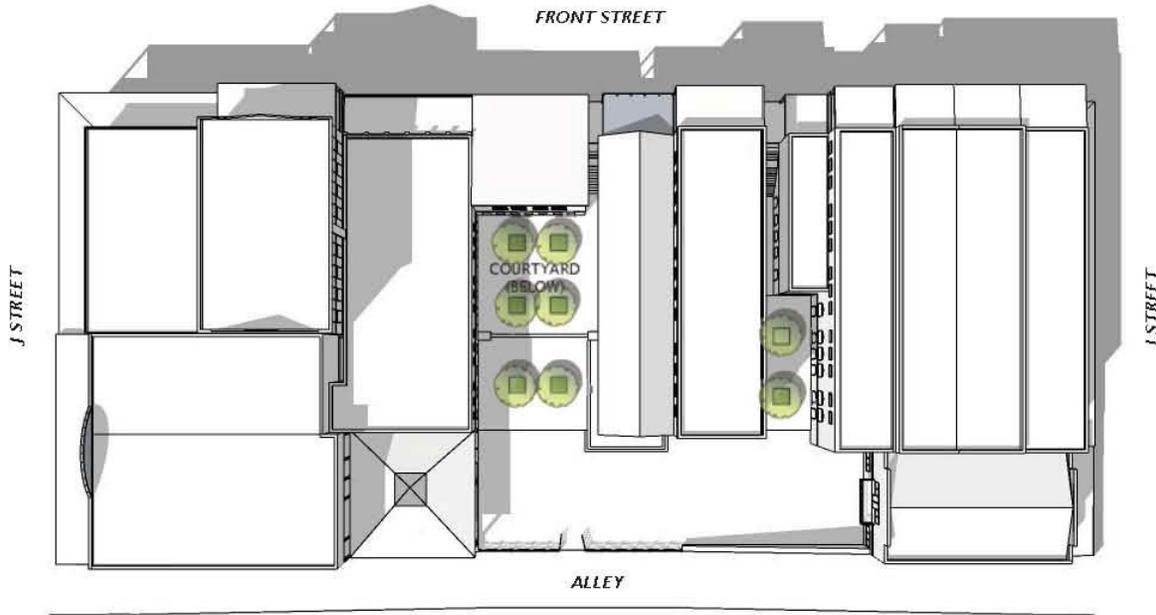
The Gold Rush and Commerce area in OSSHP encompasses the earliest lots in Sacramento, representing the early years of commerce and communication in Old Sacramento. This area provides visitors with opportunities to discover and experience the city's early Gold Rush-era history; the raising of the city streets; early commercial development, consistent with the remainder of structures in Old Sacramento, between 1848 and the 1870s; and the Pony Express, telegraph, stage lines, and railroads that improved connectivity throughout the nation. Visitors will experience the commercial history and associated architecture and activities of early Sacramento and the region through museums, exhibit spaces, historical vignettes, artifacts and archaeological displays, environmental studies programs, guided and self-guided tours, living history events, and appropriate period-style concessions. The General Plan's proposals related to important OSSHP structures and open areas in the Gold Rush and Commerce area are described below.

Gold Rush and Commerce Block

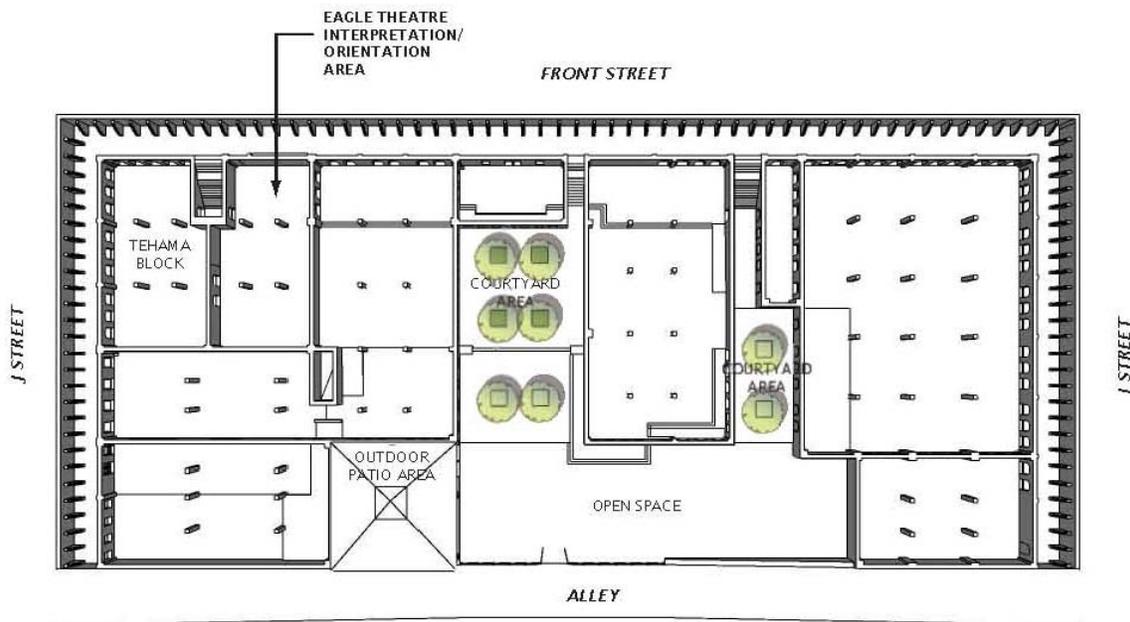
The Gold Rush and Commerce Block is currently a half-block mostly open grassy slope along the east side of Front Street, between I Street and J Street. The area includes several recreated Gold Rush period commercial buildings, and street beds and walkways along surrounding portions of I Street and Front Street that are covered with soil cement. This area is one of the oldest historic parts of the city. After ownership of the land was transferred to him from his father, John A. Sutter, Jr. had the property surveyed and had lots laid out at 85 feet wide by 150 feet deep. The lots were purchased and developed by businesspeople who were seeking to serve the influx of miners and growing commercial trade. None of the original commercial buildings on this block remain. However, the Eagle Theatre, Tehama Block Building, and Connecticut Mining and Trading (CM&T) Company Building have been reconstructed on their original locations, but at a higher grade.

The General Plan proposes to re-create the area as a reconstructed historic commercial block, to be known as the Gold Rush and Commerce Block, with reconstructed buildings fronting the streets. The block could include three levels: a Gold Rush History and Archaeology underground level with guided and self-guided tours of the city's original street level; commercial street frontage on the current street level; and commercial, office, and hotel functions on the floors above (see Exhibits 4-4 and 4-5 for a conceptual site plan of the Gold Rush and Commerce Block).

Exhibit 4-4 Gold Rush and Commerce Block Conceptual Site Plans

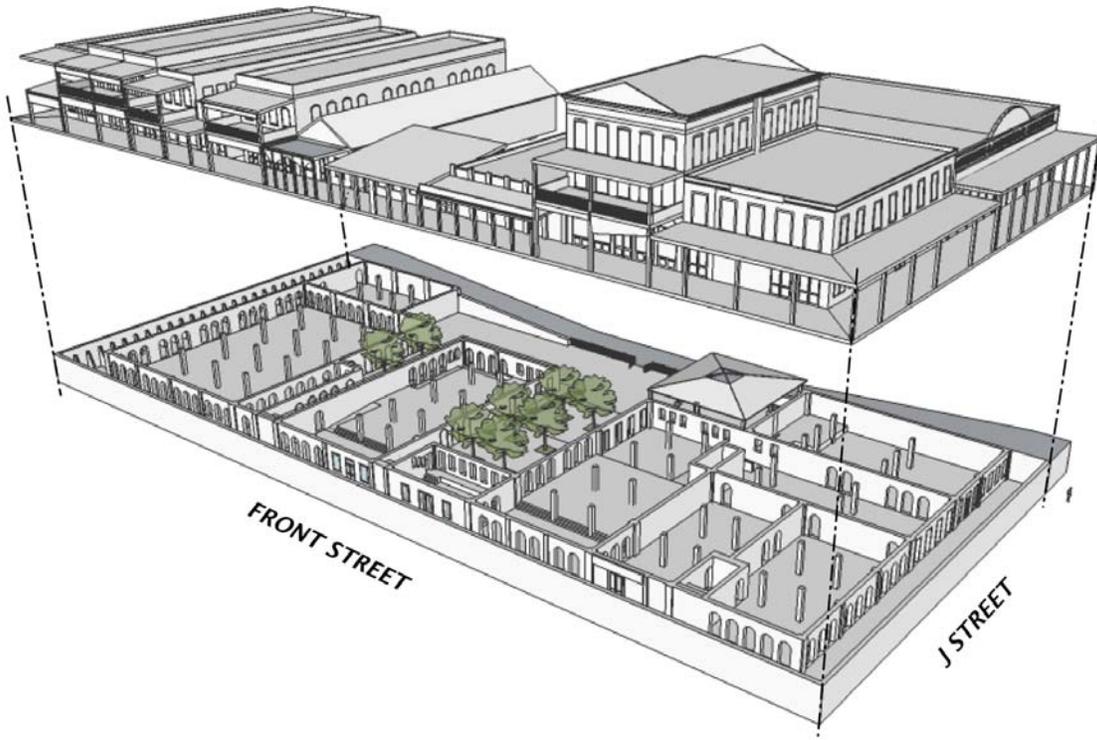


STREET GRADE—1850s-1870s COMMERCIAL/INTERPRETIVE RECONSTRUCTION

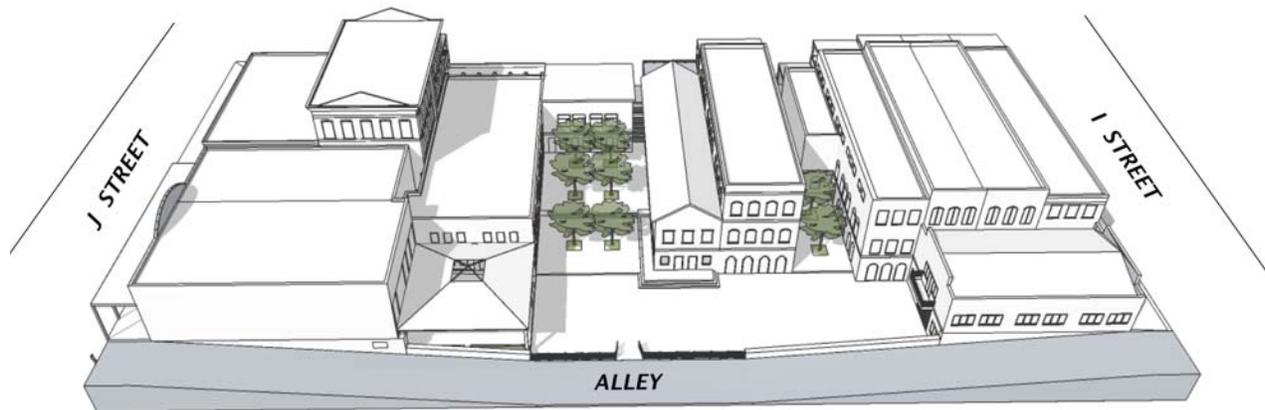


HISTORIC GRADE—GOLD RUSH HISTORY AND ARCHAEOLOGY UNDERGROUND EXPERIENCE

Exhibit 4-5 Gold Rush and Commercial Block Layers, Conceptual Views



SOUTHWEST PROJECTION



VIEW FROM THE ALLEY

A “Gold Rush History and Archaeology Underground” experience is proposed for the Gold Rush and Commerce Block to be created by excavating the fill beneath the grassy slope to expose the site’s original level and interpret the city’s historic archaeological remains and many flood and fire events. It would represent the original 1848–1852 grade level and period, before the buildings and streets were raised to their current level to escape flooding. This excavated area would focus on conveying the stories and experiences associated with the Gold Rush through archaeological displays, exhibit spaces, flexible event spaces, and programs by State Parks in coordination with others, such as the Historic Old Sacramento Foundation’s Underground Tours. The Big Four Building, across the street from the Gold Rush Block, might be developed as an interim Gold Rush Visitor Center, offering entry to the popular Old Sacramento Underground Tours, if these activities keep gaining in popularity and eventually outgrow the nearby Sacramento History Museum. However, once development of the Gold Rush and Commerce Block is complete, one of the buildings reconstructed on the site at current street grade could be developed to serve as the entrance to the Gold Rush experience. The reconstructed Eagle Theatre could be relocated to its lower original grade and used as an orientation facility, interpreting the story of Sacramento as the gateway to the goldfields and its innovative approach to managing floods.

The current street grade would reflect reconstructed commercial buildings of the interpretive period, consistent with other areas of Old Sacramento that date from the period between the 1850s and 1870s. This commercial block would not necessarily re-create all of the earlier, original buildings or their activities, as they might not be feasible or commercially viable, but would rather be compatible with surrounding select significant buildings on the commercial block and offer a mix of historic and contemporary uses. Potential commercial uses of buildings on the street grade level might include space for period-style concessions, such as a boutique hotel, restaurants, and historic activities, like blacksmithing, as well as display of historic furnishings and equipment, and horse-drawn vehicles. It would also provide areas for special events and group meetings. Part of the second-story building levels would accommodate offices for California State Parks’ Capital District staff. Open space within the Gold Rush and Commerce Block along the alley would be set aside in the interior of the block, and would serve as a performance area that would allow for the interpretation of the original landscape setting.

B.F. HASTINGS AND PONY EXPRESS PLAZA

B. F. Hastings Building

The B. F. Hastings Building, at the corner of 2nd Street and J Street, has housed many occupants, including the eponymous Hastings and Company Bank in 1853, Wells Fargo and Company from 1854 through 1857, and railroad engineer Theodore Judah’s office. The Alta Telegraph Company (serving the first transcontinental telegraph line) and its successor, the California State Telegraph Company, also were building occupants at one time. Furthermore, the building was the western terminus of the Pony Express. The California Supreme Court occupied the second floor from 1855 through 1857 and again from 1859 through 1869, when the new State Capitol building was being completed. The State Library also shared space. The Wells Fargo History Museum now occupies a portion of the first floor. The second floor is

currently being renovated and is closed to the public; it will reopen as a museum interpreting its Supreme Court period upon completion of renovations.

Pony Express Plaza

From 1860 through 1861 the Pony Express Trail, which started at St. Joseph, Missouri, passed through Sacramento and terminated at the B. F. Hastings Building. Mail conveyed by the Pony Express was loaded onto steam boats bound downriver for San Francisco. The route of the Pony Express Trail is commemorated at the Pony Express Plaza on the northeast corner of 2nd Street and I Street. This small plaza features a grassy area, seating, and shade trees, and is home to the Pony Express Statue, sculpted by Thomas Holland.

The General Plan proposes that the plaza retain its existing use, but be enhanced with more seating, picnic tables, and drinking fountains. Additionally, in coordination with the City and adjacent private property owners, signage and interpretive materials about the Pony Express Trail would highlight its route through Sacramento along J Street, ending at 2nd and J Streets and the B.F. Hastings Building. A display would show the original Pony Express route and its connection to local commerce and communication. Other period-appropriate transportation methods, such as stage coaches and wagons, could also be interpreted.

BIG FOUR COMPLEX

Big Four Building

The Big Four Building fronts onto I Street and is connected on the second floor to the RHM. It is made up of three buildings that historically were combined into two spaces: the Huntington & Hopkins Hardware Store (two structures combined into one) and the Stanford Hall. The second floor was the headquarters of the Central Pacific Railroad. Once located at 52-58 K Street to the southeast, the original buildings were demolished in 1966 to make way for Interstate 5. Because of their historic significance and connection to the development of the transcontinental railroad, decorative façade and interior elements, along with bricks from the original structures were saved to reconstruct the buildings at their current location in 1975. It is listed as a National Historic Landmark by the National Park Service.

The Huntington & Hopkins Hardware Store, currently located on the first floor, has period-style hardware counters and shelving, plus exhibits, and offers housewares and goods reflective of a 19th century hardware store for sale. Also on the first floor is a space currently known as the Stanford Gallery, which once hosted changing exhibits and is currently used as an event and meeting space, with a volunteer lounge and offices plus restrooms at the back of the building. The CSRM library research and reading room are on the second floor, along with offices for CSRM and Capital District staff. The location of the library upstairs is problematic for disabled library patrons. Relocation should be considered to improve accessibility.

Dingley Steam Coffee and Spice Mill

The Dingley Spice Mill is the original Nathaniel Dingley Steam Coffee and Spice Mill, built in 1859, following the 1858 Sacramento fire that destroyed the first building. Dingley's operations were originally located across the street before it moved to its current location. It is one of two original historic buildings in OSSHP. The building now serves as a temporary ticket space for special events and is used for office and storage space. The first floor could be developed as a period-style commercial space, such as a coffee and spice shop for the historic area, and offer a much-needed food service venue for visitors.

Exhibit 4-6 Site Design Concept for Big Four Complex



BIRDS' EYE VIEW OF BIG FOUR COMPLEX AT I STREET

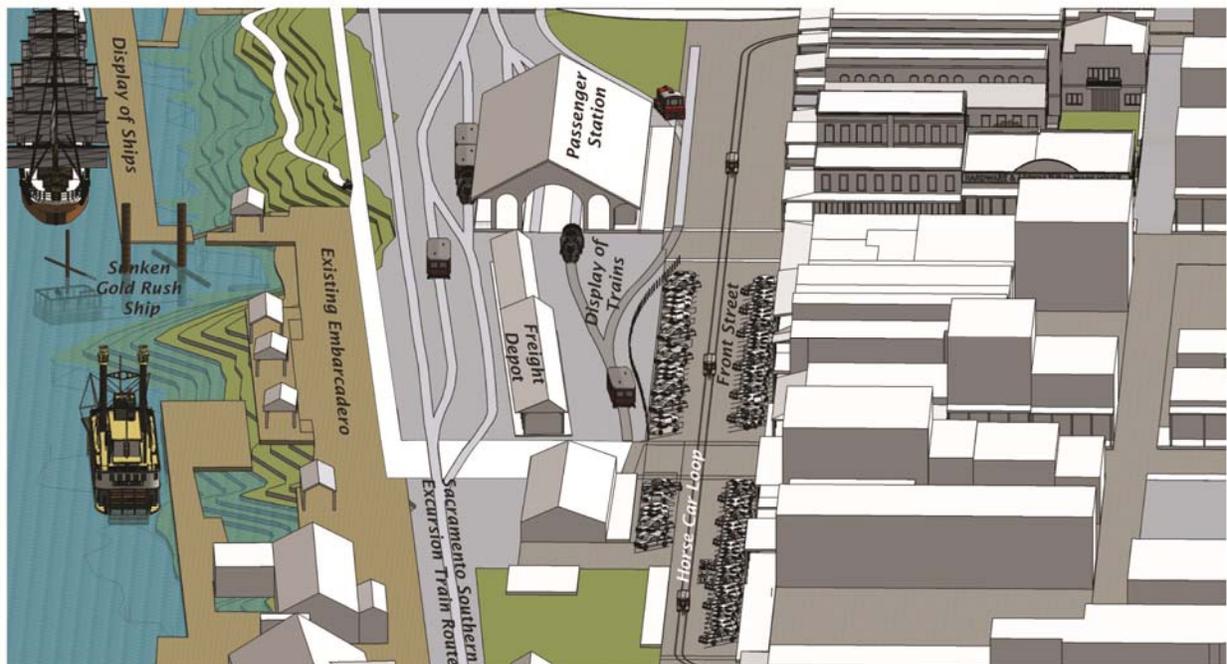
Horse Car Loop

Horse cars were a common form of public transit during the mid to late 19th century. The horse car was gradually phased out in cities, after the invention of first cable-powered and then electric-powered streetcars. Although privately operated horse-drawn carriage service is available in greater Old Sacramento, a period-style horse car service, likely operated by a concession agreement with State Parks in coordination with the City of Sacramento and applicable agencies, would follow a loop along 2nd Street, I Street, Front Street, and L Street, through Old Sacramento. The horse car would be established on a designated, embedded track in the street. The possible reconstruction of a historic stable on the Gold Rush and Commerce Block, fronting I Street, could be used to interpret horse-drawn conveyances and provide an area for the horses to be cared for during the day.

OSSHP would continue to celebrate historic methods of transportation in use in the Sacramento region from the Gold Rush to the transcontinental railroad era. The Sacramento Southern

Railroad excursion train (operated by CSRM) and horse car route looping around the Old Sacramento Historic District would allow visitors the opportunity to experience historic rail and early streetcar travel firsthand. Other transportation methods, such as the Pony Express, would be interpreted and a display would show the original route and its connection to local commerce and communication. Exhibit 4-7 shows a concept of how interpretation of historic methods of transportation can be integrated into the historic district to enliven the visitor experience in OSSHP. Exhibition of historic horse-drawn vehicles, along with period harness and saddles in the Gold Rush and Commerce Block would help visitors better understand early motive power in Sacramento and the country.

Exhibit 4-7 Site Design Concept for Historic Transportation Modes



VIEW OF SHIPS, TRAINS, AND HORSE CAR ON FRONT STREET

4.3.3 PROPOSED LAND USES AND FACILITIES IN CSRM

The land uses of CSRM: the Railroad History and Technology area and Sacramento Southern Railroad area and their characteristics are summarized in Table 4-2. Proposed park facilities and activities, associated with these land use areas are also further described in this section.

Table 4-2: CSRM Land Use Areas		
	Railroad History and Technology	Sacramento Southern Railroad
Location	Comprised of the Railroad History Complex on a strip of land between Front Street and the Sacramento riverfront, and I Street and the Union Pacific Railroad tracks; and the Railroad Technology Complex on the westernmost portion of the Central Shops Historic District, including original shop buildings, turntable, transfer table, and firing line	16-plus-mile railroad right-of-way along the former Sacramento Southern Railroad from the Central Shops and Old Sacramento to Hood, including various sidings, spurs and yard tracks
Primary Purpose	Provides opportunities to explore, experience, and understand the impacts of railroads historically in California and the West-particularly development of the first transcontinental railroad-and the evolution of railroad technology, along with associated people, science, and innovations	Demonstrates the experience of travel by train, via vintage steam-powered locomotives
Natural Resources Management	Vegetation limited to street and park trees and ornamental plant materials in OSSHP requiring maintenance; ruderal areas at the Railroad Technology Complex, dominated by weeds and native and invasive plant species requiring removal and replacement	Natural resources are limited within the right-of-way. Riparian vegetation is along portions of the right-of-way, next to the Sacramento River, and through Stone Lakes National Wildlife Refuge; native oak trees are along various stretches; and natural vegetation, such as grassland are present where tracks have been removed
Cultural Resources Management	Artifacts and interpretive collections found in the Passenger Station, Freight Depot, Big Four Complex, and RHM; also extensive historic collections stored off-site with opportunities to be exhibited and housed at the RHM or RTM	Locomotives, passenger and freight cars, tracks, and station sites along the historic Sacramento Southern railroad right-of-way
Visitor Experience	Railroading's many forms, historic and contemporary influences, and locomotive science, engineering, and technology, experienced through museum exhibits, artifacts, railroad equipment, outdoor displays or demonstrations, access to restored vehicles and railroad equipment, theme-based activities, and educational programs	Excursion train rides with themed interpretation
Public Access	Transit via city streets, Amtrak, light rail, water taxi; auto access via city streets; bicycle and pedestrian access via city streets and the Sacramento-American River Bike Trail; underground tunnel connecting the Railroad History Complex with the new Railroad Technology Complex	Transit via city streets, Amtrak, light rail, water taxi; auto access via city streets; bicycle and pedestrian access via city streets and the Sacramento-American River Bike Trail

Table 4-2: CSRM Land Use Areas		
	Railroad History and Technology	Sacramento Southern Railroad
Facilities	<p><u>Railroad History Complex</u></p> <ul style="list-style-type: none"> • RHM Building • CPRR Passenger Station • CPRR Freight Depot • Informal outdoor space for group interpretive programs • Outdoor interpretive displays of equipment <p><u>Railroad Technology Complex</u></p> <ul style="list-style-type: none"> • Boiler Shop • Erecting Shop • Transfer Table, Turntable • Firing Line • Informal outdoor space for group interpretive programs • Outdoor interpretive displays of equipment 	<ul style="list-style-type: none"> • Excursion train and associated equipment, tracks, and station facilities

RAILROAD HISTORY AND TECHNOLOGY AREA

The Railroad History and Technology area tells the story of the railroad, its history, innovation, role in transforming the region, and in providing connections between the Pacific Coast and the Atlantic Coast. This area includes artifacts, interpretive collections, and railroad equipment and facilities including the Freight Depot, Passenger Station, the RHM, and the proposed RTM (Boiler Shop, Erecting Shop, turntable, transfer table, and firing line) on the Railyards property.

RAILROAD HISTORY COMPLEX

Railroad History Museum

Located near 2nd and I Streets, CSRM’s Railroad History Museum (RHM) is the premier railroad museum in the country and one of the top railroad museums in the world. The museum focuses on the political, social, and economic history of the railroad industry, including the development of the first transcontinental railroad. It displays restored railcars and engines that can be viewed and, in some cases, boarded by visitors (such as the dining car).

Visitors gain an understanding and appreciation of rail transportation, from railroad equipment, outdoor displays, museum exhibits, and access to restored vehicles. A catering kitchen would be added to the rear of the building (the north side) to serve special events. To better accommodate the large numbers of schoolchildren who visit this museum, a school and tour group entrance would be added to the east side of the building (2nd Street) to facilitate group entry to the building.

RAILROAD TECHNOLOGY COMPLEX

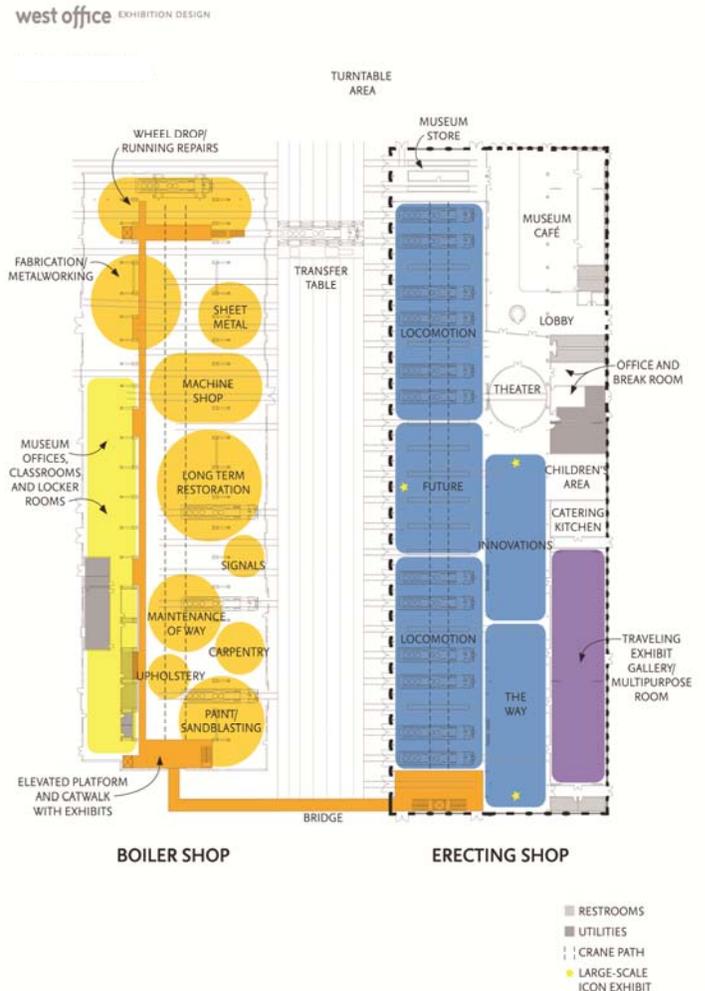
Railroad Technology Museum

The RTM would be a new facility utilizing two of the existing historic buildings in the former Southern Pacific Railroad Sacramento Shops, the Boiler Shop and Erecting Shop, located in the Central Shops Historic District, northeast of the current RHM building. Both shop buildings combined occupy an area of approximately 152,000 square feet and are to be rehabilitated according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. The RTM would expand the museum space and interpretive opportunities of CSRM to include a science, technology, and history component.

The Boiler Shop and associated features that include the railroad's firing line, turntable, and transfer table, are currently used for maintenance of CSRM's collection of both operating and static locomotives, coaches and freight cars. The Boiler Shop is proposed to be rehabilitated as a working museum where the public can watch and interact with craftsman and artisans as they restore rail cars, rolling stock, and other historic equipment, owned by State Parks. The Erecting Shop would be renovated to house formal museum galleries showcasing railroad engineering and the technological developments and innovations of the railroad industry (see Exhibit 4-8 for a schematic design and program of the RTM).

A combination of interactive exhibits, working demonstrations, expansion of the railroad theme to encompass science and engineering, combined with the site's historic location will offer the public a multi-dimensional view of railroad history and technology. A contemporary approach to interpretation based on themes and the exploration of science, engineering, and contemporary issues will create unique visitor experiences and attract a broad audience to the museum.

Exhibit 4-8 Schematic Design for RTM



Central Pacific Railroad Passenger Station

The Central Pacific Railroad Passenger Station (Passenger Station), located on Front Street near its intersection with J Street, is a reconstruction of the station's ca. 1876 appearance as the terminus of the first transcontinental railroad. The existing building represents the development of station construction and improvements that began in 1868 and included the addition of a refreshment stand in 1870, and relocated and expanded offices and baggage room in 1873. It served until 1879. Improvements to the Passenger Station would include an expanded boarding area for the excursion train line and a restaurant concession, a revitalization of the Silver Palace Restaurant that once operated on the site.

Central Pacific Railroad Freight Depot

The Central Pacific Railroad Freight Depot (Freight Depot), located on Front Street between J Street and K Street, is a reconstruction of the original wood frame building, constructed in the mid-1860s. The structure served as the principal freight depot for goods carried by rail, river boat, and wagon until 1880. The Freight Depot includes interpretive exhibits and currently provides a covered boarding area for the excursion train. A portion of the existing depot currently includes the Old Sacramento Public Market, although contracts with its vendors are slated to end in 2012. The Freight Depot would be enhanced as a historically accurate reconstruction, removing the non-original public market additions. Passenger ticketing and boarding for the excursion train line would be moved from its current location at the Freight Depot to the Passenger Station. Additional interpretive exhibits describing the type of freight arriving and departing from the Freight Depot and the natural setting and history of the Sacramento–San Joaquin Delta (Delta) along the excursion train's routes would be added.

SACRAMENTO SOUTHERN RAILROAD AREA

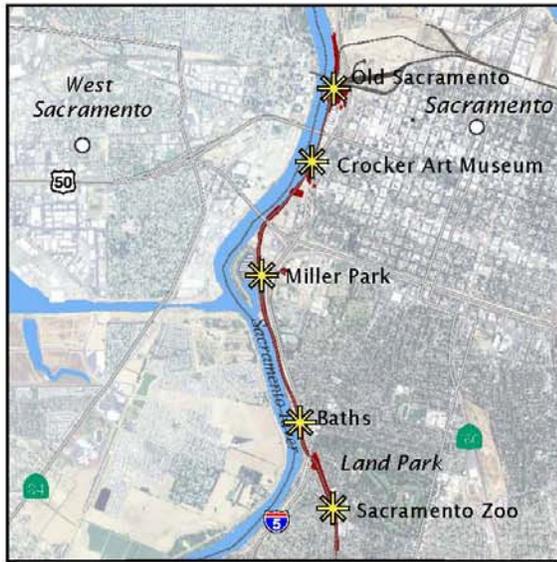
The Sacramento Southern Railroad area includes over 16-miles of railroad right-of-way (mostly owned by State Parks); trains, railcars, tracks, other railroad equipment; and existing and future stops or station facilities, associated with the excursion train operations.

Excursion Train

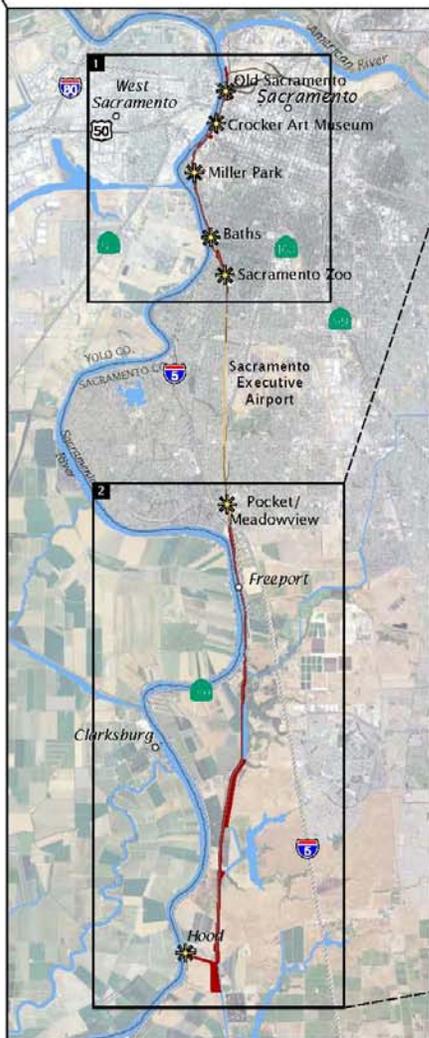
The excursion train currently runs on the historic right-of-way of the Sacramento Southern Railroad from Old Sacramento south to the historic Riverside Baths area on the Sacramento River levee. This railroad line is owned and operated by State Parks as an interpretive program of CSRM. Excursion trains operate throughout the year, offering a variety of services and programs. Tickets are purchased at the Freight Depot, where passengers currently board. The train makes a 6-mile-round trip along the Sacramento River levee (see Section 2.2.1).

State Parks proposes an expansion of the excursion train line to two route segments (shown in Exhibit 4-9). Both segments would operate seasonally on a schedule similar to that currently used for the excursion train on weekends in the spring, summer, and fall. Occasional special events could also be included.

Exhibit 4-9 Proposed Excursion Train Routes



1 TRAIN LINE #1, OLD SACRAMENTO TO THE ZOO:
WITH STOPS AT THE CROCKER ART MUSEUM,
MILLER PARK, AND BATHS



LEGEND

- STUDY CORRIDOR— STATE PARK-OWNED
- STUDY CORRIDOR— OTHER TRAIN TRACK
- TRAIN STATIONS
- SACRAMENTO RIVER
- KEY LOCATION OF ENLARGED EXHIBITS
- COUNTY LINE
- MAJOR ROADS
- CITIES AND PLACES



2 TRAIN LINE #2, POCKET /MEADOWVIEW TO HOOD:
DINNER TRAIN, BRUNCH TRAIN, OR OTHER THEMED EXCURSIONS

AECOM

Train Line #1 would utilize the existing route, beginning in Old Sacramento (with passenger boarding and ticket offices moved to the Passenger Station), and extended to the Sacramento Zoo, with proposed stops at the Crocker Art Museum, Miller Park, and the site of the former Riverside Baths near Land Park (the current turnaround location). Passenger boarding and access at the Zoo will be determined in coordination with the City and the Zoo. Only round trip tickets originating in and returning to Old Sacramento will be offered. Furthermore, this train line could potentially offer a riverboat interface on the riverfront.

Train Line #2 would run between a new station (exact location to be determined) in the Pocket/Meadowview neighborhood and the town of Hood on the Sacramento River, with trains originating at the Pocket/Meadowview neighborhood. Train Line #2 would host wildlife viewing and other themed excursions, with food service opportunities including brunch or dinner. Train Line #2 could be timed to offer river boat interface, with potential service at Freeport and/or Hood.

Although much of the right-of-way needed for the two proposed excursion lines is already owned by State Parks, acquisition of Regional Transit right-of-way property within the City of Sacramento would be necessary for the operations, movement of equipment, and maintenance of the excursion train system. These negotiations are in progress.

4.4 GOALS AND GUIDELINES FOR OSSHP AND CSRM

Goals and guidelines address issues, needs, and opportunities for park improvements in both OSSHP and CSRM and give direction for the management of each park to achieve their individual long-term visions. Goals establish the purpose and define desired future conditions, while guidelines provide the means or course State Parks will follow to achieve the goals.

Goals and guidelines in the following sections are organized by major topic issues, including Visitor Experience and Opportunities, Natural Resource Management, Cultural Resource Management, Interpretation and Education, Park Operations, and Circulation, Access, and Parking. The goals and guidelines are further organized by section headings that identify goals and guidelines applicable to both park units, and goals and guidelines applicable to just OSSHP or just CSRM. Several goals and guidelines include possible activities, facilities, or influencing non-State Park properties that require consultation and coordination with other entities and adjacent or affected property owners before implementing.

4.4.1 VISITOR EXPERIENCE AND FACILITIES

Visitor Experience (EXP)
<i>Goals and Guidelines for Both Parks</i>
<p>Goal EXP-1</p> <p><i>Provide a variety of activities and programs that target a broad audience and diverse community interests.</i></p> <ul style="list-style-type: none"> ▶ Guideline EXP-1: Develop activities and programs at OSSHP and CSRM that are interactive, educational, and accessible to visitors of all ages. ▶ Guideline EXP-2: Vary programs throughout the year to keep visitors coming back to the park. <p>Goal EXP-2</p> <p><i>Enhance visitor information services with clear directional and interpretive signage and self-guided tour programs.</i></p> <ul style="list-style-type: none"> ▶ Guideline EXP-3: In coordination with the City of Sacramento, surrounding property owners, and other agencies (if applicable), identify historic district and park gateways, visitor kiosks, parking signage, and directional signage to enhance visitor information and orientation to OSSHP, CSRM, Old Sacramento and the Central Shops Historic District. ▶ Guideline EXP-4: In coordination with the City of Sacramento and others, plan and develop a coordinated interpretive signage system to identify key historic sites, buildings, landmarks, and landscapes, using interpretive devices such as historic markers, plaques, signage, or other devices, designed to be compatible with the character of Old Sacramento and the Central Shops. ▶ Guideline EXP-5: In coordination with the City of Sacramento and others, provide visitor information and self-guided tour maps at clearly marked visitor kiosks. Self-guided tours may consist of a printed map, enhanced by audio programs, accessible via personal cell phones or other

available communication technology.

Goal EXP-3

Promote Old Sacramento and the Central Shops as visitor gateways to the city and region.

- ▶ **Guideline EXP-6:** Package the experience in Old Sacramento with other historic or local attractions that are accessible from Old Sacramento, including the Sacramento Zoo, the Crocker Art Museum, the Powerhouse Science Center, and the California Indian Heritage Center to provide full-day recreation. Promote joint ticket sales, package combinations, or a visitor pass that provides discounts to several local museums and attractions.
- ▶ **Guideline EXP-7:** Provide opportunities for thematic or historic tours in connection with the resources provided in Old Sacramento, the Central Shops Historic District, and other State Park facilities in the City.
- ▶ **Guideline EXP-8:** Disperse visitor information throughout both parks with additional visitor information hubs and ticketing opportunities at the planned Gold Rush Visitor Center, Railroad History Museum, Railroad Technology Museum, and Sacramento Delta and River Museum.

Goals and Guidelines for OSSHP

OSSHP Goal EXP-1

Provide more interactive experiences in OSSHP to bring Sacramento history into the public realm and create a memorable visit to Old Sacramento.

- ▶ **OSSHP Guideline EXP-1:** Establish a full-time living history and events coordinator position within the Capital District to work with the Historic Old Sacramento Foundation, City of Sacramento, Old Sacramento Business Association, California State Railroad Museum Foundation and other existing and potential future park partners to coordinate and publicize year-round activities, develop new programs, and enhance existing programs in OSSHP.
- ▶ **OSSHP Guideline EXP-2:** Involve and engage the drama departments of local universities and schools in the living history activities of the park.
- ▶ **OSSHP Guideline EXP-3:** Display and demonstrate transportation technologies in Old Sacramento that reflect historic transportation modes in the 19th century including ships and boats, horse-drawn carriages, horse cars, trains, freight wagons, stage coaches, and water ferries.
- ▶ **OSSHP Guideline EXP-4:** Include visitor activities and attractions along the river such as guided boat tours, water taxi service, and interpretation of the sunken Gold Rush-era ship at the foot of J Street.

Goals and Guidelines for CSRM

CSRM Goal EXP-1

Enhance the experience of traveling by rail at CSRM

- ▶ **CSRM Guideline EXP-1:** Expand on railroad-themed events and programs, such as Railfairs, the Polar Express, the Interpretive Handcar Program, and special events and activities associated with the railroad museum.

- ▶ **CSRM Guideline EXP-2:** Expand the excursion train experience in Old Sacramento to the Sacramento Zoo and develop a second themed excursion ride program from Freeport to Hood that allows for themed interpretation of the environment of the Sacramento River Delta and its history.
- ▶ **CSRM Guideline EXP-3:** Provide interactive exhibits, guided tours, and behind-the-scenes demonstrations of railroad restoration, operation, and maintenance as part of the visitor experience to the new Railroad Technology Museum.
- ▶ **CSRM Guideline EXP-4:** Explore the possibility of providing joint riverboat and excursion train trips, with ticketing for this experience provided at the Passenger Station and/or other appropriate locations.

Visitor Facilities (FAC)

Goals and Guidelines for Both Parks

Goal FAC-1:

Coordinate with other jurisdictions and agencies, as appropriate, to ensure the appropriate provision of visitor services and amenities in Old Sacramento.

- ▶ **Guideline FAC-1:** Coordinate wayfinding signage with the City of Sacramento and other relevant jurisdictions and agencies to promote a comprehensive wayfinding approach for public facilities in Old Sacramento, the Central Shops Historic District, and along the waterfront.
- ▶ **Guideline FAC-2:** Coordinate with the City of Sacramento (which administers the portions of Old Sacramento outside State Parks' and private property owners' jurisdiction) and property owners in the Central Shops Historic District, to ensure the adequate provision of public amenities (such as restrooms, water fountains, shade, and seating) throughout Old Sacramento and the Central Shops.

Goal FAC-2:

Design, construct, and maintain facilities that are comfortable, adequate, and accessible, and enhance visitor enjoyment of OSSHP and CSRM, whether within Old Sacramento, the Railyards, or other areas accessed by the excursion train.

Visitor Information and Signage

- ▶ **Guideline FAC-3:** Locate gateways at major centers or entries into OSSHP and CSRM with specific site locations to be coordinated with the City and property owners in Old Sacramento and the Central Shops Historic District.
- ▶ **Guideline FAC-4:** Coordinate with the City of Sacramento and applicable property owners and agencies to provide wayfinding signage to destinations within OSSHP, CSRM, Old Sacramento, and outside Old Sacramento (e.g., the Railyards, the Sacramento-American River Bike Trail, Crocker Art Museum, the California Indian Heritage Center, and the Powerhouse Science Center).
- ▶ **Guideline FAC-5:** Locate informational signage and kiosks at high traffic pedestrian areas where visitors may easily access information about Old Sacramento. Potential locations include CSRM's RHM, the end of the K Street pedestrian mall entering Old Sacramento, and Waterfront Park. Specific site locations shall be identified in coordination with the City and Old Sacramento business community.
- ▶ **Guideline FAC-6:** Provide visitors with information that enable them to access available activities

and events and take self-guided tours through OSSHP, CSRM, and Old Sacramento using maps, personal cell phones, or other personal communication technology.

Visitor Amenities

- ▶ **Guideline FAC-7:** Provide shade structures and trees in OSSHP and CSRM to promote visitor comfort during hot-weather periods.
 - Shade structures must be designed for consistency with the historical architecture and setting of the period being interpreted at each location.
 - Shade trees are encouraged for certain open space areas, such as the Pony Express plaza, but not suitable as street trees where these were not found historically or where covered boardwalks are the predominant street frontage.
- ▶ **Guideline FAC-8:** Install drinking fountains near restrooms and at important gathering areas throughout the parks.
- ▶ **Guideline FAC-9:** Coordinate with the City, other agencies and/or private property owners to provide seating, where appropriate, at open space areas, transit stops (including stops along the horse drawn streetcar loop), and on the riverfront boardwalk/promenade where unobstructed views of the Sacramento River are available. The location of seating should be coordinated with the location of shade structures and shade trees.
- ▶ **Guideline FAC-10:** Ensure adequate public amenities (such as restrooms, drinking fountains, seating, and shade) are provided at excursion train boarding and waiting areas. Design excursion train support structures to be visually compatible with the areas surrounding their location.
- ▶ **Guideline FAC-11:** Expand available picnic facilities to provide for group picnic areas, particularly for school and tour groups.
- ▶ **Guideline FAC-12:** Ensure that exterior lights are placed to minimize glare, obtrusive light, light trespass, and upward directed wasted light. Sodium vapor lighting shall not be allowed in OSSHP, CSRM, or on excursion train facilities.

Accessibility

- ▶ **Guideline FAC-13:** Design all visitor facilities for consistency with the *California State Parks Accessibility Guidelines*, 2009 Edition, or the latest edition thereafter.

Goals and Guidelines for OSSHP

OSSHP Goal FAC-1

Expand interpretation, education, and recreational opportunities and facilities on the Sacramento River.

- ▶ **OSSHP Guideline FAC-1:** Develop the riverfront area along the banks of Riverfront Park, between I Street and J Street, to portray the history and activities on the working docks or embarcadero in Old Sacramento, the riverboats that moored on the river, the native habitat commonly found on the river, and the story of Sacramento's struggle against nature to control the recurring threat of floods. Provide guided tours or demonstrations, and interpretive signage to describe these activities.
 - **OSSHP Guideline FAC-1a:** Construct a new dock along Riverfront Park to accommodate

watercraft from the 19th and 20th centuries and appropriate artifacts, changing scenes and activities from the long history of the river embarcadero, such as its use for the shipping and unloading of cargo associated with the construction of early railroads and the movement of consumer goods and agricultural freight.

- **OSSH Guideline FAC-1b:** Interpret the historic ferry landing on the dock at the foot of I Street and investigate the possibility of operating a water taxi concession at or near this location.
- **OSSH Guideline FAC-1c:** Set aside a portion of the dock for private watercraft day-use and access to Old Sacramento. Hours of use will be limited for short-term mooring, to avoid use of the dock by Downtown commuters.
- **OSSH Guideline FAC-1d:** Improve Riverfront Park for passive recreational activities including seating, picnicking, and interpretive signage.
- **OSSH Guideline FAC-1e:** Interpret the historic grade, flood elevations, and the story of floods in Old Sacramento at Riverfront Park including the 1914 flood wall.
- ▶ **OSSH Guideline FAC-2:** Interpret and light the *LaGrange* from below the water surface to allow visitors to view this sunken Gold Rush-era ship at the foot of J Street.
- ▶ **OSSH Guideline FAC-3:** In an initial phase, provide interpretive displays at the restored Freight Depot to interpret the Sacramento River Delta; and in a later phase, establish a River Museum to interpret the history and environmental conditions of the Sacramento River and the Delta.
- ▶ **OSSH Guideline FAC-4:** work with the City and other agencies to improve bike trails along the Sacramento River on State Parks-owned property between the I Street Bridge and J Street.

OSSH Goal FAC-2

Develop visitor opportunities and facilities associated with the development of commerce and communication in Sacramento including the development of a Gold Rush and Commerce area with museum, concession, and office uses; a Gold Rush Visitor Center, and an interpretive trail identifying the Pony Express route through Old Sacramento.

- ▶ **OSSH Guideline FAC-5:** Explore the development of a new Gold Rush Visitor Center to provide visitors with information on Gold Rush attractions in the park and connect visitors to other historic Gold Rush sites or attractions in the Mother Lode region.
- ▶ **OSSH Guideline FAC-6:** Develop a Gold Rush and Commerce Block on the half-block area occupying Front Street, between I Street and J Street, as “layers of history” that includes a Gold Rush History and Archaeology Underground Experience to interpret the scenes and activities of the Gold Rush and the city’s historic grade; and includes a reconstructed commercial block at street grade, with one and two-story 1850s and 1860s commercial buildings, that demonstrates the changes to the landscape as a result of raising the city’s streets.
- ▶ **OSSH Guideline FAC-7:** Develop the Gold Rush History and Archaeology Underground as a museum experience at the basement level of the Gold Rush and Commerce Block through careful and well documented excavation (in accordance to the Cultural Resource guidelines in Section 4.4.3)
 - **OSSH Guideline FAC-7a:** Interpret and display excavated or found Gold-Rush era archaeological artifacts from the Historic Scene, such as artifacts from the New England Seed Store (Warren & Co.), the Cothrin Building (destroyed by the November 1852 fire), and historic

collections from other sites in Old Sacramento.

- **OSSH Guideline FAC-7b:** Provide visitors with views of the brick buttresses and walls that were used to support and raise the streets in Old Sacramento.
- **OSSH Guideline FAC-7c:** When possible, allow visitors tours or a behind-the-scenes view of archaeological investigations in progress on the Gold Rush and Commerce Block.
- **OSSH Guideline FAC-7d:** Coordinate with the Historic Old Sacramento Foundation's Underground Tour program to provide docent-led tours and visitor information on the Gold Rush History and Archaeology Underground experience.
- ▶ **OSSH Guideline FAC-8:** Reconstruct significant commercial buildings and facades along Front, I, and J Streets, at present street grade, consistent with the time frame of buildings represented in Old Sacramento (in accordance to the Cultural Resource guidelines in Section 4.4.3).
 - **OSSH Guideline FAC-8a:** Incorporate these buildings into the overall interpretation of OSSHP and Old Sacramento, retelling noteworthy stories about the people, historic uses, events, and/or technological changes that occurred.
 - **OSSH Guideline FAC-8b:** Ensure that commercial activities, represented at street grade in the Gold Rush and Commerce Block, are authentic and historically accurate for the interpretive period. Allow for a variety of public and private commercial uses in reconstructed buildings on the Historic Scene that are compatible with the historic uses of the site, but emphasize original use if possible. Such uses may include, but should not be limited to, a French restaurant, horse stable, and period-style boutique hotel concession, a boarding house, a blacksmith shop, saloons, restaurants, a seed store, a bootmaker, a tinware store, and livery stables, among others.
 - **OSSH Guideline FAC-8c:** Allow the re-creation of interior scenes within reconstructed buildings to provide a glimpse of life in the period of the building's original use.
 - **OSSH Guideline FAC-8d:** Include a multi-use building at the corner of Front Street and I Street, with space for events, exhibitions, and meetings on the first floor, and State Parks offices on the second floor (relocated from the Tehama Building and Big Four Building). Any new building and/or facade will be designed in a manner compliant with the Secretary of the Interior's Standards for the Treatment of Historic Properties.
 - **OSSH Guideline FAC-8e:** Design and construct a flexible open space area within the Gold Rush and Commerce Block that includes a venue for special events that could include historic reenactments (e.g., Chautauqua), concerts, and plays, consistent with the interpretive themes and character of the park. Include performance space and seating and modern infrastructure improvements to support these activities, while not detracting from the historic setting of the venue.
- ▶ **OSSH Guideline FAC-9:** Consider use of the Big Four Building to house components related to the Gold Rush experience, and providing a valuable interpretive link between the Gold Rush and the development of the Transcontinental Railroad.
 - **OSSH Guideline FAC-9a:** Use the Huntington & Hopkins Hardware Store for telling the "railroad merchant's story," as an outgrowth of the Gold Rush and also as a critical business that was essential to the success of the Central Pacific and Southern Pacific Railroads.
 - **OSSH Guideline FAC-9b:** Explore use of the Stanford Gallery as a key location to develop

the Gold Rush story in connection with buildings in the Gold Rush and Commerce Block, and interpret the significance of the Big Four Building.

- ▶ **OSSHHP Guideline FAC-10:** Develop an interpretive concession at the Dingley Steam Coffee and Spice Mill, a historic building that remains in its original location.
- ▶ **OSSHHP Guideline FAC-11:** Improve the appearance and comfort of the Pony Express plaza with landscaping, paving, and seating, in a manner that ensures that these improvements do not adversely affect historic features.
- ▶ **OSSHHP Guideline FAC-12:** Operate the second floor of the B.F. Hastings Building as a museum, representing the historic chambers of the California Supreme Court.
- ▶ **OSSHHP Guideline FAC-13:** In cooperation with the City of Sacramento and other partners, if applicable, demarcate the path of the Pony Express Trail through Old Sacramento with interpretive signage, historical markers, or special paving.

OSSHHP Goal FAC-3:

Maintain or set an example for historic preservation best practices that improve the historic integrity of Old Sacramento.

- ▶ **OSSHHP Guideline FAC-14:** In coordination with State Parks' cultural resources staff, other qualified cultural resource consultants, and experienced stakeholders, establish academic and scholarly partnerships with the history and archaeology departments of nearby universities and enable volunteers to assist in conducting professionally supervised historical research, archaeological fieldwork under the direction of a qualified archaeologist, and site monitoring for the development of the Gold Rush and Commerce Block (see CR-13).

Goals and Guidelines for CSRM

CSRM Goal FAC-1

Provide visitors with opportunities to see and experience the pioneering invention of trains as a form of 19th century transportation in the United States.

- ▶ **CSRM Guideline FAC-1:** Relocate the boarding area for excursion train operations from the Central Pacific Railroad Freight Depot to the Central Pacific Railroad Passenger Station, for regular excursion train operations; retain use of the Freight Depot for special event boarding purposes.
- ▶ **CSRM Guideline FAC-2:** Restore the Passenger Station to its historic 1873 appearance and add train display tracks extending south from the Passenger Station alongside Front Street and adjacent to the Freight Depot.
- ▶ **CSRM Guideline FAC-3:** Restore the Freight Depot to its historic 1873 appearance by removing newer additions and re-creating the facility as an open column and canopy structure; add interpretive displays.
- ▶ **CSRM Guideline FAC-4:** Improve the facilities of the Railroad History Museum.
 - **CSRM Guideline FAC-4a:** Develop a tour and school group entrance at the northeast corner of the museum, with a visitor kiosk area to the east side of the museum on 2nd Street.
 - **CSRM Guideline FAC-4b:** Relocate the maintenance yard away from the view of visitors.

- **CSRM Guideline FAC-4c:** Add a catering kitchen to the back of the museum.
- ▶ **CSRM Guideline FAC-5:** Expand the facilities of the existing Railroad History Museum in Old Sacramento by developing the Railroad Technology Museum as part of the redevelopment of the Downtown Sacramento Railyards. Rehabilitate the Boiler Shop and Erecting Shop and associated structures in the Central Shops Historic District to develop the facilities of the museum.
 - **CSRM Guideline FAC-5a:** Develop the Erecting Shop as a railroad-based science and engineering museum that engages a broad audience, allows visitors to explore on their own, and showcases the technology and innovation behind locomotive propulsion and braking, freight and passenger cars, civil engineering, materials testing, safety improvements and the latest developments in railroad technology, including high-speed rail.
 - **CSRM Guideline FAC-5b:** Expand exhibition and display opportunities for State Parks' railroad collections.
 - **CSRM Guideline FAC-5c:** Develop a working railroad shop facility in the Boiler Shop, in which visitors can view demonstrations, ongoing maintenance of locomotives and railroad cars, and restoration projects while participating in self-guided and guided tours of the facility.
- ▶ **CSRM Guideline FAC-6:** Identify a parking area for the excursion train(s) that does not impinge on the levee or axial views to the riverfront from I Street and J Street.
- ▶ **CSRM Guideline FAC-7:** Expand and improve the excursion train experience in Old Sacramento, and initiate a new excursion service between the Pocket/Meadowview area and Hood.
 - **CSRM Guideline FAC-7a:** Extend current excursion train service from Old Sacramento to the Sacramento Zoo, with additional stops at the Crocker Art Museum, the historic Baths area, Miller Park, and the Sacramento Zoo; roundtrips will originate in Old Sacramento only.
 - **CSRM Guideline FAC-7b:** Develop a new seasonal excursion train line from Freeport to Hood as a longer, 1.5- to 2-hour excursion trip, with interpretation of the Sacramento Delta or other themes and brunch or dinner food service.
- ▶ **CSRM Guideline FAC-8:** Identify access points along the excursion train routes where maintenance equipment can reach the area and emergency vehicles can provide service to the facility and visitors.
- ▶ **CSRM Guideline FAC-9:** Identify, acquire and develop a new boarding station in the Pocket/Meadowview area for the new excursion train to Hood.
- ▶ **CSRM Guideline FAC-10:** Coordinate with local jurisdictions, such as the City of Sacramento in the Pocket/Meadowview area, to provide law enforcement patrol of parking and ticketing areas for the excursion train. Consider arranging the services of a private security firm if City law enforcement is unavailable.

Future Resolution

- ▶ **CSRM Guideline FAC-11:** Study the feasibility of extending the train tracks in their historic location along Front Street, from the Freight Depot, through Waterfront Park, and allowing excursion train operations and passenger boarding on the excursion train to occur on Front Street, as a long-term future option.

4.4.2 NATURAL RESOURCE MANAGEMENT

Natural Resources (NR)

Goals and Guidelines for Both Parks

GOAL NR-1

Protect, maintain, and restore the natural diversity of habitats and associated sensitive natural resources including special-status species and sensitive natural communities in the parks for their perpetuation and enhancement in accordance with state and federal law.

- ▶ **Guideline NR-1:** Prior to implementing projects that may affect special-status species known to or with potential to occur in the planning area, coordinate with the appropriate regulatory agencies (based on the listed status of the species in question) regarding the potential need for site specific surveys, protective measures during construction, or, if impacts cannot be avoided, the need to obtain an incidental take permit. Conduct surveys as necessary; avoid any special-status species during construction; develop protective measures, if applicable; obtain any needed permits prior to project implementation and abide by all permit conditions.
- ▶ **Guideline NR-2:** Conduct protocol-level preconstruction surveys to determine the locations of raptor nests within 250 feet of proposed construction activities. If nesting raptors are documented on the project site or within the 250-foot buffer, no disturbances associated with construction or other project-related activities that may cause nest abandonment or substantial disruption shall occur within a 250-foot buffer. The general avoidance period recommended by DFG for nesting raptors is February 1 through August 31. Pre-construction surveys to determine nesting initiation and monitoring of nests to determine fledging dates could possibly be used to shorten the avoidance period; coordinate with DFG on potential variances of buffers or shortening of the avoidance period, if necessary.
- ▶ **Guideline NR-3:** For specific activities that will affect the bank of the Sacramento River or other important aquatic habitat in the planning area, and have the potential to adversely affect listed fish species, coordinate with the National Marine Fisheries Service (NMFS) regarding measures to avoid adverse affects; avoid removal of shaded riverine aquatic habitat.
- ▶ **Guideline NR-4:** Monitor, protect, and restore sensitive natural communities present in the planning area, including riparian woodland and forest, wetlands, and elderberry shrubs.
- ▶ **Guideline NR-5:** Avoid or minimize removal of native vegetation to the greatest extent possible.
 - **Guideline NR-5a:** Strive to enhance the riparian habitat in OSSHP as part of planned site improvements
 - **Guideline NR-5b:** Use native plants in site restoration and landscaping
 - **Guideline NR-5c:** Avoid removal of native trees and shrubs along the railroad-right-of way as part of implementation of the excursion trains.
- ▶ **Guideline NR-6:** Restore degraded areas along the bank of the Sacramento River in OSSHP that are characterized by invasive weeds, ruderal vegetation, and rubble to native vegetation communities to the greatest extent feasible.
- ▶ **Guideline NR-7:** Manage non-native invasive species in the planning area to prevent their

establishment and spread. Prioritize management efforts for those species that are most invasive, ecologically detrimental, and/or conspicuous. Continue vegetation treatment along the railroad right-of-way.

- ▶ **Guideline NR-8:** Prior to initiating ground-disturbing activities affecting wetland and/or other waters of the United States subject to U.S. Army Corps of Engineers (USACE) jurisdiction (i.e. the Sacramento River, wetlands within the Stone Lakes Wildlife Refuge), coordinate with the USACE regarding the potential need to obtain a permit pursuant to section 404 of the federal Clean Water Act (CWA); if it is determined that a permit is required for project implementation, obtain the permit prior to project implementation and abide by all permit conditions. Any impacts to wetland and other waters of the U.S. shall be mitigated on-site whenever possible.
- ▶ **Guideline NR-9:** If a CWA Section 404 permit from the USACE is required, obtain Section 401 clean water certification from the Central Valley Regional Water Quality Control Board as a condition of Section 404 permit requirements; abide by all permit conditions.

Goals and Guidelines for OSSHP

OSSHP Goal NR-1

Manage the river/riverfront and floodplain in OSSHP for the protection of natural resources in accordance with local, state and federal requirements for resource protection, permit requirements, and flood safety.

- ▶ **OSSHP Guideline NR-1:** Prior to construction of any facility on the river, coordinate with the Department of Water Resources (DWR) and Central Valley Flood Control Board (CVFCB) to determine whether an encroachment permit and other permits may be necessary; obtain permits as required and abide by all permit conditions.
- ▶ **OSSHP Guideline NR-2:** Prior to altering the riverbed of the Sacramento River (such as for boat dock construction) or enhancements of the waterfront (such as for restoration activities), or the riparian forest in the floodplain, coordinate with the California Department of Fish and Game (DFG) regarding the need for a Streambed Alteration Agreement (SAA) pursuant to Section 1600 et al. of the California Fish and Game Code; if a SAA is required, obtain the SAA prior to project implementation and abide by all permit conditions. Any required mitigations shall be implemented on-site whenever possible.
- ▶ **OSSHP Guideline NR-3:** Avoid adverse impacts to sensitive aquatic species during the implementation of any work that would result in streambed alteration, work on the bank of the Sacramento River, or disturbance of riparian areas. Conduct any in-water work consistent with requirements of endangered species and regulatory agency requirements. Apply Best Management Practices (BMPs) to protect water quality.
- ▶ **OSSHP Guideline NR-4:** Prior to construction of any improvements or facilities on the riverfront in OSSHP coordinate with the California State Land Commission (CSLC) to determine whether these lands are within the boundaries of sovereign land managed by the CSLC, and if necessary obtain a lease from the CSLC for use of those lands in accordance with CSLC regulations.
- ▶ **OSSHP Guideline NR-5:** Look for opportunities for “themed” areas along the riverfront in OSSHP that can tell the story of native riparian vegetation, the flood cycles that once dominated the settlement of the area, and the importance of the river as a highway in the 19th century.

Water Quality (Water)

Goals and Guidelines for Both Parks

Stormwater Runoff Management

GOAL WATER-1

Treat stormwater runoff on-site to prevent adverse effects to water quality from installation of park facilities.

- ▶ **Guideline WATER-1:** Install systems for onsite capture and treatment of stormwater runoff and infiltration to reduce the amount of stormwater entering the stormwater drainage system and to reduce the amount of pollution and sedimentation in the runoff.
- ▶ **Guideline WATER-2:** Incorporate historically-appropriate design features that provide for natural filtration of stormwater runoff wherever possible. Vegetated swales and on-site retention of stormwater runoff may be used to prevent stormwater runoff from the site from entering the Sacramento River.
- ▶ **Guideline WATER-3:** Implement Best Management Practices (BMPs) during project construction; prepare and implement Stormwater Prevention Pollution Plan (SWPPP); file a Notice of Intent (NOI) with the Central Valley Regional Water Quality Control Board prior to construction activities requiring a National Pollution Discharge Elimination System (NPDES) permit, and comply with NPDES permit conditions.
- ▶ **Guideline WATER-4:** The use of fertilizer and pesticides shall be minimized to avoid transport by stormwater or irrigation runoff.

Air Quality (AQ)

Goals and Guidelines for Both Parks

Management goals and guidelines for air quality within OSSHP and CSRM focus on mobile source and fugitive dust emissions, particularly emissions associated with construction activities and operation of steam locomotives for the excursion trains.

Goal AQ -1

Manage fugitive dust emissions associated with construction.

- ▶ **Guideline AQ-1:** Water all active construction areas, including haul roads, at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- ▶ **Guideline AQ-2:** Haul trucks shall maintain at least two feet of freeboard.
- ▶ **Guideline AQ-3:** Cover all trucks hauling dirt, sand, or loose materials.
- ▶ **Guideline AQ-4:** Cover, enclose, and/or water inactive storage piles.
- ▶ **Guideline AQ-5:** Sweep streets if visible soil material is carried out from the construction site onto paved streets.

Goal AQ 2***Manage the emissions generated by construction equipment and the operation of diesel locomotives.***

- ▶ **Guideline AQ-6:** Where feasible, use alternate fuels and emission controls to further reduce NO_x and PM₁₀ exhaust emissions.
- ▶ **Guideline AQ-7:** Where feasible replace/substitute fossil-fueled (e.g., diesel) equipment with electrically driven equivalents (provided they are not run via a portable generator set).
- ▶ **Guideline AQ-8:** Where feasible, use ARB-certified alternative fueled engines in construction equipment. Alternative fueled equipment may be powered by compressed natural gas, liquid propane gas, electric motors, or other ARB-certified off-road technologies (to find engines certified by ARB, see <http://www.arb.ca.gov/msprog/offroad/cert/cert.php>).
- ▶ **Guideline AQ-9:** Provide commercial electric power to the project site in adequate capacity to avoid or minimize the use of portable electric generators and equipment.
- ▶ **Guideline AQ-10:** Limit the daily hours of operation of heavy duty diesel equipment and/or the amount of equipment in use at any one time.
- ▶ **Guideline AQ-11:** Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- ▶ **Guideline AQ-12:** All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Exhaust emissions shall not exceed 40 percent opacity for more than three minutes in any one hour.

4.4.3 CULTURAL RESOURCE MANAGEMENT

Cultural Resources (CR)

Goals and Guidelines for Both Parks

Goal CR-1

Identify, document, protect, stabilize, and preserve significant cultural resources.

- ▶ **Guideline CR-1:** California State Parks will prepare a Historic Properties Management Plan/Historic Properties Treatment Plan (HPMP/HPTP) that will guide implementation of all Cultural Resources Guidelines contained in this document. The California State Historic Preservation Officer (SHPO) and State Parks Preservation Officer will be consulted concerning the content of the HPMP/HPTP. The HPMP/HPTP will specify that individual proposed projects in OSSHP and CSRSM will be subject to individual review and consultation with SHPO to insure consistency with the Secretary of the Interior's Guidelines for the Treatment of Historic Properties and the Guidelines for the Treatment of Cultural Landscapes. The review and consultation procedures for individual projects will be described in the HPMP/HPTP.
- ▶ **Guideline CR-2:** For projects that California State Parks determines have the potential to effect cultural resources but which will be reviewed prior to completion of the HPMP/HPTP, California State Parks will conduct a cultural resources inventory, evaluation, assessment of effects and will consult with SHPO.
- ▶ **Guideline CR-3:** California State Parks will follow standard operating procedures and directives for cultural resources management practices and incorporate the latest professional practices in the operations of both OSSHP and CSRSM.
- ▶ **Guideline CR-4:** Require a State Parks architectural historian (State Parks Historian II/III) or designated consulting architectural historian who meets the Secretary of the Interior's Qualifications Standards to review all design development for park improvements within OSSHP and CSRSM to insure consistency with the Secretary of the Interior's Guidelines for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes. The architectural historian will also establish procedures for planning of new facilities to avoid or reduce potential adverse effects to historic resources in the Park and any surrounding historic districts or resources.
- ▶ **Guideline CR-5:** Require a State Parks state archaeologist or designated consulting archaeologist who meets the Secretary of the Interior's Qualifications Standards to monitor all excavation for park improvements and development of facilities using methods and procedures to be developed in the HPMP/HPTP.
- ▶ **Guideline CR-6:** Conduct cyclical monitoring/condition assessments on known historical resources (includes both archaeological and historic built environment). Such stewardship will include updating recordation documentation, site condition assessments, and treatment recommendations.
- ▶ **Guideline CR-7:** Ensure that all potentially eligible and listed historic and prehistoric properties or sites are identified and are managed in accordance with the HPMP and in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes.
- ▶ **Guideline CR-8:** As part of the planning and design process for area-specific projects, and prior to commencement of any ground disturbance, grading, or construction related to new facilities or

enhancements, a qualified cultural resource professional will conduct appropriate record reviews and any testing or necessary fieldwork to determine the presence of cultural resources.

- **Guideline CR-8a:** Proposed projects shall be designed to avoid or minimize impacts to the identified cultural resources.
- **Guideline CR-8b:** Such research and testing will be conducted in accordance with the provisions of the HPMP/HPTP which will be prepared in consultation with SHPO and will be conducted under the direct supervision of a State Parks associate or senior state archaeologist or designated consulting archaeologist who meets the Secretary of the Interior's Qualifications Standards. Archaeologists other than State Parks archaeologists conducting archaeological investigations within a park will be required to have an Archaeological Permit issued by AHM Division of State Parks.

▶ **Guideline CR-9:** Historic buildings, not previously open to the public, shall be in compliance with California Historical Building Code Requirements for public health and safety, prior to being made available for public use.

▶ **Guideline CR-10:** The introduction of any new facilities will be designed in accordance with the HPMP/HPTP and the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes.

Goal CR-2

Identify, document, and enhance the cultural resource collections in OSSHP and CSRM.

▶ **Guideline CR-11:** Continue to develop, maintain, and enhance the archive of historical and ethnographic documents, reports, research materials, and artifacts pertinent to the resources and interpretive programs and themes in OSSHP and CSRM.

Goal CR-3

Protect, preserve, stabilize and analyze known and potentially present prehistoric and historic archaeological resources.

▶ **Guideline CR-12:** In the event that an archaeological resource would be potentially damaged by a proposed project and there are no feasible methods to avoid or protect the archaeological resource, conduct an archaeological excavation in accordance with provisions of the HPMP/HPTP.

▶ **Guideline CR-13:** Historical research, archaeological fieldwork, and site monitoring will be conducted in accordance with the HPMP/HPTP under the direct supervision of State Parks associate or senior state archaeologist or designated consulting archaeologist who meets the Secretary of the Interior's Qualifications Standards, or (as appropriate for the type of task) a State Historian II/III or designated consulting archaeologist who meets the Secretary of the Interior's Qualifications Standards.

▶ **Guideline CR-14:** In the event that archaeological excavation is conducted, feasible means of protection, preservation and stabilization of the archaeological remains will be developed and implemented in accordance with the HPMP/HPTP and under the direct supervision of a State Parks associate or senior state archaeologist or designated consulting archaeologist who meets the Secretary of the Interior's Qualifications Standards. An archaeological technical report meeting the Office of Historic Preservation's Archaeological Resource Management Report standards will be prepared.

Goals and Guidelines for OSSHP

OSSHP Goal CR-1

Identify, evaluate, and interpret the cultural resources associated with the riverfront in OSSHP.

- ▶ **OSSHP Guideline CR-1:** Identify and implement appropriate stabilization and protection measures for the sunken Gold Rush-era ship and other cultural resources, including remains of any Native American settlement, and underwater features related to the docks and shipping, that may be identified in the Riverfront Area.

OSSHP Goal CR-2

Cultural resources associated with the development of the Gold Rush and Commerce area should be carefully defined, evaluated, preserved, and interpreted.

The guidelines that follow for interpreting the Gold Rush and Commerce area are based on the best available research and information accessible to the planning team. However, realizing that there are gaps in the historical research, research on the Gold Rush and Commerce area should continue as part of future planning efforts and development of this site. Specific buildings, uses, and scenes to be recreated on the Gold Rush and Commerce block may require additional planning and study, and may change with new research discoveries, attitudes about the value of structures and scenes to be recreated, and other project influences including future funding, public-private partnership opportunities, and market conditions.

Guidelines will be implemented in accordance with a HPMP/HPTP prepared in consultation with SHPO and will be implemented in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

- ▶ **OSSHP Guideline CR-2:** Reconstruction of commercial buildings or facades on the Gold Rush and Commerce Block will be undertaken only when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture. Where possible, archaeological evidence will be used to provide information essential to accurate reconstruction. Any reconstruction will include measures to preserve remaining historic materials, features and spatial relationships. Any reconstructed buildings or elements of buildings will be clearly identified as a contemporary re-creation and pseudo-historical building designs that were never actually executed will not be constructed. Reconstructions will not be built when an existing building can adequately be used for interpretation of the primary themes.
- ▶ **OSSHP Guideline CR-3:** Where accurate reconstructions are not possible due to lack of adequate documentary or physical evidence, either no building will be built or a non-historical compatible building will be built.
- ▶ **OSSHP Guideline CR-4:** Ensure the preservation of the B.F. Hastings Building, a National Historic Landmark, and the Dingley Spice & Coffee Mill, a contributing resource to the Old Sacramento National Historic Landmark District by being active cultural resources stewards and following preservation best practices including compliance with the Secretary of Interior's Standards for the Treatment of Historic Properties.
- ▶ **OSSHP Guideline CR-5:** Buildings and scenes to be reconstructed on the Gold Rush and Commerce Block will be based on the accurate duplication of historic features and elements substantiated by

documentary or physical evidence. Interpretive materials will be based on events that were historically significant, provide strong educational value of Gold Rush or railroad history, and that are known and sufficiently documented.

Goals and Guidelines for CSRM

CSRM Goal CR-1

Identify, evaluate, and interpret the cultural resources of railroad facilities in CSRM including related trains, tracks, and equipment and the station sites and right-of-way areas along the Sacramento Southern Railroad line.

- ▶ **CSRM Guideline CR-1:** In coordination with development of the Downtown Sacramento Railyards project, identify and interpret the path of the first transcontinental railroad through the Railyards property.
- ▶ **CSRM Guideline CR-2:** In coordination with the City and private property owners, prepare and facilitate the nomination of the Central Shops Historic District to the National Register of Historic Places.
- ▶ **CSRM Guideline CR-3:** Although no known historical or archaeological sites lie within the Railroad right-of-way area of the proposed excursion train extension to Hood, include an experienced archaeologist to monitor significant grading or trenching associated with future construction of the excursion train line.
- ▶ **CSRM Guideline CR-4:** Continue to educate and enable volunteers to participate, under the direct supervision of qualified professional staff, in a wide array of rail preservation projects including the development of the Railroad Technology Museum and expanded excursion train operations.

4.4.4 INTERPRETATION AND EDUCATION

Through interpretation and education, OSSHP and CSRM have the ability to shape the type of visitor experiences and guide the direction and future management of the park. Effective interpretation and education helps visitors understand and appreciate the cultural and natural resources of the park and foster an ethic of sustainability and stewardship. This ensures park resources are preserved and protected for future generations.

Based on thematic ideas expressed by stakeholders, the OSSHP Advisory Committee, and the public, the following interpretive mission, vision, and themes have been developed to represent the intent and vision that interpretation and education should provide for visitors to OSSHP and CSRM. Unifying themes, primary themes, and interpretive themes are presented below. Unifying themes set the overall tone and direction that interpretation should have on visitors' attitudes and perspectives. Primary and secondary themes support interpretation of the unifying theme.

Interpretation (INT)

Goals and Guidelines for Both Parks

Goal INT-1

Interpretation will engage a broad audience, accommodate different learning styles, and be universally accessible.

- ▶ **Guideline INT-1:** Use a range of communication techniques including personal interpretation using maps or brochures; exhibits; audio-visual programs; presentation; demonstrations; events; living history programs; guided tours and internet technologies to make interpretation readily accessible to the public.
- ▶ **Guideline INT-2:** Use a mix of media to engage the senses and improve interpretation and education opportunities in the park including interpretive signage and interactive components. Incorporate internet and intranet technologies when appropriate.
- ▶ **Guideline INT-3:** Explore the possibilities of new technologies, e.g. social media, cell phone applications, and other available visitor technology, to enhance the interpretive presentation of the park and accommodate the needs of the broader public.
- ▶ **Guideline INT-4:** Improve accessibility of interpretation when possible, by bringing interpretive facilities to ADA compliance, using best practices for person with disabilities such as modifying facilities to be accessible for persons in wheelchairs or with mobility impairment, providing Braille on interpretive signage, and using interpretive media that accommodates persons with vision or hearing impairments. Refer to guidelines in the 2009 edition of "California State Parks Accessibility Guidelines" or the most recent edition.

Goal INT-2

Pursue the goals of increased diversity by reducing barriers, strengthening partnerships, and providing interpretive facilities and programs that encourage public participation.

- ▶ **Guideline INT-5:** Identify strategies and methods to remove barriers to language, education, and socio-economic status during the interpretive planning of the parks.
- ▶ **Guideline INT-6:** Promote diverse volunteer participation in park programs and in the development of future park support organizations, referring to State Park's *Volunteer in Parks Program Guidelines* and *Cooperating Associations Program Manual*.
- ▶ **Guideline INT-7:** Support and promote the development of cultural events, initiated by community groups and/or partners, that support the park's goals to increase diversity.

Goal INT-3

Develop a comprehensive strategy to support ongoing interpretation and educational programs.

- ▶ **Guideline INT-8:** Develop and/or update the Scope of Collections Statement to identify which objects each park is to collect and how they will be managed, following the Department's guidelines.
- ▶ **Guideline INT-9:** Develop a park-wide sign plan for regulatory, informational, interpretive, and building signage to coordinate the appearance of signs, minimize impacts to historic and cultural

resources, and meet multiple language needs. Refer to guidelines in the 2009 edition of “California State Parks Accessibility Guidelines” or the most recent edition to ensure that the needs of persons with vision or other impairments are met.

- ▶ **Guideline INT-10:** Conduct a visitor surveys to determine public interest in the content and material of existing or future interpretive programs and determine interpretive needs. Use the results of the survey to determine the most effective way to meet these demands with available resources and staffing.
- ▶ **Guideline INT-11:** Improve existing volunteer programs and develop new ones as appropriate to increase access to and participation in park interpretive resources and programs. Maximize volunteer participation opportunities through active recruiting, training, and managing of volunteers and/or docents, and providing appropriate and necessary materials for interpretation.
 - **Guideline INT-11a:** Establish a full-time living history and events coordinator position within the Capital District to work with OSSHP and CSRM staff, volunteers, and park partners in coordinating programs and activities at the park.
 - **Guideline INT-11b:** Train paid staff and volunteers in the content and methods to be employed in the promotion of high quality interpretation services.

Goal INT-4

Maximize use of interpretive facilities to enhance the visitor experience with park resources, the surrounding environment, and the area’s temperate year-round climate.

- ▶ **Guideline INT-12:** Develop outdoor interpretive facilities that connect to interpretive themes within the parks, serve as multi-use areas, and minimize development of the parks’ open space areas.
- ▶ **Guideline INT-13:** Continue to coordinate educational programs and roving interpretation that promotes the interpretive themes and message of the park.

Goal INT-5

Utilize Old Sacramento historic facilities of both parks to interpret Sacramento from the 1850s to the 1870s.

- ▶ **Guideline INT-14:** Interpret the vibrant Old Sacramento scene of the 1850s-1870s, including the historic buildings collectively known as the Big Four Complex and the B. F. Hastings Building; historic reconstructions of the Central Pacific Passenger Station and Central Pacific Freight Depot; the reconstructed buildings and facades in the Gold Rush and Commerce Block; and the human stories of people who lived and worked there; all in such a way as to link OSSHP and CSRM with common themes of commerce, economic, and cultural development.

Goals and Guidelines for OSSHP

OSSHP Interpretive Significance within Old Sacramento

OSSHP preserves, restores, reconstructs, and interprets the city’s early environment from the Gold Rush through the transcontinental railroad and other key historical periods in the city’s history. Development of OSSHP will be guided by the primary interpretive themes of the park: the river, the Gold Rush, and the first railroads in the West, and their influence on the development of transportation, commerce, communication, and government in Sacramento. In addition, secondary themes supporting the interpretive mission and vision of the park and telling the unique story of Sacramento may also be

interpreted such as the area's natural history and struggle with mother nature to overcome floods; the park's archaeological resources; community development and diversity; and the city's evolution as the economic and political center of California.

Interpretation Mission of OSSHP

The mission of OSSHP interpretation is to provide visitors with an appreciation of Sacramento's early growth and development, the role of Sacramento as a center for emigration, commerce, government and political power, ingenuity, and the stories of significant individuals who changed local and national history along with the stories of thousands of people from around the world who came to Sacramento, participated in the city's early development and success, and through their work and lives, fostered the development of our society today.

Interpretation Vision of OSSHP

Interpretation in OSSHP will help visitors connect, in an emotional, physical and intellectual sense, to the setting and the resources that remain from Sacramento's early history. Programs, media and personal interaction will, in accurate and compelling ways, allow visitors and participants to create personal meaning and relevance about common needs and universal goals that connect the deeds and personalities of the past with people's lives today.

Unifying Theme for OSSHP

Old Sacramento State Historic Park preserves and interprets the first three decades, following the discovery of gold, of Sacramento's history and development, when the city evolved from a crude frontier settlement to an economic and cultural center that became the Capital of California.

Primary themes including perseverance, entrepreneurship, ingenuity, and crossroads (of transportation, communication, commerce) are emphasized to help visitors understand the major influences, connections, and changes that have influenced the city's development.

Primary Themes for OSSHP

Perseverance and Determination Overcame Substantial Obstacles and Setbacks –

The early years of Gold Rush Sacramento were full of challenging circumstances and situations. The city's location on the banks of the Sacramento River was ideal for transportation and commerce, but exposed the settlement to frequent inundations from floodwaters every winter. Other nearby town sites were proposed, but the merchants and residents of Sacramento instead picked themselves up and rebuilt in the same location. Over time they built the necessary infrastructure to protect the City from the annual floods. Fire, too, was a constant danger, and Sacramento had its share of devastating conflagrations. Again Sacramentans stuck with it, rebuilding, expanding, and continuing on.

Entrepreneurs and Risk-takers Drove Sacramento's Development –

Gold Rush California was a land undergoing rapid change. It was quickly inundated with newcomers from the United States and many other nations, leaving the existing populations (primarily Hispanic Californios and Indians) as minorities. Between 1848 and 1879 Sacramento grew from a ragged collection of canvas tents and rough wooden structures into a substantial city of brick and stone buildings, a center of commerce, and the capital of California. While gold drew most newcomers to the State, some chose to pursue that substance not as prospectors or miners, but as business leaders.

Sacramento grew as a center of support and transit for the mines and the regions around them. Businesses of all types were started, some ultimately growing into huge national concerns. Agriculture became a major enterprise, with agricultural products shipped nationally and internationally. All of this started with the efforts of entrepreneurs, who often experienced both success and failure.

Responding to Adversity With Ingenuity –

In the face of threats like flood and fire, Sacramentans didn't just pick themselves up and rebuild as they had been before. They also took measures to overcome these threats. Initially they built levees to provide flood protection, but when these proved inadequate, they rerouted a portion of the American River away from the City, and also physically raised downtown streets and buildings, placing them above the flood level. To limit fire, within the first few years the City instituted requirements for brick or stone construction, replacing the wood structures and canvas tents which prevailed in the years immediately following the discovery of gold.

Sacramento was, and remains, a Crossroads – of Transportation, Communication, and Commerce

Sacramento was founded as a *crossroads*, a place of intermediate connection between various points. Before the Gold Rush, Sutter's Fort was an established crossroads for emigrant families traveling overland to California, a place marking the formal arrival to California before families dispersed to their final choice of settlements. During the early years of the Gold Rush, San Francisco became the primary entry point, as most newcomers arrived by sea. From there river transportation brought gold seekers to Sacramento, the jumping off point for most of the Northern mines. In addition to people, goods and services also flowed through Sacramento for distribution to the mining regions throughout the West and intermountain region, with people and gold flowing back. It was the transfer point between larger river boats and ships from San Francisco and the smaller up-river boats. Sacramento was a hub for roads and trails to the mining settlements, initially in California, but eventually extending into Nevada, Utah, Idaho, and other regions. The first railroad in California started from Sacramento, and a few years later the first transcontinental railroad broke ground on the Sacramento waterfront, at K Street. Communications, mail service, express service and an increasing network of telegraph lines also radiated out of Sacramento. As the State Capital, political power and governmental services also flowed through the city. In sum, Sacramento owes its existence to its role as a major crossroads in early California.

Today, Sacramento sits at the crossing of four major highways: SR 99 and I-5, running north-south, and US 50 and I-80, running east-west. Likewise, even though railroads are no longer a dominant employer in the city, they remain a major transportation industry in the region, with rail lines crossing north-south and east-west. Sacramento hosts one of the busiest Amtrak passenger stations in the nation. While the Sacramento River has declined substantially as an avenue of commerce, West Sacramento is still home to a commercial port, and pleasure and charter watercraft are popular in the Sacramento River in and around the city.

Secondary Themes for OSSHP

Gold Rush

The discovery of gold marks the beginnings of Sacramento in its destiny to become the "Golden State Capital" and the cosmopolitan city of today.

Commerce

The commercial buildings and facilities preserved in OSSHP and the greater Old Sacramento Historic District offer a unique setting for understanding the commercial and industrial activities, influences, and culture of Sacramento in the mid-19th century. Location and architecture provide clues to understanding the needs and wants of 19th century merchants and consumers, as well as the technology used during those times.

River

Sacramento's geographical location at the confluence of the Sacramento and American Rivers enabled it to succeed as a commercial and agricultural center and connect to the rest of the world; while also bringing challenges (floods and droughts) that regularly devastated the city. The floodwall and levee systems, along with an extensive system of raised streets and structures dramatically show both the danger and the need to persevere in spite of various risks.

Government

Important historic and political events are connected to the history of Sacramento and its selection as the Capital of California. In comparison to other cities rivaling to become the State Capital, Sacramento was already an established city with a functioning government, strong economy, and a first-class transportation system. It therefore was an attractive destination for powerful and influential leaders and new settlers.

Historic Preservation and Archaeology

Through the preservation and interpretation of the cultural and archaeological resources in OSSHP, visitors can learn about the tools and techniques that historians and archaeologists use to understand the city's history, lifestyles, living conditions, and culture of early residents and business in Sacramento. These clues to the past help us understand the major events and influences affecting the city's development over time.

Floods and Fires

Fires and floods left lasting impressions on the city's development, resulting in changes to the physical topography, architecture, and urban form of the central city district, and providing lessons to how human choices can transform the environment we live in.

For example, after the 1852 fire, virtually all buildings in the commercial district were constructed of masonry, replacing the city's original wood and canvas. Building codes and regulations were created to ensure a safer city. Remaining basements and voids from the streets, sidewalks, and buildings raised in the 1860s present a virtually intact time capsule that tells part of the story of Sacramento's struggle to escape from floods and interpreting the early architecture and engineering used to raise up Sacramento's business district.

Agricultural History

The sudden explosion in population, combined with the rich delta and Sacramento Valley resulted in the creation of a major new agricultural area. The coming of the railroad, development of extensive road and irrigation systems, and improvements in allowed agriculture to become a major economic force in

California. This sub-theme explores the influences to agricultural expansion in the Sacramento Valley from the influx of people to California during the Gold Rush period and later, transcontinental railroad development, climate conditions, fertile rivers and stream lands before the development of irrigation, and railroads and refrigerated railroad cars in distributing fruit and other perishable items to other markets in the U.S.

Growth of the City and Diversity of its People and Cultures

The story of Sacramento is represented in the thousands of individual stories of the struggles and achievements of the city's 19th century population, a diverse community that brought with them a wide array of individual cultural, ethnic, and religious traditions. Personal stories based on actual residents and events will connect today's visitors to Sacramento's history in a deep and meaningful way.

Interpretation Period for OSSHP

OSSHP encompasses several interpretive periods, associated with the resources, themes, and periods to be represented at the park. Interpretation of the river and river transportation is connected to interpretation of both the Gold Rush and railroad story and corresponds to the period of significance represented in OSSHP, spanning 1848 to the 1870s, with emphasis on interpreting the city's 19th century history. The interpretive period of the Gold Rush spans 1848-52, from the discovery of gold at Sutter's Mill in 1848 to the great fire of 1852 that destroyed most of Sacramento's business district and was a turning point in the city's history, signaling the end of the era of wooden structures.

Reconstructed and authentic structures from the post-1852 era physically represent the beginnings of the railroad and industrial age of Sacramento, roughly the 1860s-1880s. During these times, industry along the waterfront, such as shipping, the railroad and railroad shops, flour mills and distributors of commodities and bulk goods became prominent, along with telegraph, stage and mail routes that emanated from Sacramento like spokes on a wheel. Sacramento became a literal center for commerce, communication, transportation and political power.

Interpretation Goals and Guidelines for OSSHP

OSSHP Goal INT-1

Develop facilities and programs that interpret the significant historic, cultural, and natural resources in OSSHP, focusing on the events and activities associated with the Sacramento River, the Gold Rush, and the development of transportation, communication, and commerce during the period from 1848 to the 1870s.

- ▶ **OSSHP Guideline INT-1:** Interpret the significance of the river to Sacramento as a key mode of transportation, force of nature: from floods and as part of the Delta environment, and the riverfront's historic uses as a river landing, ferry terminal, and freight and passenger dock.
- ▶ **OSSHP Guideline INT-2:** Interpret the development of commerce in Old Sacramento as "layers of history" that provides interpretation of the Gold Rush period (1848-52) at the city's historic grade (basement level), and interprets a commercial scene, contemporary with the surrounding historic development in Old Sacramento, from the early 1850's and 1870's. The layers of history will interpret the city's street raising, the evolution of the commercial street scene over time, and the kinetic nature of Old Sacramento during the 19th century.
- ▶ **OSSHP Guideline INT-3:** Showcase the Pony Express, stage lines, and the first transcontinental telegraph, and interpret the roles of these communication methods in improving national

communications across the United States.

- ▶ **OSSH Guideline INT-4:** Interpret the first location of the Supreme Court chambers when Sacramento became California’s State Capital, on the upper floor of the BF Hastings Building.
- ▶ **OSSH Guideline INT-5:** Interpret the facilities, resources, and events in Old Sacramento associated with the development of the first transcontinental railroad and the earlier Sacramento Valley Railroad.
- ▶ **OSSH Guideline INT-6:** Activate existing and planned park and open space areas by integrating these spaces into the interpretive themes, programs, and visitor experience of the park.
- ▶ **OSSH Guideline INT-7:** Preserve and interpret the city’s history through archaeological evidence such as soil strata.

OSSH Goal INT-2

Continue to research the history of the Old Sacramento area to enhance interpretation and refine the interpretive recommendations of the park, if needed.

OSSH Guideline INT-8: Update the *Interpretive Prospectus* for OSSH (1971).

Goals and Guidelines for CSRM

CSRM Interpretive Significance

The mission of CSRM interpretation is to tell the stories of the many individuals who worked for and with railroads, and to explain the history, technology and relevance of railroading’s past, present and future as these relate to the everyday lives of people today, particularly California residents. Through interpretation, visitors will be more aware of the impacts that railroads have had on individuals and society, the importance of railroads to the growth and development of California and the U.S. in the 19th and 20th centuries, and the continuing importance of railroading to our everyday lives, both now and into the future.

Interpretation Mission for CSRM

The mission of the California State Railroad Museum is to collect, preserve, study, exhibit, and interpret selected aspects of railroads and railroading, with an emphasis on California and the West, for the education, entertainment, and enjoyment of the widest possible audience.

Interpretation Vision for CSRM

Interpretation at the California State Railroad Museum helps visitors relate to the physical, historical and technological aspects of railroads and railroading, using both traditional and innovative techniques and media designed to help visitors connect rail history, technology and the business of railroading to their everyday lives.

Unifying Theme for CSRM

The California State Railroad Museum interprets the history and technology of railroading, with an emphasis on California and the western U.S.

Primary themes including mobility, nation building, modernization, and enterprise are emphasized to help visitors understand the major influences, connections, and changes in the development of railroads.

Primary Themes for CSRM***Mobility***

Mobility (social, economic, physical, political, of class, of commodities, of information) is a defining characteristic of the United States and its citizens. Especially in the 19th century, no other people enjoyed the degree, scope, or mutability of mobility as Americans. A continental United States was impossible even to imagine without explicitly assuming the kinds of mobility that only the American political system, the railroad, and the telegraph could provide. California only made sense as a state when it was feasible for it to be connected to rest of the nation by rail.

Nation Building

The railroad was an essential tool—a necessary, but not sufficient condition—in the century-long struggle to create a viable United States. With the evolving technology loosely defined as “the railroad,” Americans adopted a common language and currency, created a continental common market, opened every corner of the country, fostered a single national identity, and literally changed our concepts of time and space. The completion of the Pacific railroad seven years before the Centennial is an example of the railroad’s role in nation building.

Modernization

The United States in 1820 was still a pre-modern place, where daily existence for most people had not changed appreciably since Classical Rome. A century later, with the help of the transformative powers of industrialization and the railroad, America had attained most of the qualities of life and attitudes we understand as “modern.” This theme emphasizes change—both for good and for ill—and the many roles railroading played in creating the physical, cultural, social, and economic realities of today.

Enterprise

The central genius of the creation of the United States was its embrace of enterprise—the human striving for wealth, comfort, safety, well-being, and progress. This theme recognizes the role of human nature, creativity, and individual accomplishment in American history, and especially how the concept of enterprise unfolded on the railroad. While not exclusively American, enterprise nonetheless is a useful and distinctive way to understand why Americans embraced the railroad, how they created the single largest and most efficient system in the world and the ways in which ambition, creativity, and vision shaped our country.

Secondary Themes for CSRM

Railroading’s role in providing cost-effective and efficient transportation for people and goods, and especially its potential role as a future leader in “green” transportation.

Interpretation Period for CSRM

The overall interpretive period for CSRM is broad, emphasizing railroading in California and the West from the 1850s to the present, but also reaching back to the dawn of railroading in Great Britain and the eastern U.S. in the first decades of the 19th century, and looking forward into the future of railroads, new technologies, and the continuing role of railroads in California, the U.S. and the World. The Railroad History Museum (RHM) and the Railroad Technology Museum (RTM) both embrace this broad period of significance.

Specific facilities within CSRM have more focused secondary periods of significance. The Central Pacific Railroad Passenger Station and Central Pacific Railroad Freight Depot, both historic reconstructions, represent the pioneering years of the Transcontinental Railroad, between 1865 and 1879. The Sacramento Southern Railroad excursion line interprets California branch line railroading between the 1910s and the 1960s. The historic Central Pacific and Southern Pacific Railroad Sacramento Shops buildings and structures that will house the RTM represent the age of steam between 1869 and the 1950s, and the transition to diesel propulsion along with the overall modernization and consolidation of the U.S. railroad industry by the 1990s.

Interpretation Goals and Guidelines for CSRM

CSRM Goal 1

Develop facilities and programs that interpret the significant historic and cultural resources in CSRM, interpreting the history and technology of railroads and the experience of traveling by railroad.

- ▶ **CSRM Guideline INT-1:** Interpret the location of the first railroad in California (Sacramento Valley Railroad), the groundbreaking of the Central Pacific Railroad (the nation's first transcontinental railroad) at Front and K Streets, the first rails laid in Old Sacramento at Front and I Streets, and the Central Pacific and Southern Pacific Railroad Shops.
- ▶ **CSRM Guideline INT-2:** Continue to provide holistic exhibits that place locomotives, passenger and freight cars, and the people, artifacts and archives of railroading in context, and relate them to people's lives and transportation choices today. Showcase the innovative spirit of railroad workers and the many technological developments that have allowed trains to travel faster and carry heavier loads more efficiently, while doing this more safely and in ways more friendly to the environment over time.
- ▶ **CSRM Guideline INT-3:** On the excursion train line from Pocket/Meadowview to Hood, interpret the history and natural resources along the Sacramento River Delta and the Sacramento Southern Railroad's role in providing rail service to transport agricultural freight from the farmlands in southern Sacramento County and the Delta to markets on the East Coast and abroad.
- ▶ **CSRM Guideline INT-4:** Interpret the historic Central Pacific and Southern Pacific Railroad Sacramento Shops buildings and their historical operations, 1863-1999, highlighting self-reliance and vertical integration; constant change, adaptation and eventual obsolescence; the course of the industrial revolution and its transition to the modern post-industrial era; and the human stories of the people who worked there.

Education (EDU)

Goals and Guidelines for Both Parks

Goal EDU-1

Provide visitors opportunities to learn about the history and significant resources in OSSHP and CSRM and how these resources relate to each other.

- ▶ **Guideline EDU-1:** Connect the stories of the Gold Rush to the development of transportation and commerce and the transcontinental railroad, exploring the common interpretive themes of both parks such as commerce, agriculture, communication, government, and transportation.
- ▶ **Guideline EDU-2:** Provide educational materials or visitor guides that mark the historic milestones in

Old Sacramento and the resources in the historic district that they are associated with.

- ▶ **Guideline EDU-3:** Connect the stories of Gold Rush migration and westward emigration to the resulting cultural diversity and innovative spirit that has helped develop California and its unique identity, while at the same time helping to build America into a world power.

Goals and Guidelines for OSSHP

OSSHP Goal EDU-1

Provide visitors activities and programs to learn about the significant history, resources, and events in OSSHP, while meeting educational curriculum standards.

- ▶ **OSSHP Guideline EDU-1:** Present interpretive activities that tie the physical location of OSSHP to early Sacramento commerce and development. In so doing, meet California History/Social Science Content Standards 1.5–1.6, 3.2–3.3, 3.5, 4.1–4.4, and 8.8, concerning Social Science Content Standards for California Public Schools, Kindergarten through Grade Twelve (California State Department of Education 2000).
- ▶ **OSSHP Guideline EDU-2:** Develop educational programs associated with the archaeology of the Gold Rush and Commerce Block while meeting state and national Science, Technology, Education, and Math (STEM) curriculum.
- ▶ **OSSHP Guideline EDU-3:** Develop interpretive and educational programs that focus on floods, the damage done by the Sacramento River, and the topic of raised streets and levees while meeting California Education and Environment Initiative curriculum.
- ▶ **OSSHP Guideline EDU-4:** Develop educational programs associated with interpretation of river habitat and the development of the River Museum to meet California Education and Environment Initiative curriculum.

Goals and Guidelines for CSRSM

CSRSM Goal EDU-1

Provide visitors access to the collections of CSRSM to learn about the history and technology of railroads, while meeting educational curriculum standards.

- ▶ **CSRSM Guideline EDU-1:** Refine existing and develop new educational programs at the RHM that are compatible with the interpretive themes of the museum while meeting STEM curriculum standards and California Education and Environment Initiative standards.
- ▶ **CSRSM Guideline EDU-2:** Develop educational programs at the RTM that are compatible with the interpretive themes of the museum while meeting STEM curriculum standards and California Education and Environment Initiative curriculum.
- ▶ **CSRSM Guideline EDU-3:** Restore the reconstructed Central Pacific Railroad Freight Depot to an “as built” condition to be used in interpretive programs to meet California History-Social Science Content Standards.
- ▶ **CSRSM Guideline EDU-4:** Interpret activities related to railroad commerce and agricultural connections that meet California History-Social Science Content Standards.

4.4.5 PARK OPERATIONS

Park Operations and Management (O&M)

Goals and Guidelines for Both Parks

Operations and Management

Goal O&M-1

Continue to improve the operation and management of OSSHP and CSRМ, in coordination with the City and other park partners for Old Sacramento.

- ▶ **Guideline O&M-1:** Establish a cooperating association for OSSHP, focused on promoting Gold Rush-content, development, and activities, similar to the role of the California State Railroad Museum Foundation in supporting the development and activities of CSRМ.
- ▶ **Guideline O&M-2:** Leverage available funding sources to finance improvements and support development of OSSHP and CSRМ through:
 - park partnerships;
 - concessions;
 - state and federal grants such as education grants; and
 - other financing mechanisms to be developed.
- ▶ **Guideline O&M-3:** Consider partnership opportunities for State Park and City facilities in Old Sacramento and the Central Shops to operate more efficiently on common district-wide needs such as maintenance, marketing, concession operations, special events programming, and public safety. Memorandum of Understanding (MOU) agreements, joint-maintenance agreements, or other partnership opportunities should be explored between State Parks, the California State Railroad Museum Foundation, the Historic Old Sacramento Foundation, the Old Sacramento Business Association, the City of Sacramento, and other key stakeholders to take advantage of the strengths, resources, and expertise of each.
- ▶ **Guideline O&M-4:** Organize and work with the support of volunteers on the training and operation and programming of park events.
- ▶ **Guideline O&M-5:** Work with the Historic Old Sacramento Foundation, Old Sacramento Business Association, California State Railroad Museum Foundation, and the City to promote Old Sacramento through partnering and coordinating with events and activities, shops, and restaurants throughout Old Sacramento to encourage name recognition and guest loyalty for the entire Historic District.
- ▶ **Guideline O&M-6:** Work with the City of Sacramento, the Downtown Sacramento Partnership, private owners, and other interested stakeholders to develop a coordinated strategy for developing, maintaining, and marketing the Central Shops Historic District as a unique destination.
- ▶ **Guideline O&M-6:** Reorganize maintenance functions for State Park facilities in Old Sacramento and consolidate maintenance operations in one location. Improve location of facilities in the back parking lot of the Railroad History Museum and create on-site shop facilities for ease of completing projects.

Goal O&M-2

In coordination with the business district of Old Sacramento, merchants, property owners, the City of Sacramento, and other park partners, work to enhance the historic authenticity of Old Sacramento.

- ▶ **Guideline O&M-7:** Coordinate within the business district to maintain historic buildings in good physical condition and quality, educate property owners and merchants about Old Sacramento history, encourage appropriate period signage for permanent buildings and special events, and promote a common mission and consistent marketing message for the whole historic district.
- ▶ **Guideline O&M-8:** Create educational and common marketing and outreach materials to publicize visitor information and opportunities available to tourists and local residents.

Sustainability**Goal O&M-3**

Promote the use of sustainable practices in park operations, consistent with the historic character of the Old Sacramento area, and seek opportunities to apply best practices in sustainability to new and reconstructed projects or developments.

- ▶ **Guideline O&M-9:** Apply California's *Green Building Standards Code* (CALGREEN) to buildings to be reconstructed in the Gold Rush and Commerce Block on Front Street, and other new, rehabilitated and/or reconstructed buildings planned in OSSHP and CSRM.
- ▶ **Guideline O&M-10:** Require the installation of low-water-use appliances and fixtures in food service facilities (such as cafeterias and lunch rooms) serving the public and State Parks staff.
- ▶ **Guideline O&M-11:** Require the installation of low-water-use, high-efficiency fixtures (toilets, urinals, and faucets) in all public and staff restrooms.
- ▶ **Guideline O&M-12:** Install office equipment, appliances, and heating and cooling systems in new buildings that meet Energy Star standards. As replacement of existing equipment becomes necessary, select new models meeting Energy Star standards.
- ▶ **Guideline O&M-13:** Continue coordination with the City of Sacramento on waste management and recycling programs.
- ▶ **Guideline O&M-14:** Protect visitor and staff health and comfort through the use of green cleaning and maintenance products.

Utilities (UTIL)***Goals and Guidelines for Both Parks*****Goal UTIL-1**

Provide a quality infrastructure system designed to serve the demands of existing and planned future development.

General

- ▶ **Guideline UTIL-1:** Study the capacity of existing utility systems and identify future demand for water, stormwater drainage, sewer, electricity, gas, and telecommunication needs to determine if

existing utilities are adequate to serve new demands during daily and peak-use periods. Work with infrastructure providers, and agencies affected, to improve, upgrade, relocate, or expand existing utility lines and infrastructure, as needed for future demands.

- ▶ **Guideline UTIL-2:** Plan for peak demands of infrastructure systems during large events.
- ▶ **Guideline UTIL-3:** Plan new development to meet the mandatory standards of the California Green Building Standards Code and strive to meet the Code's voluntary measures whenever possible.

Water

- ▶ **Guideline UTIL-4:** Coordinate with the City to locate existing water lines, and relocate them as needed to improve the provision of water service. Install water lines consistent with expanded service needs.
- ▶ **Guideline UTIL-5:** Upgrade metering systems to isolate water use for individual buildings, monitor existing water use.
- ▶ **Guideline UTIL-6:** Coordinate with the City to promote water conservation strategies through metering, education, and fee structures.

Stormwater Drainage

- ▶ **Guideline UTIL-7:** Coordinate stormwater drainage improvements with the City, other agencies, the Old Sacramento Business Association, and property owners, as relevant.

Sewer

- ▶ **Guideline UTIL-8:** Upgrade plumbing facilities in existing building facilities to adequately serve visitor uses, concessions, and other planned uses on the site.
- ▶ **Guideline UTIL-9:** Replace the soil cement used around OSSHP with a solid ground surface material to prevent the soil cement from washing away and clogging storm drains.

Electrical

- ▶ **Guideline UTIL-10:** Isolate buildings to individual meters to monitor energy use and make necessary energy retrofits to improve the energy efficiency of existing buildings.
- ▶ **Guideline UTIL-11:** Consider opportunities for utilizing alternative energy sources while respecting and protecting the park's historic, cultural, and aesthetic resources and remaining compatible with the character of the Old Sacramento Historic District.

Gas

- ▶ **Guideline UTIL-12:** Work with the City to locate and determine the adequacy of existing gas lines to serve new development and uses, and to relocate, add, or extend gas infrastructure as needed.
- ▶ **Guideline UTIL-13:** Consider upgrading gas lines and meters in OSSHP and CSRM to enable tracking of individual facilities.

Property Acquisition and Transfers (ACQ)

Goals and Guidelines for Both Parks

Goal ACQ-1

Seek opportunities to acquire property within OSSHP and CSRM, including the excursion train railroad right-of-way area, that are consistent with the purpose and vision of the parks.

- ▶ **Guideline ACQ-1:** Pursue opportunities to lease or purchase land along the railroad right-of-way area from Old Sacramento to Hood for the operation of the excursion train.
- ▶ **Guideline ACQ-2:** Where opportunities to purchase land are not available, collaborate with others on easements, use agreements, or similar mutually beneficial arrangements.
- ▶ **Guideline ACQ-3:** Pursue opportunities to acquire properties within and/or adjacent to Old Sacramento and the Central Shops of historical significance and that contribute to the mission of OSSHP or CSRM.

Goal ACQ-2

When a property is determined as not critical to the mission of OSSHP or CSRM and may better serve other planning efforts, arrange for conveyance of the property to the relevant entity or jurisdiction.

- ▶ **Guideline ACQ-4:** Coordinate with the City and the Railyards owners to transfer property along the Sacramento River west of the Railyards.
- ▶ **Guideline ACQ-5:** Work with the City on other desirable property trades within OSSHP and CSRM.

Concessions (CON)

Goals and Guidelines for Both Parks

Goal CON-1

Establish and administer concessions that enhance visitor understanding of the historic themes within each park.

- ▶ **Guideline CON-1:** Concessions must support the themes identified for OSSHP and CSRM in Section 4.4.4.
- ▶ **Guideline CON-2:** Work with the City, Old Sacramento Business Association, and property owners to devise a Concessions Plan for Old Sacramento that identifies each concession venue, the service provider, and the services provided.
- ▶ **Guideline CON-3:** Identify and implement standards for services, goods, signage, furnishings, staff attire, accessibility, advertising and promotion for the development and provision of concessions and include them in a concessions agreement.
- ▶ **Guideline CON-4:** Coordinate with appropriate entities, organizations, and jurisdictions to identify and approve potential concessionaires.
- ▶ **Guideline CON-5:** Develop resource and training materials for OSSHP and CSRM staff, concession employees, and volunteers and carry out periodic training sessions so that a consistent knowledge

and understanding of both park units can be presented to visitors.

- ▶ **Guideline CON-6:** Provide activities and events that will highlight concessions such as holiday excursion train rides or period musical and theatrical events at the Historic Scene’s performance venues.

Goals and Guidelines for OSSHP

OSSHP Goal CON-1

Establish and administer concessions that are consistent with the mission and interpretive themes or periods in OSSHP and meets contemporary visitor needs and services.

- ▶ **Guideline CON-7:** Research commercial uses in Old Sacramento during the late 1840s–late 1870s and identify those offering interpretive interest and the potential to serve as contemporary concessions.
- ▶ **Guideline CON-8:** Provide concessions that represent authentic commercial venues to the greatest extent feasible. Define the representation and range of historic authenticity. Some retail goods may be produced in a historically accurate manner and be authentic in materials and appearance, such as tinware. Other products such as food may be served in an atmosphere that recreates the original historic setting, but includes ingredients and recipes more likely to please the contemporary palate.
- ▶ **Guideline CON-9:** Research forms of attire as they might have been worn in Old Sacramento during the interpretive period 1849–early 1870s. Make this information available to park staff and concession personnel who may choose to dress in period attire.
- ▶ **Guideline CON-10:** Include living history displays and related concessions that provide visitors with a sense of daily life as experienced in Old Sacramento during the interpretive period (e.g., a blacksmith who makes items available for purchase in a nearby shop). Offer training and encourage concessionaires in OSSHP to incorporate interpretive approaches consistent with OSSHP’s mission as part of their provision of visitor services.
- ▶ **Guideline CON-11:** Coordinate with the City and existing and potential boat operations to develop a water taxi service connecting Old Sacramento with other destinations on the Sacramento River. Consider opportunities to develop a cooperative operation with the excursion train line.
- ▶ **Guideline CON-12:** Coordinate with the City on alignment and maintenance and develop an ADA-accessible horse car system that is historically accurate, and provides functional and entertaining local transportation within Old Sacramento.

Goals and Guidelines for CSRM

CSRM Goal CON-1

Establish and administer concessions that are consistent with the mission and interpretive themes or periods in CSRM and meets contemporary visitor needs and services.

- ▶ **Guideline CON-13:** Arrange for high-quality food and beverage services to be provided in the Central Pacific Railroad Passenger Station and on the excursion train as part of the trip experience.

- ▶ **Guideline CON-14:** Provide facilities for a catering kitchen and restaurant in the Railroad History Museum.
- ▶ **Guideline CON-15:** Consider inclusion of a restaurant or café as part of the renovation of the Erecting Shop, to serve the needs of the RTM and guests visiting the Central Shops.

Public Safety (SAFE)

Goals and Guidelines for Both Parks

Goal SAFE-1

Ensure public safety at park facilities in OSSHP and CSRM.

Public Health and Safety

- ▶ **Guideline SAFE-1:** Train park personnel in safety and security measures to ensure staff and visitor safety.
- ▶ **Guideline SAFE-2:** Historic buildings not previously open to the public will comply with California Historical Building Code requirements for public health and safety prior to being made available for public use.
- ▶ **Guideline SAFE-3:** In conjunction with final designs and prior to construction requiring dewatering, DPR shall ensure a groundwater management plan is prepared by a registered environmental professional with expertise in groundwater contamination fate and transport to identify the extent to which the construction activities could affect groundwater flow. The plan shall identify procedures that would be implemented before, during, and after construction to ensure project features do not adversely affect flow directions or rate of known contaminant plumes.

Security

- ▶ **Guideline SAFE-4:** Security in all OSSHP and CSRM areas will be handled by State Parks' Capital District Public Safety Team, with rangers who patrol the park and respond to incidents between the operating hours of the park from 8 a.m. to 5 p.m., and on call-out.
- ▶ **Guideline SAFE-5:** Evaluate additional staffing, equipment, and coordination needs to ensure public safety for new operating areas in, or impinging on, OSSHP and CSRM. Such areas could include the Sacramento River, the excursion train right-of-way or stations, the RTM, and Old Sacramento.
- ▶ **Guideline SAFE-6:** Continue nighttime security services for OSSHP and CSRM through continuing agreements with the Downtown Partnership or other partners
- ▶ **Guideline SAFE-7:** Develop an MOU with City law enforcement personnel regarding jurisdiction coverage in Old Sacramento.

Fire and Emergency Response

- ▶ **Guideline SAFE-8:** Coordinate with the Sacramento Fire Department to ensure ongoing emergency fire response and expansion of services as new facilities are developed.
- ▶ **Guideline SAFE-9:** Coordinate with local fire protection districts to ensure safety measures and practices are included in the Management and Operations Plan for OSSHP and along the excursion train route.

Environmental Design

- ▶ **Guideline SAFE-10:** Provide adequate pedestrian and building lighting at all venues with nighttime visitation, including along the riverfront and public walkways.
- ▶ **Guideline SAFE-11:** Emphasize visibility in the design of exterior spaces to promote visitor safety, avoid creating blind corners, areas screened by excessive landscaping, and areas not easily visible from the street.
- ▶ **Guideline SAFE-12:** Develop functionally separate, clearly marked circulation routes that limit vehicular, bike, and pedestrian conflicts and reduce the potential for accidents.

Goals and Guidelines for OSSHP

OSSHP Goal SAFE-1

Address public safety needs to support new visitor facilities and activities planned in OSSHP.

- ▶ **OSSHP Guideline SAFE-1:** State Parks will perform geotechnical analysis of the potential for liquefaction, expansive soils, and lateral spreading for future structures and existing structures proposed for public use in the planning area and will comply with recommendations regarding structural or ground modification needed to ensure structural safety.
- ▶ **OSSHP Guideline SAFE-2:** Coordinate with the Sacramento County Sheriff's Department, Marine Enforcement Division (which provides marine patrol and emergency response on the Sacramento River), California Department of Fish and Game, and other applicable agencies to ensure adequate service for the water taxi and private vessels accessing OSSHP from the Sacramento River.

Goals and Guidelines for CSRM

CSRM Goal SAFE-1

Address public safety needs to support new visitor facilities and activities planned for CSRM.

- ▶ **CSRM Guideline SAFE-1:** Prior to any ground disturbance within the railroad right-of-way, a Phase I Environmental Site Assessment shall be performed and recommendations for further investigations shall be followed. Remedial actions recommended shall be completed prior to ground disturbance.
- ▶ **CSRM Guideline SAFE-2:** Prior to any ground disturbance at the Docks Area Specific Plan site, within the railroad right-of way, a Phase 2 Environmental Site Assessment shall be conducted to analyze soil and groundwater conditions beneath the site.
- ▶ **CSRM Guideline SAFE-3:** Consult with the Sacramento County Airport Land Use Commission regarding safety measures needed for conducting maintenance activities along the portions of the rail line that are within the Clear Zone for Runway 2-20 near the Executive Airport.
- ▶ **CSRM Guideline SAFE-4:** Maintain the brush control plan along the railroad right-of-way to minimize wildfire risk and coordinate with local fire protection districts and agencies to establish emergency response and fire response plans along the excursion train railroad right-of-way.

4.4.6 CIRCULATION, ACCESS, AND PARKING

Circulation (CIRC)

Goals and Guidelines for Both Parks

Goal CIRC-1

Ensure that circulation routes are constructed with adequate facilities to accommodate the identified modes of travel.

- ▶ **Guideline CIRC-1:** Coordinate with the City and other relevant entities to improve roadway conditions. Analyze roadway surface conditions within Old Sacramento and install a consistent, improved ground surface that will accommodate all relevant modes of travel (bus, auto, horse car, cycling, and walking).
- ▶ **Guideline CIRC-2:** Coordinate with relevant jurisdictions on the planning and implementation of one or more proposed bicycle/pedestrian bridges over the Sacramento River that could provide additional access to Old Sacramento from West Sacramento and connect recreational and cultural opportunities on both sides of the river.

Vehicle Circulation

Goal CIRC-2

Provide efficient, controlled vehicular circulation through Old Sacramento while ensuring the safety of bicyclists, pedestrians, and children.

- ▶ **Guideline CIRC-3:** Install adequate roadway striping and traffic control signage to ensure that motorized vehicles stay in designated lanes and parking areas and avoid conflicts with the horse car, cyclists, and pedestrians.

Bus and Public Transit Circulation

Goal CIRC-3

Improve the efficiency of existing transit facilities within and near Old Sacramento and the Railyards and expand opportunities for use of public transit.

- ▶ **Guideline CIRC-4:** In coordination with the City, improve bus access, bus drop-off, turnaround, and parking behind the RHM and study opportunities to share bus parking facilities with the future Sacramento Intermodal Station facility to serve additional tour bus and schoolchildren visitation.
- ▶ **Guideline CIRC-5:** In coordination with the City, participate in planning efforts to extend 3rd Street and develop an Intermodal Station to improve transit access to the RTM, RHM, OSSHP, and Old Sacramento from the north.
- ▶ **Guideline CIRC-6:** Coordinate with the City of Sacramento, City of West Sacramento, and other relevant jurisdictions in the planning and implementation of a streetcar. Seek opportunities to expand this streetcar system to include a spur serving the Old Sacramento area.

Bike Circulation**Goal CIRC-4**

Expand bicycle circulation opportunities by improving and enhancing the safety of existing bike routes, and expanding bicycle access into new parts of OSSHP and CSRM.

- ▶ **Guideline CIRC-7:** Coordinate with relevant jurisdictions to improve the Sacramento River Bike Trail on State Parks property through Old Sacramento, including improvements to the trail surface and shoulders and installation of additional signage, as needed.
- ▶ **Guideline CIRC-8:** Extend the Sacramento River Bike Trail within OSSHP, south to J Street and coordinate with the City and other relevant jurisdictions to support the development of bicycle trails through Old Sacramento and opportunities for bicycle trails along the future excursion train line. Refer to Exhibit B-1, "Proposed Bikeway Alternatives Concept through the Planning Area" for proposed bicycle and pedestrian routes.
- ▶ **Guideline CIRC-9:** Improve the bicycle and pedestrian crossing of the excursion train line at J Street, K Street, or other safe crossing alternatives to be developed in coordination with the City to ensure a smooth interface and safe transition across the railroad tracks.
- ▶ **Guideline CIRC-10:** Provide signage for cyclists directing them where to safely cross the excursion train tracks.
- ▶ **Guideline CIRC-11:** Coordinate with the City on plans for the proposed West Tunnel, bicycle and pedestrian connection between the Railyards and Old Sacramento.

Pedestrian Circulation**Goal CIRC-5**

Ensure safe and efficient pedestrian circulation throughout OSSHP and CSRM, with designated routes, marked crossings, and safety controls.

- ▶ **Guideline CIRC-12:** Coordinate with the City to improve the safety and quality of bike and pedestrian connections on I Street between 2nd and 3rd Street, the major gateway entering into Old Sacramento.
- ▶ **Guideline CIRC-13:** Minimize pedestrian conflicts with other modes of transportation (e.g., the excursion train, automobiles, bikes and horse car) by providing pedestrian walkways (such as boardwalks), identifying shared circulation routes, and providing clearly marked pedestrian crossings, including pedestrian routes from parking lots and garages.
- ▶ **Guideline CIRC-14:** Install relevant safety controls to ensure pedestrian safety near the excursion train station and tracks within Old Sacramento and at crossings along the length of the excursion train right-of-way.
- ▶ **Guideline CIRC-15:** Improve pedestrian access along the boardwalk, including repairing steps, installing ramps, and replacing sections of the boardwalk, where necessary.

Goals and Guidelines for OSSHP

OSSHP Goal CIRC-1

Install a horse car loop to provide a historically accurate form of local transportation for visitors to OSSHP and Old Sacramento.

- ▶ **OSSHP Guideline CIRC-1:** Install a horse-drawn transit vehicle on rails, as a loop embedded into the street paving along 2nd Street, I Street, Front Street, and L Street to transport visitors around the Old Sacramento and allow them to experience this 19th-century technology that preceded the cable car, street car, and light rail.
- ▶ **OSSHP Guideline CIRC-2:** Ensure pedestrian and horse car passenger safety and avoid conflicts by identifying horse car stops and dedicated pedestrian crossings.
- ▶ **OSSHP Guideline CIRC-3:** Install stations at specified locations along the horse car loop to assist passengers with use of horse cars.

Goals and Guidelines for CSRM

CSRM Goal CIRC-1

Study opportunities for alternative transportation, associated with the excursion train operation.

- ▶ **CSRM Guideline CIRC-1:** Analyze the possible installation of bike paths along the excursion train railroad line from Old Sacramento to the Pocket/Meadowview area.
- ▶ **CSRM Guideline CIRC-2:** Evaluate the use of a riverboat or other alternative transit means to allow passengers on the excursion train line(s) to return by a different mode of transportation.

Access (ACC)

Goals and Guidelines for Both Parks

Access Points

Goal ACC-1:

Ensure that improvements in OSSHP and CSRM include multiple access points that allow visitors to reach these facilities from various locations via a range of transportation options.

- ▶ **Guideline ACC-1:** Participate in local and regional planning efforts to ensure that planning for OSSHP and CSRM contributes to the success of these projects and benefits from improvements to future transportation connections and access to Old Sacramento and the Railyards.
- ▶ **Guideline ACC-2:** Gateway signage should be provided to identify access points for each travel mode and should be designed to provide visitors with a clear sense of arrival into Old Sacramento, OSSHP and/or CSRM, as appropriate.

Goal ACC-2:

Consider accessibility in the design of all visitor facilities, and provide access to visitors with limited mobility throughout the park to the greatest extent feasible.

- ▶ **Guideline ACC-3:** Although the existing decomposed granite paving and boardwalks are consistent with the historic character of OSSHP, they may pose a challenge to some individuals attempting to access the site. Evaluate where historic paving connecting the main facilities may hinder visitors and implement accessibility and/or surface improvements.
- ▶ **Guideline ACC-4:** Provide a range of audio-visual equipment that allows visually impaired and hearing-impaired visitors to access and enjoy programs throughout Old Sacramento.
- ▶ **Guideline ACC-5:** Ensure that visitors with limited mobility are provided with adequate facilities to use water taxis and boat docks in OSSHP.

Parking (PARK)

Goals and Guidelines for Both Parks

Goal PARK-1

Ensure the efficient use of existing parking resources that encourage use of public transit, bicycling, and walking to minimize the parking impacts of new development.

Parking Lots

- ▶ **Guideline PARK-1:** Coordinate with the City of Sacramento and others to install wayfinding signage to make surface parking lots easier for visitors to find and access.
- ▶ **Guideline PARK-2:** Coordinate with the City of Sacramento and others to establish shuttle service to transport visitors from off-site parking during special events.
- ▶ **Guideline PARK-3:** Coordinate with the City and others to identify alternative sites for RV parking to reduce conflicts with group tour buses using parking at the rear of the Railroad History Museum.
- ▶ **Guideline PARK-4:** Study and look at the opportunity to designate areas for volunteer parking.

Bicycle Parking

- ▶ **Guideline PARK-5:** Install lockers or other secure (Class 1) bicycle parking facility for staff and volunteers to encourage cycling to work.
- ▶ **Guideline PARK-6:** Install bicycle parking racks (Class 2) at significant destinations, including the Railroad History Museum, Railroad Technology Museum, and Central Pacific Railroad Passenger Station.

Goal PARK-2

Coordinate with other jurisdictions and service providers to determine the best location and mix of parking facilities.

Bus Parking

- ▶ **Guideline PARK-7:** Coordinate with the City to promote the development of additional bus parking on the Railyards site.

Parking Garages

- ▶ **Guideline PARK-8:** Coordinate with managers of nearby parking garages to improve access and use by visitors.

Special-Event Parking

- ▶ **Guideline PARK-9:** Analyze potential locations for off-site special-event parking and arrange use agreements with property owners/managers.

Goal PARK-3

Provide incentives for visitors to reach OSSHP and CSRM by methods other than private automobile to reduce the amount of auto parking needed.

- ▶ **Guideline PARK-10:** Continue the existing policy of parking validation for nearby parking garages to encourage visitors to park in parking garages and reduce on-street parking demand.
- ▶ **Guideline PARK-11:** Consider offering ticket price reductions for visitors able to provide proof of arrival by train, bus, water taxi, or other form of public transportation.
- ▶ **Guideline PARK-12:** Offer staff and volunteer parking discounts for participation in carpools, and use of electric and hybrid vehicles.
- ▶ **Guideline PARK-13:** Develop a program to encourage staff and volunteers to cycle or take public transit by promoting the benefits and providing incentives for cycling or taking transit to work.

4.5 CARRYING CAPACITY

4.5.1 VISITOR CAPACITY

METHODOLOGY

State Parks is required to assess carrying capacity issues in drafting General Plans to comply with Section 5019.5 of the Public Resources Code. State Parks defines carrying capacity as a prescribed number and type of visitors that an area will accommodate given the desired natural/cultural resource conditions, visitor experiences, and management programs.

State Parks defines Visitor Capacity Management as “a methodology used to determine and maintain the desired resource and social conditions that fulfill the purpose and mission of a park. It includes establishing initial visitor capacities, then monitoring key indicators in order to identify appropriate management actions in response to unacceptable conditions.”

An adaptive management process recognizes that management actions will have uncertain outcomes and, thus, it is important to adjust management and research decisions to better achieve management objectives. The steps that typically comprise an adaptive management process for State Parks are presented below. Steps 1 through 3 were completed as part of the General Plan preparation process while steps 4 through 6 should be implemented over time, as the goals and guidelines identified in this General Plan are implemented.

- Step 1.** Identify Existing Opportunities and Constraints
- Step 2.** Determine Vision and Desired Conditions
- Step 3.** Identify Issues and Evaluate Alternatives
- Step 4.** Develop Measurable Indicators and Thresholds
- Step 5.** Establish Initial Visitor Capacities
- Step 6.** Monitor Use and Identify Changing Conditions
- Step 7.** Adjust Environmental or Social Conditions

VISITOR MANAGEMENT GOALS AND GUIDELINES

Goal VM-1:

Establish and implement an adaptive management process for managing visitor capacity in OSSHP and CSRM in support of the General Plan's purpose and vision.

- ▶ **Guideline VM-1:** Develop measurable thresholds for the OSSHP and CSRM that will provide a baseline for monitoring of site conditions and implementation of adaptive management, as necessary.
- ▶ **Guideline VM-2:** Conduct regular monitoring of baseline conditions to document change over time; collect and analyze visitor data for both casual users of the grounds and paid admission to the main facility; establish visitor capacity over time, based on analysis of visitor data.
- ▶ **Guideline VM-3:** If monitoring efforts reveal that conditions are approaching or exceeding thresholds, management must consider alternatives and take appropriate action; adjust management actions to direct resource and visitor experience conditions to the desired state; continue to implement adaptive management.

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