



EXECUTIVE SUMMARY

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ES.1 PARK DESCRIPTION AND SIGNIFICANCE

PARK DESCRIPTION

Old Sacramento State Historic Park (OSSHP) is a contiguous part of the Old Sacramento Historic District (Old Sacramento) and came into existence in concert with the redevelopment of Old Sacramento, formalized in the *Old Sacramento General Development Plan* (State Parks 1970). This *Old Sacramento State Historic Park and California State Railroad Museum General Plan and EIR* (General Plan or General Plan and EIR) evaluates properties owned by California State Parks in Old Sacramento, the Central Shops Historic District (Central Shops) at the Downtown Sacramento Railyards (Railyards) site, and more than 16-miles of railroad right-of-way on the heritage Sacramento Southern Railroad (SSRR) Walnut Grove Branch line.

Classified as a State Historic Park, OSSHP encompasses an area of approximately 14 acres within Old Sacramento, defined by the Sacramento River on the west, I Street Bridge on the north, Commonwealth Alley and 2nd Street on the east, and J Street on the south. OSSHP includes a historic half-block site on Front Street, between I Street and J Street, known as the 1849 Scene; buildings that are primary contributors to the National Historic Landmark (NHL) District status of Old Sacramento or noteworthy recreated or restored structures associated with the city's Gold Rush and commerce history; facilities operated by the CSRM; and/or points of interest; namely:

- the Eagle Theatre, Tehama Block Building, and Connecticut Mining & Trading (CM&T) Company Building, recreated Gold Rush-era buildings on the 1849 Scene;
- the Big Four Complex—the reconstructed Big Four Building and historic Dingley Steam Coffee and Spice Mill (Dingley Spice Mill)—located on the north side of I Street, significant for housing the Huntington, Hopkins & Company Hardware Store, Stanford Hall, and Central Pacific Railroad (CPRR) headquarters;
- B. F. Hastings Building, at the southwest corner of 2nd Street and J Street, historic location of its namesake Hastings and Company bank, and later, the Wells Fargo and Company bank, the California Supreme Court, western terminal of the Pony Express, and the Alta Telegraph Company;
- Pony Express plaza at the northeast corner of 2nd Street and J Street ;
- a riverfront area, located between the I Street Bridge and J Street, that includes Riverfront Park, an embarcadero area, sunken ships, a flood wall, and the Sacramento River Bike Trail;
- facilities operated by the California State Railroad Museum (CSRM), including the:
 - Railroad History Museum (RHM), at the corner of 2nd and I Streets;

- reconstructed CPRR Freight Depot, Passenger Station, and turntable, on the west side of Front Street; and
- Sacramento Southern Railroad (SSRR) right-of-way area, currently providing round trip excursion train service from Old Sacramento to Baths.

In addition, the General Plan considers opportunities to expand the visitor facilities and experience of OSSHP, through:

- extension of the current excursion train service on the portions of the 16 plus mile SSRR right-of-way area owned by State Parks, from Old Sacramento to Hood on the historic Walnut Grove branch line; and
- the development of a Railroad Technology Museum (RTM) on facilities and grounds occupied by the historic Erecting Shop, Boiler Shop, transfer table, firing line, and turntable in the Railyards.

TWO PARK CLASSIFICATION

OSSHP shall remain a state historic park, focused on interpreting the Gold Rush, early Sacramento history and commerce, and its significance. California State Railroad Museum (CSRM) currently operates several facilities within OSSHP that showcase its collection of railroad artifacts, which include the RHM, the CPRR Freight Depot, and CPRR Passenger Station. The CSRM also operates an excursion train service from Old Sacramento to Baths, with opportunities to expand the excursion train line and services and is planning for a future RTM that expands the interpretation and experience of the RHM. The CSRM is proposed for classification as a new State Historic Park unit, in its own right. Distinct from OSSHP, CSRM will focus on interpreting the development and significance of the railroad; particularly, railroad science, history, technology, and contemporary issues.

SIGNIFICANCE AND PURPOSE OF BOTH PARKS

OSSHP was established with the mission to preserve, restore, reconstruct, and interpret the early history of the City of Sacramento (City) and to make available to the public a representative example of the town environment that existed from 1848 to the 1870s, emphasizing social and cultural development, state government, architecture, commerce, transportation, communication, historic sites, historic events, and period life styles. A commemorative plaque at Pony Express Plaza includes the following inscription that succinctly describes the historic significance of the Old Sacramento area, where present-day Sacramento had its roots:

FOUNDED IN DECEMBER 1848 BY JOHN A. SUTTER, JR., SACRAMENTO WAS AN OUTGROWTH OF SUTTER'S FORT ESTABLISHED BY HIS FATHER, CAPTAIN JOHN A. SUTTER, IN 1839. STATE CAPITAL SINCE 1854, IT WAS A MAJOR DISTRIBUTION POINT DURING THE GOLD RUSH, A COMMERCIAL AND AGRICULTURAL CENTER, AND TERMINUS FOR WAGON TRAIN, STAGECOACH, RIVERBOAT, TELEGRAPH, PONY EXPRESS, AND THE FIRST TRANSCONTINENTAL RAILROAD.

The Statement of Purpose, proposed for OSSHP, is as follows and describes the park's broad mission and significance to California, its key resources and values, and a framework for future management and planning:

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.

The CSRM is proposed to become a new state historic park, however, unlike most other state historic parks it will function as a museum facility, focused on collecting, preserving, and interpreting the railroad industry. Its facilities straddle both the Old Sacramento Historic District and Central Shops Historic District at the Railyards. The CSRM will be guided by the following 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.

The development of CSRM as a distinct state historic park recognizes the separate nature of OSSHP and CSRM, allowing each of these areas to develop their unique identities and expand their mission, interpretive focus, and themes, as well as associated facilities, activities, and programs. The separate classification of OSSHP and CSRM will enhance visitor understanding of the purpose and themes, offered by each of these parks, balancing the current dominant focus on railroad themes in OSSHP, with emphasis on Gold Rush history and commerce and the role and influence of the Sacramento River to the development of Sacramento. The proposed classification changes will allow each of these parks to succeed individually, with support of public-private partnerships, recommending the creation of a separate cooperating association for OSSHP.

ES.2 PURPOSE OF THE GENERAL PLAN AND EIR

This General Plan and EIR provides a comprehensive framework to guide the development, ongoing management, and public use of OSSHP and CSRM for the next 20 years or more. It offers a consistent vision for the future of OSSHP and CSRM to support the interpretive and recreational opportunities available in the park, but also allows flexibility to accommodate change in the General Plan's proposed program and approaches to address potential future management or other changes over time.

This document also serves as a Program EIR, as defined in the State CEQA Guidelines, Section 15166, and as a reference for future environmental documents that will provide more detailed

information and analysis for site-specific developments and projects, as needed. The Program EIR analyzes and discloses the preferred alternative's effects on the environment, in accordance with the State CEQA Guidelines, Section 15168, and discloses any significant and potentially significant impacts that may result from the implementation of the General Plan.

ES.3 TWO PARK VISION

In support of the purpose for OSSHP and the CSRМ, the park vision describes the desired future outcome, expressing what OSSHP and the CSRМ represent and their roles and significance as a state historic park. A key message heard from the public during the planning process for the General Plan is the importance of bringing the history and events in Sacramento to life for visitors, connecting them to the history and experiences of the city while relating to the needs and experiences of present day and future generations. OSSHP and CSRМ offer visitors a unique experience, focusing on broad themes that allow visitors to draw meaning from their own personal interpretation.

OSSHP is envisioned as a park that brings the rich and important memory of Sacramento's past to life, depicting the architecture, historic landscape, scenes, and events of Sacramento as "layers of history." OSSHP communicates the major influences of the City's history and interprets the contributions of the Old Sacramento area by representing:

- 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.

Thus, establishing itself as a meaningful and inspiring place to be remembered, valued, and visited often by generations to come.

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;
- influence of railroads on local, regional, and national commerce and society;
- development, planning, and construction of the nation’s first transcontinental railroad from Old Sacramento;
- history of the Central Pacific and Southern Pacific Railroad Sacramento Shops;
- development and improvement of the rail industry’s technologies, and the significance of the Central Pacific, Southern Pacific, Union Pacific, Santa Fe, Western Pacific, and other California railroads in that development;
- 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;
- workings of a railroad shop and the processes involved in restoring and maintaining locomotives and cars;
- present and future of rail transportation; and
- experience of travel by train.

Together CSR

M and OSSHP, depict Sacramento’s critical role in commerce, communication, and transportation development. Facilities, artifacts, and features on display in OSSHP, CSRM, and the greater Old Sacramento and Central Shops capture the character and accomplishments of the City’s 19th century population: from gold seekers, settlers, lawyers, politicians, and merchants to communication, engineering, and transportation visionaries. Both parks offer visitors a different perspective of experiencing, understanding, and discovering the rich history, resources, and artifacts of the area and its contributions to the growth and development of the city, the region, California, and the nation. Exhibits, programs, and interpretive media represent the themes of each park and help visitors create relevant meaning and personal connections to their own experiences and lives.

ES.4 KEY ISSUES AND OPPORTUNITIES

OSSHP has never had an approved General Plan. The development philosophy for OSSHP, guided by the *Draft General Development Plan* and *Interpretive Prospectus* in the 1970s, was to recreate the physical appearance of the structures, streets, and open space present during the city's Gold Rush heyday. However, conveying the essence of Old Sacramento in the Gold Rush era is challenged and compromised by the fact that the 1849 scene has literally been modified and the city's relationship to the river is quite different from what it was in 1849. Regular floods that plagued the city in the past are responsible for the appearance of the city today. Streets and buildings now sit one story higher than they did in the past; thus, changing Sacramento's connection to the river and its historic landscape.

Recent opportunities and public and financial support to OSSHP, since the 1970s, focus on the establishment and expansion of the CSRM and the development of railroad facilities. Plans to develop a new RTM and the expansion of the SSRR excursion train experience will further expand the railroad theme that seems, at present, to overshadow the development of the Gold Rush experience and other potential interpretation opportunities in OSSHP. The Sacramento River, another important physical feature and influence on the development of the city, is also another interpretive priority needing greater emphasis in OSSHP.

Development of the General Plan provides an opportunity to shape a new vision for OSSHP, CSRM, and Old Sacramento to resolve a number of questions and issues, stemming from the interpretive potential and identity of the park. It will offer opportunities to refine and define the role and relationship of OSSHP to CSRM, and enhance the facilities of both parks; and, also address ways to improve the experiences of the Old Sacramento area, in its entirety, and connect to other local resources in the community to meet the demands of present day park visitors and patrons.

The General Plan will address the needs and opportunities to improve the **visitor experience** to Old Sacramento by strengthening interpretive programs and events and adding new facilities or improving existing facilities to make the experience at OSSHP and CSRM interactive ("visual, audio, and memorable"). A horse car loop, outdoor display of historic trains and boats, a Gold Rush interpretive center, the uncovering of the archaeology beneath the 1849 Scene, the addition of docks and trail connections on the river, and expansion of railroad facilities are a sample of the uses and programs proposed as part of early stakeholder and public input.

The General Plan describes the need to bring **park and visitor facilities and infrastructure** to current code standards and, to the extent possible, provide modern visitor conveniences, while meeting the challenge of serving these demands during special events. General interest was expressed for providing a variety of activities and uses, ranging from more historic interpretive facilities, to concession opportunities, and to recreational opportunities on the river or on the excursion train. It also encourages the addition of gateways, directional, and interpretive signage, enhancing visitor amenities and programming, and circulation improvements to

connect the experience of OSSHP, CSRМ, and Old Sacramento to other nearby parks, museums, cultural destinations, and attractions in Sacramento.

The General Plan also emphasizes the importance of **public-private partnerships**. As implementation of the General Plan in the coming years will need to rely more on public-private partnerships for the successful development and operation of facilities, additional support and management changes may be necessary. A cooperating association, similar to the role of the California State Railroad Museum Foundation, which supports the development and activities of CSRМ, is proposed for OSSHP to help restore emphasis on interpretation of Gold Rush content, development, activities, and experiences. Attracting new volunteers, private financial support, and engaging project partners will be a key step to implementing the General Plan. In addition, both OSSHP and CSRМ need to work in coordination with stakeholders in Old Sacramento and the Central Shops District to create a unifying vision and identity for each of these districts and balance historic and business goals and interests with visitor needs.

ES.5 SUMMARY OF THE GENERAL PLAN

The General Plan establishes the long-range purpose and vision for OSSHP and CSRМ. Land use areas are defined in the plan to clarify the interpretive purpose and character, desired visitor experience, and operation and management needs of distinct resources or features in OSSHP and CSRМ. Two land use areas are identified for OSSHP: the Sacramento Riverfront area and Gold Rush and Commerce area. Land use areas defined for CSRМ include the Railroad History area, Railroad Technology area, and Sacramento Southern Railroad area. Goals and guidelines in the General Plan describe how the purpose, vision, and management intent are to be achieved. They recognize existing issues and provide a foundation for proposed facility changes, improved visitor experiences, better interpretation, resource protection, management excellence, and a framework for evolving development and management plans.

LAND USE AREAS FOR OSSHP

SACRAMENTO RIVERFRONT AREA

The Sacramento Riverfront area, located between the I Street Bridge to the north and J Street to the south, represents one of the earliest sites in the city and acknowledges the important relationship of the Sacramento River to the development of Sacramento. The Riverfront Area will explore the city's historic relationship with the river through interpretation of floods and droughts and the function of the river as a major transportation and commerce route. Interpretive features in this area include the river shoreline, Riverfront Park, an embarcadero/promenade, and sunken Gold Rush-era ships. Proposed uses for the riverfront area include docks and open space that provide multi-purpose event, interpretation, and recreation space, with access to and views of the Sacramento River.

Proposed improvements include development of a new dock for the display of historic ships, operation of a water taxi, and boat moorage and enhancements to the appearance and comfort of the riverfront through some native landscape restoration along the banks of Riverfront Park;

improved views to the river from bike paths, carefully placed seating areas, the excursion train, and new riverfront docks; visitor amenities such as, additional seating, signage, and shade trees; pedestrian and bicycle surface crossing improvements that promote public safety and improve ADA accessibility; consistent design and programming of interpretive exhibits that are coordinated and connect to a future interpretive trail along the Sacramento River bike trail, as envisioned in the *Sacramento Riverfront Master Plan* (City of West Sacramento and City of Sacramento 2003). This trail would guide visitors to other resources in the area and encourage opportunities for an interconnected experience with nearby destinations, including the Crocker Art Museum, the Railyards, Discovery Park, Raley Field, and the future Powerhouse Science Center and California Indian Heritage Center.

GOLD RUSH AND COMMERCE AREA

The Gold Rush and Commerce area encompasses the first lots in Sacramento and represents the early years of commerce and communication in Old Sacramento. This area will be the most intensely developed area of OSSHP and will provide visitors with the opportunity to discover and experience Gold Rush history; the raising of the city streets; early commercial-era development, consistent with the character of structures in Old Sacramento; and the Pony Express, telegraph, and stage lines that improved connectivity throughout the nation. The Gold Rush and Commerce area consists of the existing B. F. Hastings Building and Pony Express Plaza at 2nd and J Streets; the 1849 Scene on Front Street; and the Big Four Complex on I Street.

Improvements to existing facilities include renovations to the second floor of the B.F. Hastings Building to interpret the first Supreme Court chambers location; interpretation of the Pony Express route through Old Sacramento and visitor enhancements to Pony Express plaza, including seating areas, picnic tables, and drinking fountains; development of a period-style concession space such as a coffee shop on the first floor of the Dingley Spice Mill; and repurposing uses in the Big Four Building as exhibit space to interpret the Gold Rush story and significance of the Big Four Building. In addition to improvements to existing facilities, the General Plan envisions the re-creation of the 1849 Scene as a reconstructed commercial-era block, to be known as the Gold Rush and Commerce block, with three levels: a Gold Rush history and archaeology underground level with guided and self-guided archaeological tours of the city's original street elevation; commercial reconstructions at current street level; and commercial, office, and hotel functions on the floors above. The Capital District State Museums and Historic Parks offices are proposed to be relocated to this site.

Visitors to this area will have the opportunity to experience the commercial history and associated architecture and activities of early Sacramento and the region through museums, exhibit spaces, historical vignettes, artifacts, archaeological displays, environmental study programs, guided and self-guided tours, living history events, and appropriate period-style concessions. OSSHP will also continue to celebrate historic methods of transportation in use in Sacramento in the 19th century through the operation of a period-style horse car loop through the streets of Old Sacramento, recreating the experience of this early form of public transit that preceded the invention of the street and cable car.

LAND USE AREAS FOR CSRM

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 important link between the Pacific Coast and the Atlantic Coast. This area includes artifacts, interpretive collections, and railroad equipment and facilities, including the CPRR Freight Depot and Passenger Station, the RHM and turntable, and the proposed RTM (Boiler Shop, Erecting Shop, turntable, transfer table, and firing line) on the Railyards property.

Improvements to the Railroad History and Technology area include improvements to the RHM, with addition of a school/tour group entrance to the east side of the museum and a catering kitchen to the north side of the museum; relocation of the excursion train boarding area to the Passenger Station to include an expanded boarding area, restaurant concession, and restroom improvements; restoration of the Freight Depot to its historic, open 1873 appearance, with opportunities for interpretive exhibits on the agricultural freight and natural setting and history of the Sacramento-San Joaquin River Delta; and the development of a new RTM at the historic Railyards site to expand the exhibit space and railroad themes of the CSRM.

The Railroad History Complex will continue to provide opportunities to explore, experience, and understand Sacramento's railroad history, particularly as related to the events and development of the nation's first transcontinental railroad and the development of railroads in the west. The Railroad Technology Complex will add a focus on science and engineering themes and include interactive exhibits that explore locomotive technology and demonstrate the process for restoring historic locomotives. Visitors will gain an understanding and appreciation of rail transportation technology through railroad equipment, outdoor displays of trains, access to restored trains and railroad facilities, living history events, and museum displays showcasing the history and evolution of railroad and rail-related transportation technology.

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.

While current excursion train operations travel from Old Sacramento to Baths along the Sacramento River, excursion train service is proposed to be expanded to include two route segments. Train Line #1 would utilize the existing route, beginning in Old Sacramento (with passenger boarding and ticket offices moved to the Passenger Station) and shall be extended to the Sacramento Zoo, with proposed stops at the Crocker Art Museum, Miller Park, and Baths (the current turnaround location). Train Line #2 would run between a new station (exact location to be determined), originating in the Pocket/Meadowview neighborhood, to the town of Hood. While most of the right-of-way to accommodate the excursion train expansion is already owned by State Parks, acquisition or easements in the right-of-way area, owned by the

Sacramento Regional Transit District (RT), will be necessary for the operations, movement of equipment, and maintenance of the excursion train system. These negotiations are in progress between State Parks and RT.

GOALS AND GUIDELINES

Goals and guidelines for OSSHP and CSRM are proposed to be implemented over the next 20 years and are organized by goals and guidelines applicable to both parks and goals and guidelines specific to OSSHP or CSRM. Goals and guidelines address existing issues, needs, and opportunities for improvement, protection, or change, and provide guidance for management of both parks in achieving their long-term vision. Goals establish the purpose and define the desired future conditions while guidelines provide directions that State Parks will consider to achieve its goals. The main topic areas covered in the goals and guidelines include visitor experiences and facilities; natural resource management; cultural resource management; interpretation and education; park operations; and circulation, access, and parking.

ES.6 PLAN IMPLEMENTATION ISSUES

Major programs and projects that will be implemented during the lifespan of the General Plan will require additional planning. Future planning efforts may include updating the OSSHP *Interpretive Prospectus* and developing site-specific development plans for new facilities, to determine how those programs and facilities will relate to the existing surroundings. Future planning efforts will also include the preparation of project-specific environmental compliance documents for implementation of subsequent projects. These documents will tier off and be consistent with the Program EIR. Securing any permits required for future implementation projects will be part of subsequent planning actions.

Furthermore, the General Plan may need to be amended if new developments or major commitments of resources are proposed for areas not covered in the plan, or if circumstances change, making facts and findings in the plan no longer accurate or appropriate.

ES.7 SUMMARY OF THE ENVIRONMENTAL ANALYSIS

The General Plan and EIR provides an evaluation of the potential for significant adverse environmental impacts on aesthetic resources, air quality, biological resources, cultural resources, geology, soils, hazards, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation, and utility and service systems. The criteria used to determine the significance of impacts in the resource discussions were derived from the State CEQA Guidelines. For those resource topics where sufficient information was available to analyze potential impacts at the project level, future compliance may consist of the implementation of specific goals and guidelines, mitigation measures, or permitting requirements, as indicated in this General Plan/EIR.

Significant environmental impacts were identified for the following topic areas:

NOISE

1. Short-Term Noise Levels Related to Project Construction
2. Long-Term Noise Levels Related to Rail Operations
3. Adjacent Land Uses
4. Short-Term Sources of Vibration

However, mitigation measures are available that would reduce impacts related to short-term noise related to construction, some long term noise related to operations, and short term impacts from vibrations to less than significant. However, even with implementation of these mitigation measures, noise impacts related to train passing by to adjacent land uses would remain significant and unavoidable. No other significant and unavoidable impacts would result from adopting and implementing this General Plan.

In addition to mitigation measures included in the EIR to offset significant noise impacts, the goals and guidelines in the General Plan require specific actions to be implemented that would preserve, protect, and restore resources, or minimize adverse effects on the environment. With the implementation of these recommended actions, the proposed project's contribution to cumulative impacts would be less-than-significant and cumulative impacts associated with implementing the project would be less than significant.

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CHAPTER

1



INTRODUCTION

CHAPTER 1: INTRODUCTION

Old Sacramento State Historic Park (OSSHP) is located within the Old Sacramento Historic District (Old Sacramento), a National and California historic landmark district that preserves the city's original 1850s business district, with over 50 historic buildings, dating from the 1850s to the 1880s. The OSSHP planning area encompasses a historic half block area along Front Street, between I and J Streets, containing open space and recreated Gold Rush-era buildings; historic buildings including the B.F. Hasting Building and Dingley Steam Coffee and Spice Mill (Dingley Spice Mill); the reconstructed Big Four Building; riverfront property between the I Street Bridge and J Street; and facilities operated by the California State Railroad Museum (CSRM): the Railroad History Museum (RHM), the Central Pacific Railroad (CPRR) Freight Depot, CRR Passenger Station, the future Railroad Technology Complex, with the Railroad Technology Museum (RTM) on the former Southern Pacific Railroad yards (Railyards) site, and approximately 12 miles of over 16 miles of railroad right-of-way area on the Sacramento Southern Railroad (SSRR) Walnut Grove branch line from Old Sacramento to Hood.

While the facilities of the CSRM are currently operated and identified as points of interest within OSSHP, this General Plan and Environmental Impact Report (EIR) proposes to separately classify the CSRM as a state historic park. The classification of OSSHP and the CSRM as separate state historic park units allows each park to develop individually, while working collaboratively to expand the types of visitor experiences offered in Old Sacramento. At the CSRM, visitors experience the innovation of the railroad through the lens of science, technology, and social science. At OSSHP, visitors experience the origins and history of the city, with a focus on Gold Rush and commerce and its effects on the development of California.

1.1 LOCATION AND REGIONAL CONTEXT

OSSHP and CSRM are located in the City and County of Sacramento, on the north side of Old Sacramento, a historic area on the east bank of the Sacramento River, bound by Interstate 5 (I-5) on the east, the I Street Bridge on the north, and Capitol Mall/Tower Bridge on the south. Facilities of the CSRM also include properties and historic central shops on the Railyards property, northeast of Old Sacramento; and the Sacramento Southern railroad right-of-way area that travels south from Old Sacramento along the river, over I-5 on Sutterville Road, continues south into the County towards Freeport, and terminates at Hood (Exhibit 1-1). Old Sacramento is also immediately adjacent to the Amtrak station and Westfield Downtown Plaza Mall.

Access into Old Sacramento is provided from I-5, off the J Street exit. Primary entrance into Old Sacramento occurs at the intersection of 3rd and I Streets. Other access points into Old Sacramento are at Front Street and Capitol Mall, including garage access to the Tower Bridge parking structure and at Neasham Circle, via O Street, from south Downtown. Transit access to OSSHP is available from adjacent transit lines, including the Amtrak passenger rail service and Regional Transit light rail and bus service. The Jedediah Smith Memorial Trail (commonly known as the Sacramento-American River Bike Trail) terminates at OSSHP and provides recreational and commuter bike access on the Sacramento River, to Downtown Sacramento.

Old Sacramento and the Central Shops are located in the growing Downtown Central Business District, which includes existing urban development and newly emerging neighborhood areas along the river. New planned developments along the riverfront, adjacent to Old Sacramento and the Railyards include the River District to the north; the Docks area project to the south; the Sacramento Intermodal Station facility to the east; and the California Indian Heritage Center (CIHC) State Park and Bridge District on the west side of the river, in the City of West Sacramento. These projects will revitalize unattractive industrial or neighborhood areas that have developed over time on the river into new mixed-use, development areas and attractions. The Cities of Sacramento and West Sacramento have also collaborated on a master plan for improving the riverfront on both sides of the Sacramento River.

The planning area for OSSHP lies primarily between the I Street Bridge on the north; J Street on the south; Front Street on the west; and Commonwealth Alley and 2nd Street on the east (Exhibits 1-1 and 1-2). OSSHP includes the following facilities and points of interest:

- the Big Four Complex—the reconstructed Big Four Building and historic Dingley Spice Mill—located on the north side of I Street;
- the 1849 Scene, the half-block grass area on Front Street is occupied by several recreated Gold Rush-era buildings including the Tehama Building, Eagle Theatre, and Connecticut Mining & Trading (CM&T) Company building;
- Pony Express plaza and the historic B. F. Hastings Building, on the northeast and southwest corner of 2nd and J Streets, respectively; and
- a riverfront area between the I Street Bridge and J Street, including Riverfront Park, an embarcadero area, sunken ships, a flood wall, and the Sacramento River Bike Trail.

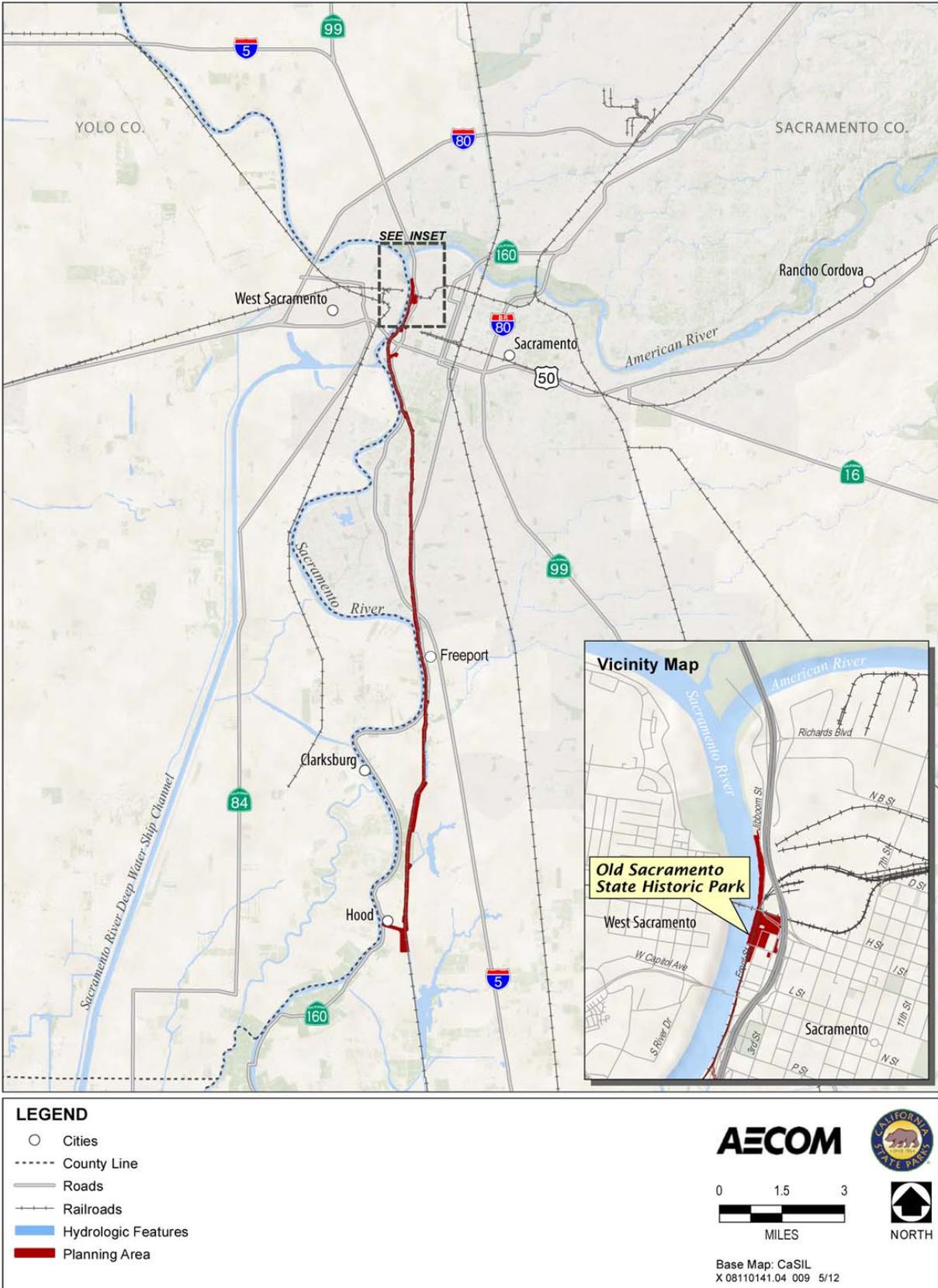
California State Parks (State Parks) also owns a strip of land along the Sacramento River, north of the I Street Bridge. This area is slated for transfer to the City of Sacramento (City) in exchange for title to lands underneath the future RTM, as part of future land swap negotiations, in connection with the Railyards development. Thus, the riverfront area, north of the I Street Bridge, is not part of the future planning area for OSSHP.

The existing facilities of the CSRM, most well known for the RHM, includes the:

- RHM, on I Street;
- reconstructed CPRR Freight Depot and Passenger Station, on the west side of Front Street; and
- Sacramento Southern Railroad (SSRR) right-of-way on the historic Walnut Grove branch line, currently offering round trip excursion train service from Old Sacramento to Baths.

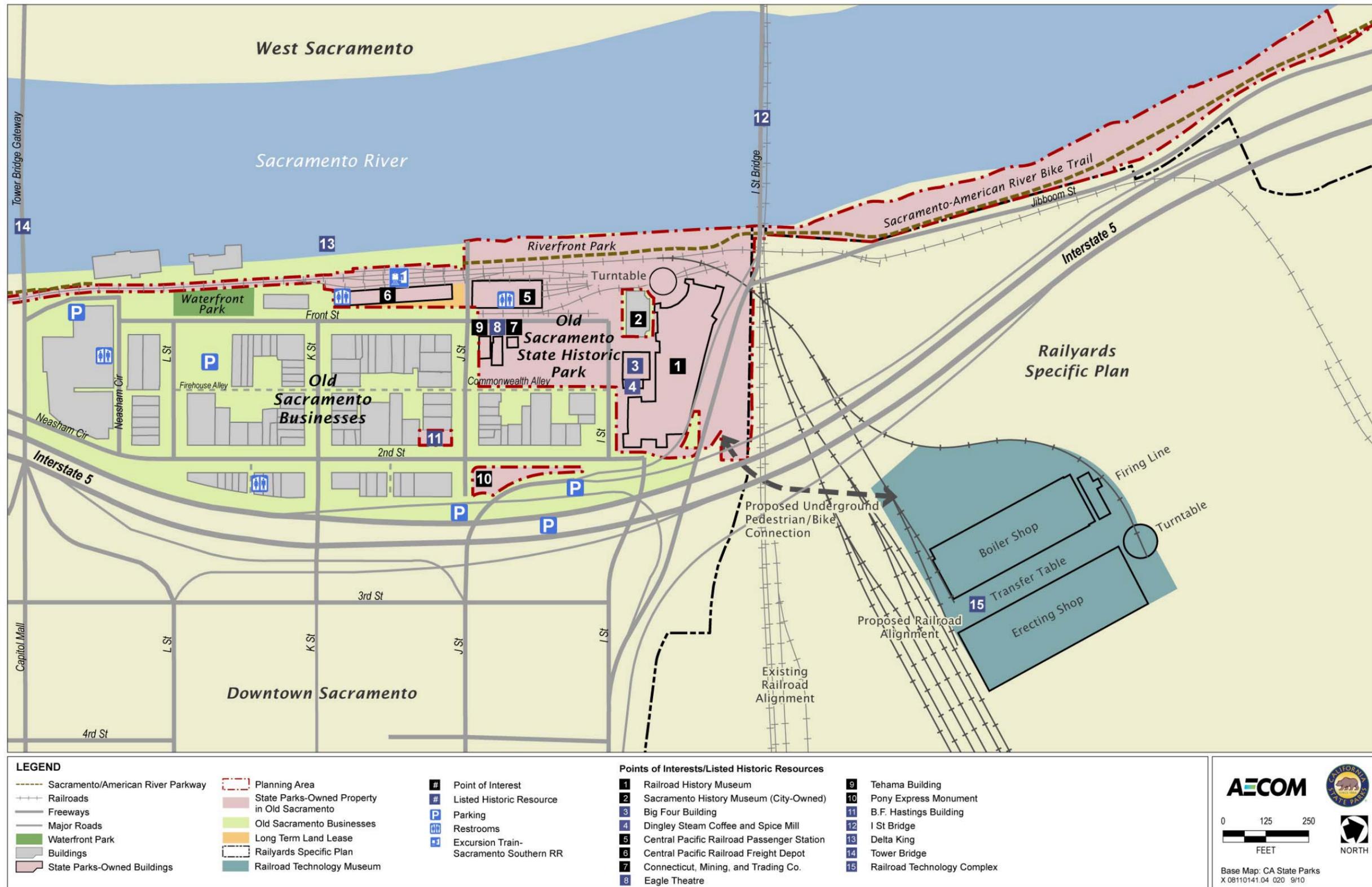
Planning for the CSRM will consider development of more than 16 miles of railroad right-of-way on the heritage SSRR, south along the east bank of the Sacramento River to Hood in the Sacramento-San Joaquin River Delta (Delta) and development of a Railroad Technology Complex, to include a RTM, housed in two historic central shop buildings at the Railyards.

Exhibit 1-1: Old Sacramento State Historic Park Planning Area



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Exhibit 1-2: Planning Context in Old Sacramento and the Sacramento Railyards



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1.2 SITE CHARACTERISTICS

OSSHP and the CSRSM, in connection with more than 50 historic buildings in Old Sacramento, form a unique urban park and attraction in Downtown Sacramento that captures the architecture, landscape, and spirit of the city's pioneering era, from the late 1840s to 1870s. This historic environment is the setting to learn about Gold Rush history and the influence of commerce, communication, railroad, and transportation technology on the city's development. In OSSHP, the B.F. Hastings Building, Tehama Building, Eagle Theatre, and CM&T Co. Building provide opportunities to interpret Gold Rush commercial structures, dating 1849–1852. Other noteworthy buildings, currently within OSSHP, include the Big Four Building, and Dingley Spice Mill, and structures operated by the CSRSM and associated with the development of railroads in the latter 19th century, including the reconstructed CPRR Freight Depot and Passenger Station.



B. F. Hastings Building



Tehama Building



Big Four Complex - Big Four Building and Dingley Spice Mill



Connecticut Mining, and Trading Co. Building and Eagle Theatre

The natural banks of the Sacramento River have been substantially modified by development since the city was originally founded as Sutter's embarcadero. Today, Old Sacramento's riverfront is characterized by a historic floodwall; a paved recreational bike trail, on grade with current development, then, sloping down 45 degree to Riverfront Park to the historic grade of the city; and the scattered concrete debris and brush at Riverfront Park that are possibly the remains of the historic embarcadero area.

State Parks also owns and manages most of the more than 16 miles of railroad right-of-way through the planning area, with the remaining portions of the railroad right-of-way owned by Regional Transit. This railroad right-of-way is located on top of the Sacramento River levee, on an earthen embankment level with urban development through the city; continues through developed Sacramento County neighborhoods to Freeport; and through open space, farmland, and valley oak riparian woodland within the Stones Lakes National Wildlife Refuge, before terminating in Hood. This scenic stretch along the river offers opportunities for scenic excursion train rides that provide interpretation of the natural and rural environment of the Sacramento River Delta.



*View of the Sacramento River along the
Excursion Train line*

1.3 PURPOSE OF SITE ACQUISITION

OSSHP came into existence in concert with redevelopment of Old Sacramento and the designation of Old Sacramento as a National Historic Landmark district in 1965. Land for OSSHP was originally acquired with funds from the 1964 State Park Bond Act to serve as a major example of the Gold Rush period and expand visitor knowledge of the period's significance to California's heritage. Classified as a State Historic Park, with a project area of approximately 9 acres, generally bound by the Sacramento River, the I Street Bridge, 2nd Street, and J Street and including the B. F. Hastings building at 2nd and J Streets, OSSHP was envisioned to be a contiguous part of the greater Old Sacramento Historic District, contributing to the activities and uses in the area. The general development philosophy at that time, as described by the *General Development Plan* (State Parks Planning and Development Division 1970), was to recreate the physical appearance of the structures, streets, and open space present during the city's Gold Rush heyday. The operational plan was to recreate the activity and tempo of the time—how people lived, worked, hauled their goods, and traveled—and intended to maximize the educational, cultural, and historical values of the area.

In 1966 the California State Parks Commission, in cooperation with the City and County of Sacramento, erected the commemorative plaque on the wall, next to the Pony Express Statue on 2nd Street. The plaque summarizes the origins of Sacramento and its historic significance, with the following inscription:

Founded in December 1848 by John A. Sutter, Jr., Sacramento was an outgrowth of Sutter's Fort established by his father Captain John A. Sutter in 1839. State Capital since 1854, it was a major distribution point during the Gold Rush, a commercial and agricultural center, and terminus for wagon train, stagecoach, riverboat, telegraph, Pony Express, and the first transcontinental railroad (California Registered Historic Landmark No. 812).

1.4 SENSE OF PLACE

OSSHP including the CSRSM and Old Sacramento have been and will continue to be a rich historic and cultural resource, providing visitors opportunities to interpret the events and resources that have contributed to the development of the City, the state, and the nation. Visible physical remains of the city's past can still be found throughout this historic area.

Old Sacramento played a key role, symbolically and physically, as the gateway to California's Gold Country. Sacramento was the arrival and meeting point for people streaming here from all over the world in search of gold and grew as a thriving commercial outpost, providing living quarters and entertainment for miners and outfitting them with needed food, drink, and supplies. The collection of historic commercial buildings and raised walkways, preserved in Old Sacramento, recall the architecture, lifestyle, and events of the city's early years. Archaeology, buried below the grass mound in the 1849 Scene, offer the opportunity to again excavate, uncover, study, and experience Old Sacramento's preserved layers of history.

Once a key river port for steamboats transporting freight from San Francisco to the mining camps in the Sierra Nevada foothills, the riverfront embarcadero and docks preserved in Old Sacramento hold the opportunity to bring to life the story of Old Sacramento as the "jumping-off" point for miners and prospectors who would fan out into the Gold Country, an area that extends from the Sacramento Valley to the western slopes of the Sierra Nevada. Furthermore, the history of agricultural expansion in the Sacramento Valley in the mid-1850s is connected to the Gold Rush event and decreasing opportunities in the mines. By 1860, Sacramento County led the state in the production of a variety of fruits, olives, almonds, and walnuts. The agricultural heritage and legacy of the Sacramento Valley and greater Central Valley remains strong today, as a leading exporter of a variety of food products around the United States and one of the most productive and profitable agricultural regions in the world.

Old Sacramento was the epicenter of major advancements in national communication and transportation technology, serving as the western terminus for the Central Overland Mail and Stage Line, the Pony Express, the first transcontinental telegraph, and the first transcontinental railroad. The first tracks of the transcontinental railroad, linking the east coast to the west coast, were laid in Old Sacramento. The CSRSM continues to offer park visitors a chance to learn about the history and technology of the railroad and its significance to California, and to experience historic excursion train rides, powered by vintage locomotives.

1.5 PURPOSE OF THE GENERAL PLAN

General plans are typically broad-based policy documents that provide long-term management guidelines for physical development. This General Plan pertains to OSSHP and the development of CSRSM as a separate State Historic Park unit. It defines a framework for implementing State Parks' diverse missions of resource stewardship, interpretation, and visitor use and services. By legal mandate, every State Park in California must develop a general plan before approving major developments. The General Plan defines the purpose, vision, and long-term goals and

guidelines for the management of OSSHP and the CSRМ. It provides guidelines for future land uses, including recommendations for land swaps or acquisitions and for facilities and programs planned in the future. This General Plan provides a comprehensive framework to guide the future growth of OSSHP and the CSRМ, and their ongoing and future management needs and uses. Because the General Plan will be in effect for the next 20 years or more, it must remain consistent in the vision for the future of OSSHP and the CSRМ, general in its scope, and flexible in its proposed approaches to solving future management problems and accommodating changes to the surrounding physical and economic environment.

1.5.1 COMBINED GENERAL PLAN/EIR TIERED CEQA ANALYSIS

The California Environmental Quality Act (CEQA) of 1970 requires state agencies to analyze and disclose the potential environmental effects, both direct and indirect, of a proposed discretionary action. An environmental impact report (EIR), as prepared by state and local governments, is usually a stand-alone document intended to meet the requirements of CEQA.

However, CEQA also encourages options to avoid needless redundancy and duplication. Among these options are to combine general plans and EIRs (California Environmental Quality Act Guidelines [State CEQA Guidelines], Section 15166) and to use tiering, a process in which a lead agency prepares a series of EIRs or negative declarations, progressing from general concerns to more site-specific evaluations with the preparation of each new document (State CEQA Guidelines, Section 15152). When the lead agency combines a general plan and an EIR, all CEQA requirements must be covered and the document must identify where the requirements are met. Please refer to the table of contents of this General Plan for the location of required elements of the EIR within this document.

This General Plan also serves as a first-tier EIR, as defined in Section 15166 of the State CEQA Guidelines. The analysis of environmental effects of implementing the OSSHP and CSRМ General Plan are found in Chapter 5, “Environmental Analysis,” and will serve as a reference for future environmental documents that could provide more detailed information and analysis for site-specific developments and projects. However, the proposed developments within OSSHP and the CSRМ and their locations, within the planning area, are well known at this time, and existing resources have largely been inventoried and have been taken into consideration in the development of this General Plan and EIR, therefore, the EIR analyzes the General Plan at the project level wherever possible. For improvements envisioned for the railroad right-of-way, specific details are less known at this time and thus, the analysis is conducted at a more general, program level.

Future actions that may result from adoption and implementation of this General Plan were anticipated and potential impacts resulting from these actions were analyzed whenever possible. Impact minimization measures were incorporated into this General Plan as goals and guidelines, wherever possible, to help ensure that planned actions described in the General Plan, including those to be implemented in the future, will not result in significant environmental impacts.

Therefore, the CEQA analysis detailed in the EIR that accompanies this General Plan is intended to be adequate for many future actions implemented as part of site development in a manner consistent with the goals and guidelines in the General Plan. Additional CEQA analysis documentation may be required for some actions described in the General Plan, once the project details are known. For other actions, implementation of all goals, guidelines, and specific mitigation measures identified in this document may be sufficient to ensure that these actions are in environmental compliance.

All projects that may be implemented in the future as a result of adoption of this General Plan must be subjected to CEQA review (State CEQA Guidelines, Section 15168) in light of the information in the EIR prepared for this General Plan, to determine whether additional CEQA documentation is necessary. The type of additional CEQA documentation required would be determined based on Sections 15162–15164 of the State CEQA Guidelines. When future projects requiring additional environmental review are implemented, State Parks may refer to the EIR prepared for this General Plan as a starting point for a “tiered CEQA analysis” (State CEQA Guidelines, Section 15168).

1.5.2 PURPOSE OF THE EIR

The purpose of the EIR is to analyze and disclose the preferred alternative’s effects on the environment (State CEQA Guidelines, Section 15168). It discloses any significant and potentially significant effects that could result from implementation of the General Plan. The EIR informs decision makers and the public about the environmental consequences of the adoption of the General Plan, consistent with the requirements of CEQA and the State CEQA Guidelines.

1.6 ORGANIZATION OF THE GENERAL PLAN

This General Plan contains the following chapters:

- Executive Summary
- Chapter 1, “Introduction”
- Chapter 2, “Existing Conditions”
- Chapter 3, “Issues and Analysis”
- Chapter 4, “The Plan”
- Chapter 5, “Environmental Analysis”
- Chapter 6, “References”
- Chapter 7, “Report Contributors”

1.6.1 EXECUTIVE SUMMARY

The Executive Summary is a brief discussion of the General Plan’s most important points. It provides the reader with a clear picture of the key issues addressed in the General Plan. The

Executive Summary is a stand-alone document that provides all of the essential General Plan and EIR information.

1.6.2 INTRODUCTION

Chapter 1, “Introduction,” provides an overview of OSSHP and the CSRSM, including locations, local and regional context, purpose of acquisition, and sense of place. It explains the purpose and organization of the General Plan, required subsequent planning, and the planning hierarchy used by State Parks, and it describes the interagency and stakeholder involvement that took place during preparation of this General Plan.

1.6.3 EXISTING CONDITIONS

Chapter 2, “Existing Conditions,” describes the current physical conditions of OSSHP and CSRSM property, the future RTM Complex, and the more than 16-mile-long SSRR line and right-of-way area. This chapter includes information on land use; important physical, biological, cultural, aesthetic, and recreational values; and Old Sacramento’s existing relationship to the surrounding communities. Chapter 2 establishes the baseline against which changes proposed in the General Plan will be evaluated. The existing conditions section also lists system-wide and regional planning influences affecting OSSHP and the CSRSM.

1.6.4 ISSUES AND ANALYSIS

Chapter 3, “Issues and Analysis,” documents the planning assumptions underlying the General Plan and identifies key issues addressed during the planning process. Sources of information for the issues and analysis section include the project agreement, early input from stakeholders and focus groups, issues identified by the various stakeholder groups, issues identified during scoping, and resource-specific issues unique to the site.

1.6.5 THE PLAN

Chapter 4, “The Plan,” presents the purpose, vision, and guidance for OSSHP and the CSRSM. It states the basic philosophy or management intent for the park and establishes management zones, goals, and guidelines for the overall park and for specific zones, as applicable.

1.6.6 ENVIRONMENTAL ANALYSIS

Chapter 5, “Environmental Analysis,” contains the program EIR for the General Plan. This chapter includes an analysis of the environmental impacts that would result from implementation of the General Plan. Chapter 5 includes the following sections:

- Section 5.1, “Introduction”
- Section 5.2, “EIR Summary”
- Section 5.3, “Project Description”

- Section 5.4, “Environmental Setting”
- Section 5.5, “Environmental Effects Eliminated from Further Analysis”
- Section 5.6, “Environmental Impacts and Mitigation”
- Section 5.7, “Other CEQA Considerations”
- Section 5.8, “Alternatives to the Proposed Plan”

1.6.7 REFERENCES

This section lists all written sources, organizations, and persons consulted in the preparation of the General Plan.

1.6.8 REPORT CONTRIBUTORS

This section lists all contributors to the preparation of the General Plan.

1.6.9 APPENDICES

In addition to the sections described above, the General Plan contains the following technical appendices:

- Appendix A: Traffic Analysis
- Appendix B: Proposed Bikeway Alternative Concepts
- Appendix C: Public Workshops Summary and Initial Site Concepts
- Appendix D: Supplemental Cultural and Historical Resources Information
- Appendix E: 2010 Visitor Survey for the California State Railroad Museum
- Appendix F: Train Emission Calculations
- Appendix G: Noise Prediction Model

1.7 SUBSEQUENT PLANNING

Major programs and projects that will be implemented as a result of the General Plan may require additional planning and environmental review. Possible subsequent planning actions include the preparation of management plans or specific project plans for new facilities.

Future planning efforts may also include preparing project-specific environmental compliance documents for implementation of management plans and subsequent development projects, as well as securing any permits required for future implementation projects. Environmental compliance documents would need to tier off and be consistent with the General Plan’s EIR. More information regarding this process is presented in Chapter 4.

Finally, the General Plan may need to be amended if new developments or major commitments of resources were to be proposed for areas not covered in this plan, or if circumstances were to change, thus making facts and findings in this plan no longer accurate.

1.8 PLANNING PROCESS

1.8.1 PLANNING HIERARCHY

The planning hierarchy identifies the key elements of the State Park planning process that will guide the future direction of OSSHP and the CSRМ. Those key elements—the State Parks mission, park classification, statement of purpose, vision statement, management goals and guidelines, management zones, and area-specific goals and guidelines—are briefly described below.

MISSION OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

State Parks' mission sets the fundamental parameters within which State Parks acquires, plans, and manages its units. State Parks' mission is as follows:

Provide for the health, inspiration, and education of the people of California by helping to preserve the State's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high quality outdoor recreation.

CLASSIFICATION

OSSHP is further guided by its park unit classification as a State Historic Park and will remain in this classification. This General Plan and Environmental Impact Report (EIR) also proposes and plans for the separate classification of the California State Railroad Museum State Historic Park.

STATEMENT OF PURPOSE

The statement of purpose is the unique broad statement of direction that is specific for OSSHP and the CSRМ. The statement of purpose is provided in Chapter 4.

PARK VISION

The vision statement portrays the desired future outcome of the General Plan. It expresses what OSSHP and the CSRМ should be in the future, what it will look like, and the kinds of experiences that should be available to the visitor. The park vision is provided in Chapter 4.

MANAGEMENT GOALS AND GUIDELINES

Organized by topics, goals and guidelines relate to the scope of the entire park. Goals and guidelines are developed in response to evaluation of the existing conditions to address existing issues and foreseeable trends, and to provide ongoing guidance for actions that will be taken over time to realize the vision for OSSHP and the CSRМ.

1.8.2 INTERAGENCY AND STAKEHOLDER INVOLVEMENT

Planning for OSSHP and CSRM has required close coordination with a variety of agencies and stakeholders, as well as guidance from the steering committee and advisory committee. Some of the key stakeholder groups and participants involved during the development stages of this General Plan and EIR are identified below.

STEERING COMMITTEE

The Steering Committee is composed of the project management team from State Parks and consists of Capital District staff, State Parks Planning Division staff, and the planning consultant, AECOM. Steering Committee meetings are working sessions held on a monthly basis, or as needed, to guide the planning process, address project issues, and monitor the progress of the work effort.

ADVISORY COMMITTEE

The Advisory Committee consists of the major project stakeholders, including the City, property and business owner representatives, operating project partners, and technical experts in both railroad history and technology and Old Sacramento/Gold Rush history. The Advisory Committee advises the Steering Committee on key planning issues that arise on the project. Numerous meetings were held with the Advisory Committee to solicit input on various phases of the General Plan development, including planning for public workshops, alternatives development, refinement of the preferred alternative, and the General Plan and EIR development.

PLANNING POLICY AND PROGRAMMING COMMITTEE

The draft General Plan alternatives and General Plan document and EIR were presented to the Planning Policy and Programming Committee for input and recommendations before presentation of these materials to the public.

STAKEHOLDER MEETINGS

A key step in initiating the public outreach process consists of “focus group” interviews to solicit input and ideas from project stakeholder groups and project partners. Over the course of 3 days, several groups of various stakeholders, were interviewed and provided input on the future vision for the park and issues to be addressed in the planning process. The following project stakeholders were consulted during focus group interviews or provided comments at public workshops:

- City of Sacramento, various departments and commissions including:
 - Transportation
 - Community Development/Planning
 - Conventions, Cultural, and Leisure
 - Planning Commission

- Preservation Commission
- Sacramento Trust for Historic Preservation
- Historic Old Sacramento Foundation
- California State Railroad Museum Foundation
- Old Sacramento Business Association
- Old Sacramento property owners and business owners
- Sacramento Association of Museums members
- Downtown Sacramento Partnership
- Sacramento Convention and Visitors Bureau
- Sacramento Zoo
- Land Park Community Association
- Sacramento Area Bicycle Advocates

Meetings with other stakeholders to address project concerns and issues were also conducted. A more comprehensive list of the stakeholder meetings, held during the planning process, is provided in Table 1-1, in Section 1.8.3 that follows.

PRESENTATIONS TO AND MEETINGS WITH THE CITY OF SACRAMENTO

Several meetings were conducted with the City, including to the Planning and Preservation Commissions, to provide information on the project, seek input on project alternatives, and address issues and opportunities to coordinate with local city planning and development issues. For a comprehensive list of outreach meetings held during the planning process, see Table 1-1, in Section 1.8.3.

AGENCY MEETINGS

An initial agency coordination meeting was held to provide interested or relevant agencies with an overview of General Plan alternatives and to receive input on potential environmental issues or concerns. The regulatory agencies that were consulted during the planning process or submitted input is listed below:

- California Department of Water Resources
- City of Sacramento, various departments
- City of West Sacramento Flood Control and Levee Program
- U.S. Army Corps of Engineers
- Sacramento Area Flood Control Agency
- Central Valley Flood Protection Board

- Reclamation District 744
- National Marine Fisheries Service
- Stone Lakes National Wildlife Refuge/U.S. Fish and Wildlife Service
- Sacramento Metropolitan Air Quality Management District
- Central Valley Regional Water Quality Control Board

1.8.3 PUBLIC INVOLVEMENT

Public involvement for the General Plan and EIR included:

- meetings with business and property owners, affected neighbors, and other interested stakeholders;
- design charrettes involving various groups to develop project alternatives;
- public workshops held at key points through the project's planning process; and
- updates on the project Web site.

A public outreach list, consisting of a mailing list and e-mail list, was compiled for the planning process. Materials provided to all interested parties on the mailing list included postcard notifications sent to nearly 1,000 people, including adjacent landowners within a 100-foot radius of the planning area, before each public workshop. In addition, newspaper notifications, e-mails, public flyers, notification on the State Parks planning website, and event notifications using social networking sites (i.e., Facebook and Twitter) were used by the planning team to publicize public workshops, meetings, and events for the General Plan process. Information on the General Plan and EIR planning process, the notice of preparation and notice of completion for the EIR, and materials from the public workshops are posted on the General Plan website: <http://www.parks.ca.gov/osshpugenplan>. In addition, a summary of the three public workshops and site concepts developed to assist with arriving at the Preferred Concept Plan in Chapter 4 is presented in Appendix C, "Public Workshops Summary and Initial Site Concepts."

Table 1-1 outlines the public meetings and outreach activities conducted during the OSSHP planning process. The list does not include monthly steering committee meetings, quarterly advisory committee meetings, and other project coordination meetings held throughout the planning process.

Table 1-1: Public Outreach Meetings/Activities

Date	Meeting Type	Purpose
September 14, 15, and 21, 2010	Stakeholder Focus Group Interviews	Seek stakeholder input on the vision, goals, and priorities for OSSHP.
September 22, 2010	CEQA Notice of Preparation	Seek lead agency status; inform involved agencies and the State Clearinghouse about project.
September 29, 2010	Design Charrette #1	Discuss the concepts and features for the development of three different initial alternatives.
October 6, 2010	Public Workshop #1	Introduce the project and the public outreach process; gather public input on the goals, priorities, and vision for the General Plan; and confirm the issues to be addressed in the General Plan EIR.
October 28, 2010	Stakeholder Meeting with the Sacramento Area Bicycle Advocates	Gather input from bike advocates on improving bike facilities and access to and through Old Sacramento.
November 6, 2010	Demonstration ride to the Sacramento Zoo	Experience the excursion train ride from Old Sacramento to the Sacramento Zoo and seek public input on this future opportunity.
November 19, 2010	Design Charrette #2	Review, discuss, and modify the initial draft alternatives.
January 6, 2011	PPPC presentation	Review materials for Public Workshop #2 and seek PPPC input on initial site alternatives.
January 19, 2011	Public Workshop #2	Present the initial site alternatives for the General Plan; gather public input and preferences on the alternatives.
January 26, 2011	Meeting with the City on General Plan progress	Review the General Plan progress with the City; gather City input on the initial alternatives; and discuss opportunities for project coordination with the City.
February 2, 2011	Design Charrette #4	Seek Advisory Committee input on the development of the preferred alternative.
February 14, 2011	Stakeholder Meeting with Old Sacramento Business Association Board of Directors	Provide an update on the General Plan progress; seek input on General Plan alternatives and issues.
February 16, 2011	Stakeholder Meeting with Downtown Sacramento Partnership Board of Directors	Provide an update regarding the General Plan progress; seek input on General Plan alternatives and issues.
March 16, 2011	Stakeholder Meeting with Land Park Homeowners Association	Provide an update on the General Plan progress; seek input on General Plan issues and alternatives.
March 22, 2011	Regulatory Agency Scoping Meeting	Provide an update on the General Plan progress; seek input on General Plan issues and alternatives.

Table 1-1: Public Outreach Meetings/Activities

Date	Meeting Type	Purpose
March 28, 2011	Agency Meeting with U.S. Army Corps of Engineers	Provide an update on the General Plan progress; seek input on General Plan issues and alternatives.
March 29, 2011	Meeting with the City on Transportation Coordination Issues	Discuss transportation issues related to the General Plan and opportunities for coordination of transportation systems.
April 6, 2011	PPPC presentation	Review materials for Public Workshop #3 and seek PPPC input on preferred site alternative.
April 20, 2011	Public Workshop #3	Present the preferred alternative for public input and reaction; consider input on how the preferred alternative can be improved.
May 26, 2011	Stakeholder Meeting with USFWS, Stone Lakes NWR	Provide an update on the General Plan to the USFWS staff of Stone Lakes NWR and address any concerns.
June 21, 2011	I-5 Riverfront Reconnection Meeting with City Transportation Department	Discuss concerns regarding traffic impact on proposed I-5 riverfront reconnection as it is proposed.
June 22, 2011	City Planning Commission Update	Provide an update on the General Plan progress; seek input on the draft preferred alternative and potential city coordination issues and opportunities.
July 6, 2011	City Preservation Commission	Present the preferred alternative and update on the General Plan process for commission input.
October 20, 2011	Sacramento Metropolitan Air Quality Management District	Confirm methods and discuss preliminary analysis of air quality and greenhouse gas analysis in EIR.
November 8, 2011	PPPC presentation	Review and seek PPPC input on preferred alternative and Preliminary General Plan.
May 30, 2012	CEQA Notice of Availability/Notice of Completion	Post the notice of availability for the Preliminary General Plan/Draft EIR and file the notice of completion with the State Clearinghouse.
November 2012	Director's Briefing	Review the proposals and issues of the Final General Plan/EIR with State Parks Executive Staff.
November 2012	Commission Hearing and Site Visit	Conduct a site visit and seek public and Commission input on the Final General Plan/EIR.
January 2013	–	Complete Final General Plan/EIR.

Notes:

CEQA = California Environmental Policy Act; City = City of Sacramento; Commission = California State Parks Commission; EIR = environmental impact report; General Plan = Old Sacramento State Historic Park and California State Railroad Museum General Plan; I-5 = Interstate 5; NWR = National Wildlife Refuge; OSSHP = Old Sacramento State Historic Park; PPPC = Planning Policy and Programming Committee; State Parks = California Department of Parks and Recreation; USFWS = U.S. Fish and Wildlife Service

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