Old Sacramento STATE HISTORIC PARK

General Plan Final Environmental Impact Report

State Clearinghouse No. 2010092068

December 2013

Old Sacramento State Historic Park
Draft General Plan/
Final Environmental Impact Report

Response to Comments

State Clearinghouse
#2010092068

California Department of Parks and Recreation
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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Sacramento
CSRM	California State Railroad Museum
CSRMF	California State Railroad Museum Foundation
CPRR	Central Pacific Railroad
CVFPB	Central Valley Flood Protection Board
DWR	California Department of Water Resources
EIR	Environmental Impact Report
FCSSR	Flood Control System Status Report
FEMA	Federal Emergency Management Agency
HOSF	Historic Old Sacramento Foundation
LOS	level-of-service
OSBA	Old Sacramento Business Association
OSSHP	Old Sacramento State Historic Park
PRC	Public Resources Code
RHM	Railroad History Museum
RTM	Railroad Technology Museum
SB	Senate Bill
SPFC	State Plan of Flood Control
SSIA	State Systemwide Investment Approach
State Parks	California Department of Parks and Recreation
ULDC	Urban Levee Design Criteria
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service

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CHAPTER

1

INTRODUCTION

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CHAPTER 1: INTRODUCTION

On May 30, 2012, California State Parks released to the general public and public agencies the Preliminary General Plan/Draft Environmental Impact Report (EIR) for the Old Sacramento State Historic Park (OSSHP) and California State Railroad Museum (CSRM). The General Plan will guide development and future management of OSSHP. It contains a comprehensive and integrated set of goals and guidelines for the development and long-term management of OSSHP, focused on the activities and facilities in the park, protection of historical and cultural resources, provision of visitor experiences and opportunities, administration and operations, and integration with the surrounding Downtown area.

The Draft EIR included with the Preliminary General Plan contains the environmental analysis of potentially significant effects resulting from implementation of the proposed General Plan. Together, the Draft EIR and this document, the Final EIR, including the response to comments, constitute the Environmental Impact Report for the OSSHP General Plan. In accordance with Public Resources Code (PRC) Section 21091 and California Environmental Quality Act (CEQA) Guidelines Section 15087, a 45-day public review period for the Preliminary General Plan/Draft EIR was provided. The public was advised of the availability of the Preliminary General Plan/Draft EIR through legal notices placed in local newspapers, and through emails, direct mailings, and notification on the State Park planning web site. A Notice of Availability was posted with the Sacramento County clerk/recorder, and a public notice was published in the Sacramento Bee. Copies of the Preliminary General Plan/Draft EIR were also made available for review at the following locations: California State Railroad Museum, California State Parks Northern Service Center, Sacramento Central Library, the Belle Cooledge Community Library in the Land Park neighborhood of Sacramento, and on the State Park Planning web site.

The public review period for the Preliminary General Plan/Draft EIR ended on July 16, 2012. During the public review period comments were received from several agencies and individuals. This document provides responses to the written comments received during the public review period. The focus of the response to comments is on the disposition of environmental issues that have been raised in the comments, as specified by CEQA Guidelines Section 15088(b). The response to comments also includes issues related to planning considerations of the General Plan.

This document is organized as follows:

- **Chapter 1** (Introduction) provides a brief overview of the public review process of the Preliminary General Plan/Draft EIR, and describes the organization of the Final EIR.
- **Chapter 2** (List of Commenters) provides a list of all written comments received on the OSSHP Preliminary General Plan/Draft EIR during the public review period.
- **Chapter 3** (Master Responses) provides written responses to topics on which multiple comments were received during the public review period on the Preliminary General Plan/Draft EIR; the goal of the master responses is to reduce repetitive responses.

- **Chapter 4** (Public Comments and Responses) provides a complete copy of, and responses to, all written comments on the Preliminary General Plan/Draft EIR received during the public review period.
- **Chapter 5** (Recommended Changes to the General Plan) provides a reproduction of portions of the Preliminary General Plan/Draft EIR with proposed revisions to text made in response to comments. These changes will be incorporated in the Draft General Plan/ EIR to be submitted to the State Parks and Planning Commission for approval.

CHAPTER

2

LIST OF COMMENTERS

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CHAPTER 2: LIST OF COMMENTERS

This chapter provides a list of all public comments received on the OSSHP Preliminary General Plan/Draft EIR during the public review period. Table 2-1 indicates the commenter/organization that submitted written comments and the date the comment(s) were received.

Table 2-1: List of Written Comments Received

Letter Number	Commenter	Agency/ Organization/ Individual Represented	Date Received
1	Raymond Schwartz	Friends of the Sacramento River Parkway	June 13, 2012
2	Genevieve Sparks, Environmental Scientist	Central Valley Regional Water Quality Control Board	June 21, 2012
3	Jordan Lang, Project Assistant	Sacramento Area Bicycle Advocates	June 28, 2012
4	Anne Garbeff, Assistant Chief Asset Management Branch	California Department of General Services	June 27, 2012
5	Noel Lerner, Chief Flood Maintenance Office	Department of Water Resources, Division of Flood Management	July 16, 2012
6	Bob Ceccato, Board Chairman	Historic Old Sacramento Foundation	July 11, 2012 and July 16, 2012
7	Cornelis Hakim	Individual, Land Park Resident	July 12, 2012
8	Barbara Bonnebrake, Max Fernandez, Jerry Way, Jim Combs, Department Directors	City of Sacramento	July 13, 2012
9	Eric Fredericks, Office Chief Office of Transportation Planning - South	California Department of Transportation	July 12, 2012
10	Joseph James Hurley, Air Quality Planner/Analyst	Sacramento Metropolitan Air Quality Management District	July 12, 2012
11	James Herota, Staff Environmental Scientist	Central Valley Flood Protection Board	July 9, 2012
12	William Withuhn	Individual	July 12, 2012
13	Philip Harvey, Architect	Project Advisory Committee Member; Sacramento Planning Commissioner	July 13, 2012
14	James Moon	Individual	July 13, 2012
15	David Larson	Individual	July 14, 2012
16	Chris McSwain, Business District Manager	Old Sacramento Business Association	July 13, 2012

Table 2-1: List of Written Comments Received			
Letter Number	**Commenter**	**Agency/ Organization/ Individual Represented**	**Date Received**
17	Diane Elliott and Bradley Brooks	Land Park Residents	July 15, 2012
18	William Burg, President	Sacramento Old City Association	July 16, 2012
19	Kathy Daigle, Executive Director	California State Railroad Museum Foundation	July 16, 2012
20	Mary Helmich, Retired Interpretive Programs Manager, California State Parks	Project Advisory Committee Member	July 15, 2012
21	Steve Belzer, Parks Committee Chair	Land Park Community Association	July 15, 2012
22	Robert Baxter	Individual	July 16, 2012
23	King Tunson, Plan Review-Fire Prevention	Sacramento Fire Department	July 17, 2012
24	Michael Machado, Executive Director	Delta Protection Commission	July 13, 2012
25	Anne Rudin, Founding Member	Friends of the Sacramento River Parkway	July 23, 2012
26	Ruth Cayabyab, Project Manager	Department of Toxic Substance Control	July 16, 2012
27	Lial Jones, Mort and Marcy Friedman Director	Crocker Art Museum	July 10, 2012
28	Tim Castleman	Practical Cycle, Old Sacramento Business	August 8, 2012
29	Cy Oggins, Division of Environmental Planning and Management	California State Lands Commission	August 13, 2012

CHAPTER

3

MASTER RESPONSES

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CHAPTER 3: MASTER RESPONSES

CEQA Section 21091(d) and CEQA Guidelines Section 15088 require that the lead agency evaluate comments received during the noticed comment period and prepare a written response for each comment relating to any significant environmental issues raised in the Draft EIR. The written responses describe the nature of any significant environmental issues raised and provide a good-faith, reasoned analysis in response. Responses also address comments pertaining to the Preliminary General Plan. The range of responses include providing clarification of the Preliminary General Plan and DEIR, making factual corrections, explaining why certain comments may not warrant further response, or simply acknowledging the comment for consideration by the decision-making bodies.

Comments received on the Preliminary General Plan and Draft EIR will be addressed in two ways: through master responses contained in this chapter and through individual responses contained in Chapter 4: "Individual Comments and Responses." Common themes or concerns, repeated in the comment letters are addressed in this chapter through a series of master responses.

Many of the comments received were related to the plans and programs for OSSHP, rather than the analysis in the DEIR. CEQA only requires responses to the significant environmental issues raised in a DEIR, rather than to the merits of the proposed project. However, in the interest of working cooperatively through issues that reflect the general interests of the public and important planning partners and stakeholders, State Parks has responded to all comments received during the public comment period, regardless of whether they relate to the Preliminary General Plan or DEIR. Adjustments to the Plan are proposed where further study is required or additional deliberation with stakeholders is necessary, especially for proposals that affect areas and activities in Old Sacramento that are owned and managed by others in the district. In addition, CEQA Guidelines, including Sections 15064 and 15131, do not require an EIR evaluate economic or social changes that may result from a project, except to the extent they cause physical changes to the environment. Many comments, particularly those in the General Plan, were related to economic or social factors that had no connection to any resulting physical changes to the environment or relate to projects that will be further developed and evaluated in future development plans or studies that have been identified in Section 3.12.

The following master responses address comments received from numerous commenters. They provide a means of giving a broader context to the response than may be possible when making individual responses. In some cases, an individual comment may be answered by one or more of the master responses. The following topics are addressed by the master responses, numbered in order of discussion in this chapter:

- Master Response 1: Bike Facilities and Improvements
- Master Response 2: I Street Modifications

- Master Response 3: Two Park Model
- Master Response 4: Competition vs. Complimentary Programs
- Master Response 5: Use of the Big Four Building
- Master Response 6: Horse-Drawn Street Car Route
- Master Response 7: Gold Rush and Commerce Block
- Master Response 8: Planning Boundary
- Master Response 9: Excursion Train Information
- Master Response 10: Loss of Open Space
- Master Response 11: Representation on the Plan
- Master Response 12: Purpose of State Park General Plans/Scope of Analysis and Level of Detail

Each of these master responses provides some background regarding the issue, identifies how the issue was addressed in the Preliminary General Plan and/or DEIR, and provides additional explanation to address the commenters' concerns. In some cases, these master responses have also been prepared to address specific planning concerns related to the proposed program. No comments were received on the DEIR that resulted in the discussion of any new impact or in a change in the significance level of impacts disclosed in the DEIR, or that required new mitigation, consideration of new alternatives, or any other substantial change to the DEIR. Changes made to the DEIR in response to comments are limited to corrections of minor errors and omissions. Recirculation of the EIR is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR (CEQA Guidelines Section 15088.5). This response to comments document meets CEQA requirements for responding to comments and recirculation of the DEIR is not required.

3.1 Master Response 1: Bike Facilities and Improvements

Multiple comments were received regarding improvements to bike facilities; in particular, the route of bike facilities within and through Old Sacramento, connections to existing and future regional bike trail systems, and the provision of bicycle parking, signage, and other improvements. This master response has been organized by the following topics:

A. Background and Context of Bike Trails Through Old Sacramento
B. Regional Bike Trail
C. Perception of Proposed Closure of I Street to Bicycle Traffic
D. Bike Trail Along the Sacramento Southern Railroad
E. Corrections and Clarifications
F. Other Proposed Bike Improvements

A. Background and Context of Bike Trails Through Old Sacramento

The combined jurisdiction of the City of Sacramento and State Parks, as indicated in Figure 1-2 and described in Section 2.2.1 contributes to the complexity of providing improvements to bike trail facilities in Old Sacramento. The City's bike trail currently ends at I Street, near the entrance of OSSHP. State Parks provides an easement to the City for the portion of the multi-use trail that enters into Old Sacramento (and OSSHP) from the north, up to the intersection of J Street. However, no formal delineated bike route has yet been provided through Old Sacramento. As a result, I Street, which is a City street through State Park property, has become the de facto connection of the bike trail to city streets. Existing conditions of this bike trail require bicyclists to cross five set of tracks to enter OSSHP, which present a hazard to bicyclists and have been the cause of multiple accidents over the years. Additionally, regular pedestrian traffic in the I Street area, used as a gathering place for group tours such as the Old Sacramento Underground Tours and school groups visiting the California State Railroad Museum or participating in its many programs, has made biking conditions in this area unsafe.

State Parks and the City have long sought a solution to the problem. In collaboration with the City and local bicycle advocates, a potential acceptable alternative bicycle route has been identified north of the Railroad History Museum, along the relocated Capitol Corridor tracks. This alternative bike route behind the Railroad History Museum (or other potential bike crossing solutions to be identified in the future) is proposed to shift bike traffic from I Street to this safer bike trail crossing and connection, once implemented. The current route along I Street is proposed to be changed and enforced with signage as a "walk only" zone for bicycle traffic, once the alternative bike route has been implemented, ensuring both the safety of bicyclists and pedestrians in OSSHP.

The Preliminary General Plan provided recommendations for future routes for bike trails through Old Sacramento in Appendix B, recognizing bike connections are an important feature of the overall vision for OSSHP and Old Sacramento. However, the bike routes shown are conceptual and provided for informational purposes only. They were developed with public input and in coordination with the City's bike trail coordinator. Any bike routes ultimately developed will have to be consistent with the City's Bikeway Master Plan. The details and ultimate configuration of proposed bike routes through Old Sacramento will be determined by the City through a separate planning process. State Parks will coordinate with the City to provide access for the bike trail between I Street and J Street, the portion of the bike trail owned by State Parks for future development of a bike path along the riverfront. State Parks will partner with the City to facilitate development of safe and efficient bike paths and access through Old Sacramento.

B. Regional Bike Trail Context

Several comments stressed the importance of the bike trail connection through Old Sacramento as a necessary link and nexus for development of the greater regional bicycle transportation network to the upriver and downriver sections of the Sacramento River Parkway Multi-use Trail, as well as connecting to the American River Bike Trail to the north and the Great

California Delta Trail to the south, which will ultimately link to the San Francisco Bay Trail system. To address this concern, a description of the regional bike trail context has been added to Chapter 2 of the General Plan, as identified in Chapter 5, "Recommended Changes to the General Plan."

C. Closure of I Street to Bicycle Traffic

Concerns were expressed by the community about the closure of the current bike path along I Street without an alternative bike route. The General Plan has been modified to clearly state that there will no closure of the bike path at I Street. A safer, alternative bike route is proposed that will encourage bike traffic to ultimately shift to the new bike route, once implemented (refer to Master Response 1A). Riding across the railroad tracks and using the I-Street route would be discouraged, once the alternative route becomes available. Bicyclists will not be excluded from continuing to use I Street. Rather, pedestrian safety on I Street is proposed to be enhanced by enforcing a "walk only" zone for bicycles on I Street. The General Plan has been revised to propose I Street be converted to a "walk only" zone for bicycle traffic after an alternative bike route has been implemented. State Parks and the City will continue to coordinate on ways to improve bicycle and pedestrian safety in OSSHP.

The Preliminary General Plan concept to limit vehicular access on I Street, between 2nd Street and Commonwealth Alley during the daytime was not intended to limit bicycle and pedestrian access, but to ensure safe use and access for all users. This concept, however, has been removed from the General Plan, as addressed in Master Response 2.

D. Bike Trails Along the Sacramento Southern Railroad

The Sacramento River Multi-use Trail currently follows the Sacramento Southern Railroad (SSRR) from the Sacramento Riverfront Promenade at Capitol Mall to an area south of Baths, where the SSRR crosses I-5 into the Land Park neighborhood. At this point, the Sacramento River Multi-use Trail continues further south along the Sacramento River and enters the Pocket neighborhood. In conjunction with the potential expansion of the excursion train line right-of-way, the Preliminary General Plan proposes studying opportunities to branch off the Sacramento River Multi-use Trail to develop an additional bike route that connects to the Land Park community (as noted in Guideline CIRC-8). Public comments requested additional information on the bike trails along the excursion train right-of-way. Several commenters supported the proposal and requested more project detail. Concerns regarding impacts to the safety of the community were also raised by residents in Land Park, who live next to or near the excursion train right-of-way.

The idea for the bike trail along the excursion train right-of-way originated with project stakeholders. During the planning process, the General Plan team walked the excursion train right-of-way area from Sutterville Road to Pocket/Meadowview Road, visited representative sections of the excursion train line between Meadowview Road to Hood, and hosted an exhibition train ride from Old Sacramento to the Sacramento Zoo. These site visits confirmed the potential opportunity to provide a bike trail from where the excursion train line departs

from the Sacramento River to Freeport, in connection with a maintenance and access road that currently exists and/or is required along the excursion train line. However, additional planning, design, and environmental analysis is necessary to further determine the location, feasibility, and extent of providing bike trails along the excursion train right-of-way, connecting from the Sacramento River Parkway Multi-Use Trail to Freeport. Guideline CIRC-8 specifically addresses this kind of future planning.

E. Other Proposed Bike Improvements

Other concerns and comments raised by stakeholders and bicycle advocates identified the need for improved bike trail surfaces, the provision of short-term bike parking facilities for visitors to OSSHP, long-term bike parking facilities for employees, and more signage or route markings that steer bicyclists to safe bicycle routes, connections, park destinations, and parking. Improvements to bike parking facilities and signage to ensure the safety of pedestrians and bicyclists can be implemented as part of park facility improvements or planned in conjunction with future development projects. However, bike facilities will need to be appropriately located and functionally designed to fit within the historic context of OSSHP. The goals and guidelines for bicycle circulation in Section 4.4.6 propose State Parks coordinate with the City and other relevant jurisdictions to improve and establish consistent standards for bicycle facilities within Old Sacramento and within the project area. Please refer to Master Response 1A regarding ownership and implementation of bike trails in Old Sacramento and Master Response 1D, regarding the bike trail along the SSRR.

F. Corrections and Clarifications

Several commenters pointed out minor errors in the text description or figures contained in the Preliminary General Plan with respect to the following: 1) identification and clarification of the Sacramento River Parkway and Multi-use Trail from the American River Parkway and associated Jedediah Smith Memorial Trail; 2) representation of bikeways in the General Plan for consistency with the City and County of Sacramento's *Bikeway Master Plan* (2010); and 3) bike travel patterns and access to Old Sacramento. These issues are addressed below. Specific corrections and clarifications to the General Plan and EIR responding to these comments are shown in Chapter 5 "Proposed Changes to the General Plan."

1) Incorrect distinctions between the Sacramento River Parkway Multi-Use Trail and the American River Parkway and Jedediah Smith Memorial Trail have been corrected in the General Plan and EIR. The Sacramento River Parkway Multi-Use Trail along the east bank of the Sacramento River begins at the Jibboom Street Bridge at the confluence of the Sacramento and American River and enters Old Sacramento from the north. The Sacramento River Parkway system is addressed in the *Sacramento River Parkway Plan*, under the jurisdiction of the City of Sacramento. The American River Bike Trail, also known as the Jedediah Smith Memorial Trail, extends from Beal's Point in Folsom Lake to Discovery Park, at the confluence of the Sacramento and American Rivers; and is governed by the *American River Parkway Plan* under the jurisdiction of the County of Sacramento.

2) Corrections are noted in Exhibit 2-2 and Exhibit B-1, identifying 2nd Street as an existing Class III bikeway to Front Street and K Street as an existing off-street bikeway from 4th Street, under I-5, to 2nd Street in Old Sacramento.

3) In addition to the corrections already identified in the corrections to 2) above, additional bicycle access points into Old Sacramento have also been identified at 2nd Street (from the southern end of Front Street), the Sacramento River Promenade (from south of Capitol Mall), Tower Bridge (from West Sacramento), and the Sacramento River Parkway Multi-use Trail (from upriver trails, including the American River Parkway).

3.2 Master Response 2: I Street Modifications

Multiple comments were received regarding proposed modifications to I Street. The Preliminary General Plan proposed that a portion of I Street, between Commonwealth Alley and 2nd Street, be closed to vehicular traffic during the day and reopened to vehicular traffic in the evening. This modification was intended to improve the safety of pedestrians in front of the Railroad History Museum and the western portion of I Street occupied by OSSHP, a busy pedestrian and visitor activity area that experiences frequent school children and tour group visits during the week for various programs operated in Old Sacramento throughout the year. I Street, between Second Street and Commonwealth Alley, is currently used for deliveries, bus drop off, and limited parking.

Concerns were expressed that closure of this section of I Street would negatively impact businesses and vehicular and bus traffic flow that currently utilizes the alleyway between I and J Streets. Concern was expressed that day time closure of I Street would impact access to the Sacramento History Museum. Commenters also suggested that traffic and parking impacts resulting from the proposal had not been analyzed in sufficient detail in the EIR to determine if these impacts can be mitigated. Comments raised regarding closing I Street to bicycle traffic prior to providing alternative bicycle routes are addressed in Master Response 1C.

Limiting vehicular access to I Street was proposed in the Preliminary General Plan to provide a safer environment for visitors and school children who visit the Sacramento History Museum and Railroad History Museum during the day, but still allow access to businesses in the evenings. The recommendation was intended to limit vehicular traffic in this area of I Street during the day when it is heavily used by pedestrians and as a drop off for tour buses that offload near the California State Railroad Museum. The proposal would affect the use of three metered parking spaces and one loading space located on the City-owned section of I Street.

After further evaluation of this concept following the publication of the Preliminary General Plan, the proposed closure of I Street during the day has been removed as a specific General Plan concept. General Plan guidance, instead, emphasizes the need to work in coordination with the City and property and business owners, on solutions that improve visitor access, bus and bike circulation, visitor safety, and gateways along I Street and other routes leading into

OSSHP from the surrounding vicinity, including from the Railyards area, the K Street entrance, and future bike routes.

3.3 Master Response 3: Two Park Model

Multiple concerns were raised regarding the Preliminary General Plan recommendation to separate OSSHP from the CSRM and to classify each as a separate State Historic Park. Commenters inquired why this separation was necessary given the close ties and connections between the themes and histories represented in OSSHP and how this change would affect the public experience and perception of the park. Others were concerned that the two park model would cause competition between the two parks and confusion among park visitors.

The two park classification concept was developed by the planning team to help address challenges and issues associated with the current identity of OSSHP. Originally founded to highlight the experiences of the Gold Rush, only a limited number of programs have a focus on Gold Rush-era themes and experiences, with activities thinly spread out throughout Old Sacramento and only a static display of the recreated structures of the 1849 Scene block in OSSHP. Currently, the park relies heavily on the California State Railroad Museum and associated rail-themed programs for its identity, visitation, and sources of revenue. The gold rush history in OSSHP needs greater emphasis and support to develop an identity of its own. Conversely, the current classification of OSSHP as a single park unit, incorporating the California State Railroad Museum as a point of interest, is, at the time, hindering marketing efforts for the museum as a major destination, desiring its own branding and identity.

Thus, the separate classification and designation of OSSHP from the CSRM was proposed to allow each park unit the ability to further develop over time, with the support of project partners, dedicated to its mission and interpretation, and intended as an internal management and operational and branding strategy that would not result in physical changes that affect the visitor perception or use of the park(s). State Parks would continue to manage both parks and thus, this change was not anticipated to affect interpretation of the interwoven histories of the Gold Rush and railroad eras in Sacramento.

However, since circulation of the Preliminary General Plan/Draft EIR, State Parks has further evaluated the two park proposal, due to its controversial nature, and determined that separation into two parks is not the only way to address and view these issues and that many of the issues can be addressed equally well through designation of “management zones.” Thus, the General Plan has been revised and OSSHP will remain one state historic park, with the following five management zones, as indicated in Exhibit 4-1, “General Plan Management Zones:”

- Gold Rush and Commerce Zone
- Riverfront Zone
- Railroad History Zone
- Railroad Technology and Shops Zone
- Excursion Railroad Zone

The Goals and Guidelines previously pertaining to the proposed separate park units have been revised to now pertain to the management zones, as applicable. Please refer to Chapter 5, "Proposed Changes to the General Plan" for specific revisions.

3.4 Master Response 4: Competition vs. Complimentary Programs

Comments were received expressing concerns that several elements of the Preliminary General Plan would compete with existing programs and roles already existing in Old Sacramento. Issues related to competition are further addressed and clarified for the following topics:

A. Gold Rush Visitor Center in the Big Four Building
B. Gold Rush History and Commerce Block
C. Living History and Events Coordinator Position

The General Plan sets forth a broad vision for OSSHP and is not intended to re-define the roles and responsibilities of State Parks, its project partners, or other agencies in Old Sacramento or to create a competitive atmosphere. Proposed programs in the Preliminary General Plan are intended to support and enhance already existing programs in the Old Sacramento area or suggest opportunities for new programs and experiences in OSSHP that highlight the history of the site and complement uses within the historic district. Modifications or revisions are proposed, as appropriate, to address major public concerns that have been heard and further reevaluated since circulation of the Preliminary General Plan/Draft EIR.

A. Gold Rush Visitor Center

The Preliminary General Plan identified the opportunity for a Gold Rush Visitor Center with information on Gold Rush attractions in the park and within the region and envisioned a space for orientation films, similar to the film currently shown in the Eagle Theater. Text in Exhibit 4-2 of the Preliminary General Plan includes wording for repurposing the Big Four Building and Dingley Spice Mill for Gold Rush exhibit spaces and a coffee shop. This text was interpreted to mean there would be museum-type exhibit spaces in the Big Four Building and concerns that this use would compete with the plans and activities at the Sacramento History Museum.

The Preliminary General Plan intent was to suggest the need for a Visitor Center in OSSHP to provide a more complete visitor orientation experience, inspired by the setting of the park. Thus, the Gold Rush Visitor Center was envisioned to ultimately be located on the Gold Rush History and Commerce Block in the future and suggested to be located in the Big Four Building, in the interim, taking advantage of the building's central and easily accessible location within the park.

During subsequent discussions with project partners, following receipt of comments on the Preliminary General Plan, a resolution was discussed to retain the idea of the visitor center for OSSHP in the General Plan, but to disassociate references to a "Gold Rush" Visitor Center from the Big Four Building and to avoid providing facilities that would appear to compete with the

Gold Rush exhibits in the Sacramento History Museum. The concept of the visitor center has been revised to maintain flexibility to locate the visitor center somewhere in OSSHP or in the northern vicinity of the historic district.

OSSHP Goal FAC-2 and OSSHP Guideline FAC-5 on page 4-29 of the General Plan have been revised. The reference to a Gold Rush Visitor Center was removed from OSSHP Goal FAC-2, and the opportunity was described as a visitor opportunity and facility associated with development of commerce and communication in Sacramento, as noted in Chapter 5. OSSHP Guideline FAC-5 has been revised to state: "Explore the development of a new Visitor Center to provide information on attractions in the area and connect visitors to other similar historic sites and/or attractions in the region and State." The revised guideline will be listed as a visitor amenity and categorized as a parkwide guideline. Additional clarifications of the use of the Big Four Building are addressed in Master Response 5.

B. Gold Rush History and Commerce Block

Concerns were raised that the Gold Rush History and Archaeology Underground, proposed for the Gold Rush History and Commerce Block, could represent competition with the Historic Old Sacramento Foundation's (HOSF's) Underground Tours. The Gold Rush History and Archaeology Underground, as originally conceived through ideas and comments from stakeholders and the public, is intended to compliment and expand the opportunities of the current underground tour operations by serving as an additional stop on the Underground Tour program for Old Sacramento. The Gold Rush and Commerce Block will also serve as an interpretive and educational resource that happens to preserve the underground level resources of one of the oldest historic Gold Rush sites in the city. This unique resource may be an attraction, in its own right, if developed someday, but it will also enhance, rather than replace the Underground Tour program, currently operated by HOSF.

Specific details related to future operations of this facility are not known at this time and will be addressed in future project and operational plans when funds are available to further develop and carry out the concept. Any future planning efforts will reach out to stakeholders and the public for additional input and review.

C. Living History and Events Coordinator

Guideline EXP-1 on page 4-26 of the Preliminary General Plan proposed the creation of a living history and events coordinator position to expand living history events in Old Sacramento. This proposed solution was intended to define a way to provide coordination for activities and events with the organizations and operating partners in Old Sacramento. However, the specificity of such a position is not consistent with the broad level of a State Park General Plan, nor has the position been determined to be needed in implementing the programs and activities of the General Plan. Thus, the guideline for the creation of a living history and events coordinator position has been removed, as identified in Chapter 5, "Recommended Changes to the General Plan."

3.5 Master Response 5: Use of the Big Four Building

Concerns were raised about the appropriate future use and interpretation of the Big Four Building; in particular, the suggestion of repurposing it as a Gold Rush Visitor Center. Comments suggest historic associations for the Big Four Building are more significant relative to railroad history, transportation, and communication than to Gold Rush history, based on the significance statement of its National Historic Landmark nomination

As described on page 2-52 of the Existing Conditions chapter of the Preliminary General Plan, the Big Four Building was originally built as three separate building in the 1850s. The Stanford Brothers merchant store, with a meeting hall above, was one of the original tenants of the Big Four Building. Following a fire in 1852, the Huntington, Hopkins & Company hardware store moved next door, west of the Stanford Brothers store and expanded into the adjacent building in 1861. The buildings were raised to the new street level in 1865 and around that time, the CPRR offices expanded from the second floor of the Stanford Hall into the second floor of the Huntington, Hopkins & Company building, occupying this space until 1873. In 1878, Stanford sold the building it occupied to Huntington, Hopkins & Company and all buildings were remodeled behind a unified façade in 1880.

The Big Four House was declared a NHL in 1961 before it was moved to and reconstructed at its present location on I Street in 1967. The building's namesake is a contemporary reference that recognizes Collis Huntington, Mark Hopkins, Leland Stanford, and Charles Crocker, who organized the Central Pacific Railway, founded the Southern Pacific Railroad, and planned, financed, and built the western end of the first transcontinental railroad in Old Sacramento.

The General Plan has been revised to recognize the opportunity to interpret a variety of themes relative to the building's history, including the development of commerce, communication, and transportation in Sacramento. A new Interpretive Master Plan proposed for OSSHP will provide opportunities to further study and explore the potential uses of the Big Four Building.

As addressed in Master Response 4A, references to the use of the Big Four Building as an interim Gold Rush Visitor Center have been removed from the General Plan.

- Exhibit 4-2 has been revised to clarify the proposal for the Big Four Building as, "Repurpose the Dingley Spice Mill into a spice and coffee shop; maintain other existing uses of the Big Four Building and explore opportunities for other potential uses and interpretation." Please refer to Chapter 5 for specific changes to the Guideline FAC-9 and FAC-9b that further address this issue.

3.6 Master Response 6: Horse-Drawn Streetcar Route

Some commenters questioned whether horse-drawn streetcars are historically accurate to Old Sacramento and, if not, whether incorporating them now could jeopardize the NHL register listing of the historic district. Other public comments suggested that the analysis in the Preliminary

General Plan/Draft EIR to determine the impact of horse-drawn streetcars on general pedestrian, bicycle, and vehicular safety was not detailed enough.

Horse-drawn streetcar trolleys or streetcars are historically accurate for Old Sacramento and are documented in historic photos. In *Sacramento's Streetcars* (2006) William Burg describes Sacramento's City Street Railway as a horse-drawn streetcar system, starting operations in 1870 and carrying passengers between the Central Pacific Station at Front and K Street to the Agricultural Society's California State Fairgrounds at 20th and G Street. The proposal for a horse-drawn streetcar loop is not new. The idea of working street exhibits, showcasing horse-drawn carriages, streetcars, and wagons within the Old Sacramento historic area and recreating the tempo of pioneer days was a concept introduced in the *Old Sacramento Historic Area and Riverfront Park* technical report, prepared for the City of Sacramento Redevelopment Agency in 1965. In this report, a horse-drawn streetcar loop on Front, I, Second, and L Streets was proposed as a major transportation feature of the area, serving both shoppers and sightseers.

While supported by the public, the concept of the horse-drawn streetcar loop is not supported by project partners and stakeholders in Old Sacramento, who view the operation as a potential safety hazard for visitors and as potentially creating or adding to traffic congestion issues in the historic district. Thus, after further evaluation, the horse drawn streetcar concept has been revised from a loop through Old Sacramento to the potential for a horse-drawn streetcar demonstration line within State Park property only. Demonstrations already take place during special events, such as the Rail Fair, with horse-drawn streetcar demonstration rides provided on existing rail track in front of the Passenger Station. Any discussion of extending the existing track and/or development of a regular horse-drawn streetcar demonstration line in OSSHP would require additional future planning and associated analysis. In addition to the horse-drawn streetcar demonstration, other potential means of moving visitors around Old Sacramento should be explored, as suggested in the planning process. Any future proposals would be planned in close cooperation with the City, businesses, and other stakeholders.

Revisions to Exhibit 4.1, descriptions in Chapter 4, and Guideline FAC-9, Circ-3, Circ-13, OSSHP Guidelines Circ-1, 2, and 3 have been made that remove suggestion of a horse-drawn streetcar loop in Old Sacramento and define the potential for a horse-drawn streetcar demonstration line, traveling between I Street and Front Street, on State Park property. A circulation guideline suggesting exploration of other means of moving visitors through OSSHP has been added as a future resolution. Please refer to Chapter 5 for the specific revisions to these General Plan elements.

3.7 Master Response 7: Gold Rush and Commerce Block

Concerns were expressed that non-related or historically inaccurate structures on the Gold Rush and Commerce Block could hurt the NHL district status of OSSHP. Commenters also suggested that archaeological evidence should be used to interpret these areas. Other concerns addressed the desire for more details about the proposed concepts, and for specific analysis of project features. There were also requests that any new development allow input from existing

businesses in Old Sacramento and provide additional environmental review to understand the project-related impacts to Old Sacramento.

State Parks is required to comply with both the Secretary of the Interior Standards and California Public Resource Code 5024 when conducting work on historic buildings and when implementing reconstructions. The General Plan proposes to reconstruct significant commercial buildings and façades along Front, I, and J Streets on the Gold Rush and Commerce Block, at present street grade in accordance with Cultural Resources guidelines for the General Plan (OSSHP Guideline FAC-8). Guidelines CR-1 through CR-10 establish the procedures for the identification, documentation, protection, stabilization, and protection of significant cultural resources. These guidelines require the preparation of a Historic Properties Management Plan and Historic Properties Treatment Plan to guide implementation of Cultural Resources guidelines in the General Plan. They further specify that qualified State Park and consulting archaeologists shall be called upon to review design development for park improvements in OSSHP to ensure compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and the *Guidelines for the Treatment of Cultural Landscapes* and to establish procedures for planning new facilities to avoid or reduce the potential for adverse effects to historic resources in the Park and surrounding historic district resources (Guideline CR-4).

Following input received on the initial three draft alternatives for the plan at the second public workshop, a small technical advisory group, consisting of interpreters, curators, and historians from State Parks, and volunteers from the project Advisory Committee, was assembled to research and develop interpretive recommendations for the Gold Rush and Commerce Block. The result of this work was a study that explored the historic uses of the project site during the period of significance for the Old Sacramento Historic District, using available research reports and photographs. The result of this work was a report documenting the ownership pattern and uses of the various parcels on the site over time and the recommendation and opportunity to interpret the multi-layered history of Sacramento, including the archaeological remains of the site at the City's original street grade during the Gold Rush period and the ensuing commercial development that followed at the current street grade when the buildings and streets in the district were raised. Historic photographs of the buildings and structures on the Gold Rush and Commerce Block that were collected in the report have been added to Chapter 4 in place of the conceptual 3D diagrams included in the chapter of the Preliminary General Plan.

At the present time, detailed plans for construction of the Gold Rush and Commerce Block are not available. The introduction to the Cultural Resource guidelines for the Gold Rush and Commerce Block (page 4-39) recognizes that the guidelines provided in the General Plan are based on the best available research and information accessible to the planning team, but acknowledges gaps in the historical research and the need for more in-depth research of the Gold Rush and Commerce Block as part of future planning and development of the site. Thus, project level analysis of the impacts of these future features is not feasible at this time, without further research. Project-specific impacts resulting from building of the Gold Rush and Commerce Block will be evaluated as part of subsequent environmental reviews when

interpretive details and project design engineering details have been developed, as described in Master Response 12.

3.8 Master Response 8: Planning Boundary

Stakeholders in Old Sacramento expressed concerns that the proposals and concepts included in the Preliminary General Plan program reach beyond OSSHP boundaries. They felt the General Plan should be limited to State Parks property and should clarify that the General Plan addresses the vision and experiences of the State Park, not the greater Old Sacramento Historic District or Central Shops Historic District. Comments also identified the need to provide more clarification of property ownership boundaries and ownership of areas and facilities, proposed for change in the Preliminary General Plan.

State Parks does not control use of properties outside its planning boundaries and has worked to define a vision for OSSHP that would improve it as a destination. While State Parks may only develop on its own property, the initial message from stakeholders and Advisory Committee representatives to the General Plan team was to consider the needs of the entire Old Sacramento Historic District. The Preliminary General Plan attempted to address this desire, with the help of an Advisory Committee, representing leaders from the City and partners and stakeholders in Old Sacramento through stakeholder meetings and public workshops, held during key intervals of the General Plan development.

State Parks continues to be guided by the vision of OSSHP's original 1970s *General Development Plan* and by other plans for the area which encourage State Parks and OSSHP to share and contribute to the activities and uses in the greater Old Sacramento area and the even broader Central Business District for Sacramento. While the Preliminary General Plan included suggestions for programs outside the park's boundaries, these recommendations were provided in the spirit of creating a shared vision and developing consensus on the major direction and themes in OSSHP, viewed as a part of the greater Old Sacramento area through the public interest; and thus, the General Plan process was seen as an opportunity to guide greater Old Sacramento.

The Preliminary General Plan also acknowledges that projects outside OSSHP's boundaries require additional coordination with the City and others in the future. However, stakeholders in Old Sacramento remain concerned about the impacts, responsibilities, and perceived competition that may result from implementation of some of the programs included in the Preliminary General Plan, which are not yet analyzed in detail and would like to see more detailed analysis, before agreeing to such proposals and prior to implementing such programs. The introduction to Chapter 4 of the Preliminary General Plan recognizes the need for collaboration with other partners in Old Sacramento to achieve the consensus vision for OSSHP. This introduction has been further adjusted to clarify the General Plan's jurisdiction focusing on State Park lands only, as described in Chapter 5.

The General Plan sets the broad vision for subsequent implementation actions, many of which are projects that will require subsequent additional analysis and study, and development over

time, in coordination with the City and other partners in Old Sacramento, as described in Master Response 12. The Plan does not execute a vision for Old Sacramento or give State Parks the power to make changes to properties that are not in its control, but is a building block for future actions and proposals forward.

To clarify ownership of properties in OSSHP versus properties, proposals, and programs in Old Sacramento, outside the project boundaries of OSSHP, the General Plan has been updated to include an ownership map of the project study area and boundaries within the Existing Conditions chapter of the General Plan (Chapter 2), as suggested by public comment. It has also been updated to provide clarification in Chapter 4 regarding programs and projects recommended outside of State Park boundaries that require further coordination and development in the future. Please refer to Chapter 5 of this document for the specific changes incorporated into these sections of the General Plan.

3.9 Master Response 9: Excursion Train Information

Several commenters asked for additional information on the proposed excursion trains. Information on the proposed routes is included on the map on page 4-23 of the Preliminary General Plan and a description is provided on page 4-24. Additional information on the proposed frequency of the excursion trains and related operational aspects such as noise, air quality and traffic are discussed in the respective sections of the environmental analysis and in the traffic analysis in Appendix A. To enable a better understanding of the proposed operations, the following details, currently contained in various sections of the Preliminary General Plan have been added to the descriptions of the proposed trains on page 4-24 to facilitate a better overall understanding of the proposed train operations, as currently envisioned:

Excursion Train Line #1:

- Would extend the current ride for an additional half mile south to end at the Sacramento Zoo, instead of the current ending location at “Baths.”
- Train currently operates on approximately 53 days of the year with a total number of 534 round trips (in 2010) for a total number of 1,068 train movements.
- Proposed service to the Zoo would result in an additional 4 trains per day on those 53 days the excursion train currently operates, for a total additional number of 212 trains annually.
- Average ridership per train currently is 159 passengers (2010 data) for a total ridership of 85,109 passengers in 2010; this would increase by 33,708 additional passengers per year assuming 159 passengers on each train.
- Unlike existing excursion train service, future service would allow passengers to board and disembark at separate locations, but no new parking would be provided at the other location.
- All trips would originate in Old Sacramento.

- No new tracks would be needed; a small ADA accessible facility to enable passengers to board and disembark from trains would be constructed at the Zoo.

Excursion Train Line #2

- Would operate on the same 53 days as Excursion Train Line #1 and would consist of up to 3 trains a day for a total of up to 159 round trips annually.
- Would run between the Meadowview area and Hood.
- Would result in an estimated annual ridership of up to 25,281 passengers, assuming train capacity of 159 passengers each, which is the ridership for Excursion Train Line #1.
- Would require construction of new ADA accessible boarding and disembarking facilities, and installation and upgrades of tracks.
- Would include themed excursion such as wildlife viewing at or brunch and dinner trains.
- Could be timed to offer a river boat interface in Freeport or Hood.
- Would require some acquisition of right-of-way from Sacramento Regional Transit and installation of track to enable servicing of excursion trains and movement of equipment.
- Other than for servicing and occasional movement of equipment, would not result in train traffic between the Meadowview area and the Zoo.

Project-specific impacts of Excursion Train Line #2 from Pocket-Meadowview to Hood will be evaluated as part of subsequent environmental review that will be necessary when project design and engineering details have been developed, as described in Master Response 12.

3.10 Master Response 10: Loss of Open Space

Concerns were raised that the proposed program for the Gold Rush and Commerce Block, to be located on the former 1849 Scene, would eliminate the current open space lawn in OSSHP, currently used for gathering as a shaded lunch area for school groups and visitors to Old Sacramento and as the site of several popular events and activities in Old Sacramento throughout the year. Comments also suggested the need to protect multi-purpose public event and interpretive space in OSSHP and the need to identify where additional spaces will be provided as mitigation.

Like the park's history, interpretation and use of the open space areas of the park have been highly debated, with differing opinions about the best use of the open space lawn on the 1849 Scene. It is in its current form and use because State Parks decided the best way to preserve the underground resources of the site was to keep them buried under a lawn, until the site and the best uses of the site can be determined and programmed. As a state historic park, a major emphasis is placed on interpreting the site's historic value, which has been identified over the course of the planning process, to be uncovering the historic resources below the 1849 Scene and bringing these resources alive through interpretation of the site as "layers of history."

However, State Parks also recognizes the community value provided by the current use of the site as a flexible public open space and event venue within Old Sacramento and why the loss of this value would be a concern to many. Though the proposed use of the site will not be a park or open space in the traditional sense, State Parks is dedicated to the creation of a recreational, educational, and cultural resource for the community that is open and accessible to the public and balances the park's recreational value with the preservation and interpretation of the natural and historic resources in OSSHP. The General Plan has been updated to recommend that plans and designs for the future programming of the site protect visitor opportunities for open space and event use for activities in Old Sacramento, to the extent feasible, including within the open courtyards and enclosed building envelopes of the block and the public right-of-way area, through the various development phases of the project. Though future plans for the Gold Rush and Commerce Block may not reappear in the form of an open space lawn, it can create opportunities for the growth and development of other new facilities, events, and recreational space on the site that also include areas for gathering, picnicking, and special events.

Additionally, the General Plan promotes open space improvements at Riverfront Park, connections to planned improvements along the Sacramento riverfront, and a large open space and event venue at the future Railroad Technology Museum site that will offer additional event and open space recreation opportunities.

3.11 Master Response 11: Representation on the Plan

The General Plan is not just a State Parks vision, but lays the foundation for the future of OSSHP resulting from a consensus-building planning process, and comprises the input of leaders, partners, and stakeholders for Old Sacramento and the ideas of the broader public. Section 1.8 and Table 1-1 in the Preliminary General Plan provide an overview of the public outreach process conducted in support of the General Plan, involving many layers of public input and diverse representatives.

Stakeholder interviews were held with project representatives from the City, property and business owners in Old Sacramento, operating project partners, and technical experts, knowledgeable in Old Sacramento history, Gold Rush history, and railroad history and technology. Presentations and meetings were held to collect input and consult with applicable regulatory agencies; various City departments and commissions, including the City's Planning and Design Commission and Preservation Commission; project partners including the Old Sacramento Business Association and Downtown Sacramento Partnership (upon their request), and other interested community groups such as, the Sacramento Area Bicycle Advocates and Land Park Homeowners Association.

Public input was also solicited through three public outreach workshops, held at key points during the General Plan's development: at the onset to the planning process, development of project alternatives, and development of a preferred alternative. Public outreach consisted of postcard notifications sent to adjacent business and property owners within a 100-foot radius of the project's planning area; email notifications to project stakeholders and public agencies;

email, newspaper, and website notifications; public flyers; and event notifications via social media sites for OSSHP, including Facebook and Twitter.

Due to similar concerns and issues raised by Old Sacramento project partners, additional meetings were held with major project partners, during the response to comments period, to better understand the root of major issues and concerns on the Preliminary General Plan and to seek resolution on these issues, before adopting and finalizing the General Plan. These meetings brought to light some of the key concerns surrounding several topic areas and ways to refine General Plan programs to better reflect the consensus vision for OSSHP, while maintaining the overall goals and intent of the General Plan and ensuring flexibility to accommodate future plan changes, likely to occur over time. The current version of the General Plan reflects the outcome of these meetings.

3.12 Master Response 12: Purpose of State Park General Plans/Scope of Analysis and Level of Detail

Several commenters stated their desire for more detailed information on the programs and concepts included in the General Plan and also asked for more detail in the impact analysis, including the following specific elements of the General Plan: I Street closure, horse-drawn streetcar route, the excursion train operation, Gold Rush and Commerce Block.

A General Plan is the primary management document for a unit in the state park system, defining a park's primary purpose and establishing a management direction for the future. The General Plan guides the day to day management of the unit and serves as the basis for developing focused feasibility and management plans, specific project plans, and other management actions necessary to implement the goals of the general plan. A General Plan is required by law prior to any substantial development of facilities. Together with the environmental analysis, the General Plan serves as a programmatic Environmental Impact Report. PRC Section 5002.2 requires that a General Plan be prepared prior to the development of new facilities that may result in the permanent commitment of a resource of the unit. The level of detail provided in the Preliminary General Plan and Draft EIR for OSSHP is consistent with this guidance.

The General Plan is broad in scope and conceptual in nature. More detailed project-specific planning will be required in the future, once the General Plan is approved, to further develop specific projects and program details of the various concepts proposed in the General Plan. Once these projects have been developed in sufficient detail to be analyzed at a project specific level, they will undergo subsequent environmental review, including opportunities for public comment on project-specific impacts. Examples of specific element included in the General Plan that would require subsequent planning and analysis include the following:

- All aspects of Excursion Train Line #2, including facilities, track upgrades, crossings etc.;
- Planned bike trail, following the excursion train route;
- New dock, interpretation of sunken ships, and other proposed physical improvements

or enhancements of the Riverfront Zone;

- Redevelopment of the 1849 Scene as a reconstructed commercial area / Gold Rush and Commerce Block;
- Development of a visitor center in OSSHP;
- Adding tracks for a horsecar demonstration line and operation in OSSHP;
- Addition of train display tracks in front of the Freight Depot;
- Reconfigurations of the Passenger Station; and
- Other aspects that involve alterations to the physical environment within the park.

These specific projects will undergo additional environmental review prior to development, at a time when sufficient detail about these projects has been developed to allow for an analysis of environmental impacts at the project specific level.

CHAPTER

4

INDIVIDUAL COMMENTS AND RESPONSES

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CHAPTER 4: INDIVIDUAL COMMENTS AND RESPONSES

This chapter provides a complete copy of the written comments received on the Preliminary General Plan and Draft EIR for OSSHP and presents responses to significant environmental issues raised in the comments, as required by CEQA Guidelines Section 15132. Comments pertaining to the Preliminary General Plan are also addressed.

Each letter received is reproduced in its entirety. The responses to comments directly follow each letter.

Letter 1 Raymond Schwartz

1

From: Raymond Schwartz [mailto:vanillagorillaray@sbcglobal.net]
Sent: Wednesday, June 13, 2012 1:56 AM
To: Unger, Petra; osshp@parks.ca.gov
Subject: OSSHP Preliminary General Plan/Draft - comments

Re: Draft Preferred Alternative to OSSHP General Plan

In looking at the proposed plan, I am saddened to see "Bike Trail improved to the foot of J Street."

Further, I find it misleading to see the Section thru Front St. (page 50) to include a Bike Trail, when in fact none exists in your plan from the Tower Bridge to the foot of J Street. 1-1

As we all know, there is a GREAT Bike and pedestrian trail from Folsom down to the foot of J Street now, and from the Tower Bridge south the La Rivage Hotel. This southern leg of the trail will eventually see a completion of the Sacramento River Parkway, and ultimately connect to the Great Delta Trail.

There must be a high quality (smooth paved) Class 1 Trail continuously running through the OSSHP. I see its most practical alignment to go alongside the train tracks from J Street to the Tower Bridge.

The OSSHP will at times be a destination, but it is also THE MOST critical urban corridor in the bigger regional trail vision. Bikes must be considered (and accounted for).

Planners must recognize that bikes often will be traveling through the Park. 1-2

Bikes will know to slow down for crowds and all pedestrians throughout this area. Bikes, will in fact always need to stop to cross at the Tower Bridge. But cyclists cannot be asked to divert from the foot of J Street to ride on the cobblestones of Front Street. Doing so is dangerous on so many levels.

NOT providing a safe, through passageway along a Class 1 Trail shows poor planning.

If you truly want to "Reconnect visitors to the River," include a Class 1 Trail all the way south through Stone Lakes and south to Hood!

You have a responsibility to connect the "crowned jewel of the regional park system," the American River Parkway, to the Great Delta Trail which is coming, and will share alignment with the Sacramento River Parkway, which is already a part of the City's General Plan.

If State Park's Mission is to always act so as to produce "the most probable maximum of eventual good throughout the entire procession of future ages"... now is your time to shine!

Ray Schwartz
Friends Of the Sacramento River Parkway

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Letter 1 Response	Raymond Schwartz Friends of the Sacramento River Parkway June 13, 2012

1-1 The note bike trail improved to the foot of J Street in Exhibit 4-2 has been clarified and revised, as indicated in Chapter 5. J Street marks the edge of State Park property and the limit of the extent of the bike trail the Plan has jurisdiction over. State Parks will coordinate with the City on the development and ultimate route of bikeway systems through Old Sacramento. Please refer to Master Response 1 regarding the details of bike trails through Old Sacramento. The section through Front Street shows a future plan concept. The Sacramento Bikeway Master Plan identifies a bikeway connection through Old Sacramento along the Sacramento River, proposed to connect the existing Sacramento River Multi-use Trail that terminates in Old Sacramento with the bike trails south of Capitol Mall.

1-2 See Response 1-1. Comments regarding the importance of the bike trail connection through Old Sacramento, as part of connecting the Great Delta Trail, are shared by both State Parks and the City, who will be engaged in seeking opportunities and resources for the development and implementation of key bikeway connections that ensure the safety of both recreational bike rider and bike commuters through Old Sacramento. As noted above, the determination of bike routes through Old Sacramento will be led by the City in a separate future process, as addressed in Master Response 1. Future bikeways proposed along the excursion train right-of-way will be part of subsequent future studies and processes to the General Plan, as addressed in Master Response 12.

Letter 2 Genevieve Sparks

2

Central Valley Regional Water Quality Control Board

21 June 2012

Pati Brown
California Department of Parks and Recreation
111 I Street
Sacramento, CA 95814

CERTIFIED MAIL
7011 2970 0003 8939 2832

COMMENTS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT, OLD SACRAMENTO STATE HISTORIC PARK AND CALIFORNIA STATE RAILROAD MUSEUM GENERAL PLAN PROJECT, SCH NO. 2010092068, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 30 May 2012 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Draft Environmental Impact Report* for the Old Sacramento State Historic Park and California State Railroad Museum General Plan Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). 2-1

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Karl E. Longley ScD, P.E., chair | Pamela C. Creedon P.E., BCEE, executive officer
11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

1-3

Old Sacramento State Historic Park and California - 2 - 21 June 2012
State Railroad Museum General Plan Project
Sacramento County

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process. 2-2

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at: 2-3
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. 2-4

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. 2-5

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Old Sacramento State Historic Park and California - 3 - 21 June 2012
State Railroad Museum General Plan Project
Sacramento County

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. 2-6

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

If you have questions regarding these comments, please contact me at (916) 464-4745 or gsparks@waterboards.ca.gov.

Genevieve Sparks

Genevieve (Gen) Sparks
Environmental Scientist
401 Water Quality Certification Program

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

Letter 2 Response	Genevieve Sparks Environmental Scientist Central Valley Regional Water Quality Control Board June 21, 2012

2-1 State Parks will coordinate with the Central Valley Regional Water Control Board to obtain permits as required and abide by all permit conditions and management recommendations as needed, once specific projects envisioned in the General Plan move forward towards development, environmental review, and construction. State Parks will comply with the Construction General Permit of the Central Valley Water Board as needed, including the development and implementation of a Stormwater Pollution Prevention Plan, as applicable to development projects in OSSHP that disturb one or more acres of land.

2-2 If applicable during future development, State Parks will comply with the Phase I and II Municipal Separate Storm Sewer System permits to reduce pollutants and runoff flows using best management practices. The need for specific permits and the most appropriate way to comply with laws and regulations pertaining to stormwater management will be determined during subsequent project specific environmental review and permitting, and in coordination with the CVRWQCB, as applicable.

2-3 State Parks does not operate industrial sites that would be subject to the Industrial Storm Water General Permit, thus the need for complying with the Industrial Storm Water General Permit Order NO. 97-03-DWQ is not anticipated for any aspect of the implementation of the General Plan at this time.

2-4 Certain site specific projects envisioned in the General Plan, such as the construction of a boat dock in Old Sacramento or repair of train tracks adjacent to Stone Lakes National Wildlife Refuge may involve discharge of dredged or fill material in waters of the United States subject to regulations by the U.S. Army Corps of Engineers (USACE) under Section 404 of the federal Clean Water Act (CWA). As stated in Guideline NR-8 of the Preliminary General Plan State Parks will coordinate with the USACE regarding the potential need to obtain a Section 404 permit (and other permits as necessary), obtain any permits necessary, and comply with permit conditions as needed during implementation of specific projects.

2-5 As stated in Guideline NR-9 of the Preliminary General Plan, State Parks will obtain CWA Section 401 Water Quality Certifications from the RWQCB for any projects requiring a CWA Section 404 permit from the USACE and abide by permit conditions, as applicable.

2-6 As applicable to development projects in OSSHP, State Parks will comply with the Waste Discharge Requirement Permit for discharges to all other waters of the State, including, but not limited to, isolated wetlands. However, no isolated wetlands are expected to exist in the planning area.

Letter 3 Sacramento Area Bicycle Advocates

3

SACRAMENTO AREA BICYCLE ADVOCATES

June 28, 2012

Petra Unger, Project Manager
AECOM
2020 L Street, Suite 400
Sacramento, CA 95818
osshp@parks.ca.gov

Subject: Old Sacramento State Historic Park (OSSHP) Preliminary General Plan and Draft Environmental Impact Report (Plan/DEIR)

Dear Ms. Unger:

Thank you for the opportunity to comment on the subject General Plan and DEIR. From the standpoint of bicycling, it is important to consider the types of people who are potential bike riders: less than 1% of the population are considered "strong and fearless" riders (the spandex folks) who will ride regardless of bike facilities being available, another 7% or so are "enthused and confident" and are comfortable riding in traffic for up to several miles if appropriate bike facilities (e.g. bike lanes, shared-road signage) are available, about 60% of people are interested in bike riding but are comfortable only riding in low-volume, low-speed traffic conditions, and the final 33% of people will never consider riding bikes. We are focused on expanding bike riding to the 60% who are interested but concerned about having safe and comfortable conditions for riding. Our comments on the General Plan are directed accordingly.

The following 2 paragraphs highlight our primary feedback on the Preliminary General Plan.

1. We greatly appreciate that the Plan includes a proposed bikeway along the Capitol Corridor tracks providing a link between the Amtrak station and the north side of downtown Sacramento to the east and the upriver Sacramento River Bike Trail portal at the I Street Bridge underpass (labeled Alternative C in the figure on page B-3 in Appendix B). This link will greatly add to the safety and convenience of utilitarian and recreational bike riding between these destinations and will be a significant benefit of implementing the General Plan. For example, bike riders who travel to Sacramento on Amtrak and wish to visit Old Sacramento and the Sacramento & American River Bike trails will then have a safe and convenient way to get to those destinations. Commuters who want to reach the north side of downtown will then have a more direct route from the upriver bike trail. 3-1

2. We believe that closing the pedestrian/bicycle link between the west end of I Street and the riverfront bike/pedestrian trail and the upriver Sacramento River Bike Trail will be a significant adverse effect of the project until such time as a safe and convenient alternative route for

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through bicycle riders is established. Through bicycle riders include those on utilitarian trips to downtown Sacramento and West Sacramento (e.g. commuters and shoppers) and those on recreational trips between the upriver and downriver portions of the Sacramento River Bike Trail. We believe the best alternative route for such through riders that can be implemented in the near term is to establish a bikeway around the north side of the Railroad History Museum to connect from the upriver trail at the I Street Bridge underpass to the north end of 2nd Street. cont. 3-1

The following paragraphs present our detailed comments on the Plan/DEIR by the order of the sections to which they pertain.

Chapter 2 describing Existing Conditions of the project area does not accurately describe the condition of existing bicycle travel in and around OSSHP. We believe that Section 2.1 Regional Land Uses should contain a statement acknowledging that OSSHP occupies a nexus for regional bicycle transportation because it is adjacent to downtown Sacramento and West Sacramento and is connected both upriver and downriver to the Sacramento River Bike Trail. The currently most used link between the upriver and downriver sections of the bike trail is along 2nd Street and I Street through OSSHP. 3-2

Exhibit 2-2 must be corrected to accurately show existing bikeways into and through OSSHP. For example, as shown on the City of Sacramento Bikeway Master Plan Existing Bikeways map (published April 2010), an existing on-street bikeway runs northward along Front Street from Broadway, takes 2nd Street under Capitol Mall, and runs through Old Sacramento to I Street. An existing off-street bikeway runs along the K Street pedestrian path from 4th Street under I-5 to 2nd Street in Old Sacramento. Neither of these existing bikeways is depicted on Exhibit 2-2. (Accurate depiction of 2nd Street as an existing Class 3 bikeway also needs to be added to Figure 1 in Appendix A and to the map on page B-3 in Appendix B.) 3-3

Section 2.2.2 contains a section on Visitor Access to OSSHP which does not accurately describe that 2nd Street is an access point for both motor vehicles and bicycles. Table 2-2, Access Points to OSSHP (as well as Table 5-4), needs to be corrected to show 2nd Street (from the downriver portion of Front Street), the Sacramento River Promenade (from south of Capitol Mall), Tower Bridge (from West Sacramento), and the Sacramento River Bike Trail (from upriver and the American River Bike Trail) as bicycle access points. 3-4

The section starting on page 2-16 entitled Travel Distribution Patterns should acknowledge that bicycle travel through OSSHP consists of 1) commuters from upriver and downriver neighborhoods into downtown Sacramento and West Sacramento, 2) recreational riders connecting between the upriver and downriver sections of the Sacramento River Bike Trail, and 3) utilitarian riders to OSSHP features, businesses, entertainment venues, and historic points in Old Sacramento. Similarly, the section on Parking on page 2-19 should describe the existing availability of bike parking for visitors to and employees of OSSHP. It should also be noted that the City of Sacramento is currently revising its Zoning Ordinance requiring provision of parking at new permitted developments. 3-5

Section 2.7.2, Regional Planning, should say more about how the City of Sacramento General Plan applies to OSSHP planning. Pertaining to bicycle transport, the General Plan has mobility goals M 1.3, M 4.2, and M 5.1 on connectivity, complete streets, and bikeways (especially the adequacy of internal and external connections for bicyclists and pedestrians). 3-6

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Chapter 3. Section 3.2.6 identifies issues and opportunities for circulation and parking at OSSHP. This section should acknowledge the opportunity to provide both long-term (employees) and short-term (visitors) parking for bicycles at OSSHP to support future increases in bicycle travel. 3-7

Chapter 4 presents the proposed land uses for OSSHP and the proposed concept for facilities that would be implemented over the next 20 years. We are pleased that the Plan proposes to improve the riverfront bike path from its underpass at the I St Bridge south to the foot of J Street in the midst of the Sacramento Southern Railroad Area. We believe this improvement will greatly benefit recreational visitors to OSSHP and the riverfront. It will be most attractive to both bike riders and pedestrians if it is similar to the Promenade south of Capitol Mall with plenty of width for both types of users and with a smooth riding surface. We request that OSSHP work expeditiously with the City of Sacramento to complete the riverfront bike path all the way south to cross Capitol Mall at Tower Bridge and connect with the Sacramento River Promenade. 3-8

An improved bike trail along the riverfront will run through the heart of conflicts with pedestrians and interpretive activities associated with the excursion train, the reconstructed passenger and freight depots, and the riverfront boat docks (see Exhibit 4-7 showing the concentration of interpretive activities at this location). We believe that because of these potential conflicts, many bike riders who ride through Old Sacramento to other destinations, either between upriver and downriver trail sections or to downtown or West Sacramento, will seek a less congested route. If all or portions of the riverfront bike path remain on boardwalk, this rough and hazardous (for tires) surface will also be avoided by bike riders seeking a convenient through route. 3-9

The acceptable safe and convenient route for many through bike riders will continue to be along 2nd Street because it avoids areas of heavy pedestrian use and interpretive activities and has low-volume, low-speed traffic conditions. To link with the upriver Sacramento River Bike Trail, a bike route should be constructed from the north end of 2nd Street around the north side of the Railroad History Museum to connect with the upriver trail at the south portal of the under crossing beneath the I Street Bridge. Exhibit 4-2 does not accurately show the boundary of State Park ownership at this location according to City of Sacramento officials. We urge OSSHP to work with the City to establish this bike route to connect from 2nd Street to the upriver trail at the I Street Bridge. This route should be able to follow the western portion of the proposed bike path along the UPRR tracks toward the I Street Bridge (labeled Alt. C in the map on page B-3). 3-10

Text on page 4-11 states that "I Street would be abandoned as a physical bike trail/railroad crossing and trail traffic would be routed to other locations" (see Exhibits 4-1 and 4-2). It will be unacceptable to close this bike trail link from 2nd Street to the upriver Sacramento River bike trail until a suitable alternative link is established. We believe the only acceptable route that can be established in the near term for though bike riders, both for utilitarian and recreational trips, will be around the north side of the Railroad History Museum.

The section on the Sacramento Southern Railroad area (starting on page 4-22) should mention the future potential to establish a bike path along the 16-mile right-of-way of the railroad to Hood. Such a bike path would not only add potential one-way riders on the excursion trains but also be a highly attractive bike route for utilitarian (e.g. commuters) and recreational riders to and from neighborhoods and towns to the south. 3-11

Goal CIRC-4 on page 4-59 pertains to bike circulation. We believe this goal should be modified (added text underlined) to state: "Expand bicycle circulation opportunities by improving and enhancing the safety and convenience of existing and future bike routes into and through 3-12

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OSSHP and expanding bicycle access into new parts of OSSHP and CSRM." The 5 guidelines stated to achieve this goal are excellent. Guideline CIRC-9 should mention the tracks of the future horse car loop as also requiring protection measures for bicycle riders. Guideline CIRC-10 can be improved by providing signage both for through cyclists and for cyclists seeking OSSHP venues. cont. 3-12

CSRM Goal CIRC-1 and Guideline CIRC-1 are excellent as are Goal PARK-1 and Guidelines PARK-5 and PARK-6. Thank you for including these in the OSSHP goals and guidelines. 3-13

Chapter 5. The Project Area Transportation Facilities described on page 5-71 should mention that 2nd Street is a designated on-street bikeway by the City of Sacramento and that I Street is used as a link to the upriver Class 1 bike path. The Roadway Network described starting on page 5-72 fails to mention 2nd Street among 9 other roadways in the OSSHP area. See earlier comments regarding Table 5-4 on page 5-74; also, the text in the paragraph just before the table needs to be corrected regarding 2nd Street. 3-14

The Parking section of the Environmental Setting, starting on page 5-74, needs to describe the current prevalence of long- and short-term bicycle parking facilities at OSSHP. 3-15

The Data Collection section on page 5-76 states that "pedestrians and bicyclists were counted at each of the study intersections." Where can those data be found? SABA has been conducting bike counts at the east portal of Tower Bridge at the intersection of Capitol Mall, Front Street, and the Sacramento River Promenade for several years; we have found between 4 and 6 PM on count days in September the following numbers of riders at this intersection: 187 in 2008, 207 in 2009, and 249 in 2010. 3-16

The section entitled Impact TRAN-1 discusses possible adverse effects on existing or planned bicycle facilities or adverse effects of failing to adequately provide for access by bicycles in reference to three "potential" bikeway routes proposed in Appendix B. We encourage OSSHP to pursue all three of these three proposed bikeway routes (with variations that we discuss below), acknowledging that all will require extensive cooperation and funding from other entities: 3-17

A. Bikeway A would have a "recreation route" that would extend from the existing entrance of the upriver Sacramento River Bike Trail into OSSHP downriver through the Riverfront Area and along the Sacramento Southern Railroad Area, paralleling the excursion train line to Capitol Mall. A crossing of the Capitol Mall would connect it to the Sacramento River Promenade. We support this bikeway route for recreational visitors to OSSHP and other venues in Old Sacramento. We assume the current placement of this route on the boardwalk would be replaced by a suitable riding surface for bicyclists. 3-18

   Bikeway A is also proposed to have a "commute route" which would follow the recreation route southward through the Riverfront Area and then would cross the Sacramento Southern Railroad Area at K Street and continue eastward to 2nd Street where riders could travel into downtown through the K Street Tunnel under I-5 or travel southward along 2nd Street to connect to Front Street south of Capitol Mall. As we have previously discussed, this route directs through bicycle riders through an area of high concentration of pedestrians, interpretive activities, and railroad tracks and operations. Therefore, we believe this "commute route" would fail to provide adequately for bicycle access though OSSHP by utilitarian riders or recreational riders linking between upriver and downriver

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sections of the Sacramento River Bike Trail.

We believe the only suitable through route for bicyclists from the upriver Sacramento River Bike Trail to points south would be around the back of the Railroad History Museum to connect to the north end of 2nd Street. cont. 3-18

B. Bikeway B would depart from the upriver Sacramento River Bike Trail at a point north/upriver of the I Street Bridge and turn eastward into the future Railyards development site, looping southward to connect to a future bicycle/pedestrian tunnel under the Capitol Corridor and UPRR tracks. South of these tracks, bicyclists could continue southward along 2nd Street in Old Sacramento or turn eastward on I Street into downtown Sacramento at 3rd Street. 3-19

We believe this Bikeway B fails to provide adequately for through bicycle travel for several reasons. It is very uncertain when the portion of the route through the Railyards site would be constructed and what its exact configuration would be (i.e. how direct and convenient if would be for through riders). Furthermore its link into downtown Sacramento at the junction of I Street and 3rd Street would be unsafe and hazardous for most bike riders; neither I Street or 3rd Street is planned for bikeways in the future according to the City's Bikeway Master Plan.

C. Bikeway C would extend from the upriver entrance of the Sacramento River Bike Trail into OSSHP at the I Street Bridge underpass and run eastward along the Capitol Corridor railroad tracks to the Amtrak station and into downtown Sacramento. We believe this route greatly adds to the safety and convenience of utilitarian and recreational bike riding between the upriver Sacramento River Bike Trail and the north side of downtown and is therefore a very beneficial effect of the project. 3-20

We believe the best link for through bike riders from the upriver Sacramento River Bike Trail to the downriver bike trail and to the south side of downtown will be to establish a bike route around the north side of the Railroad History Museum to connect to the north end of 2nd Street, a designated on-street bikeway by the City's Bikeway Master Plan.

The General Plan proposes to close the current link from the riverfront bike/pedestrian trail to I Street. Until a suitable alternative through-route for utilitarian and recreational riders is established from the upriver Sacramento River Bike Trail to the downriver bike trail, to downtown Sacramento, and to West Sacramento across Tower Bridge, this closing will constitute a significant adverse effect of the project. We believe the only safe and convenient alternative route for such riders is around the back/north side of the Railroad History Museum to the north end of 2nd Street. 3-21

We greatly appreciate your continuing efforts to work closely with the City of Sacramento's Department of Transportation to address bicycle facility issues that extend beyond the boundaries of OSSHP. OSSHP's unique location on the edge of the Sacramento River, adjacent to downtown Sacramento, and at the river crossing to West Sacramento makes it uniquely important in improving bicycle connections.

SABA works to ensure that bicycling is safe, convenient, and desirable for everyday

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transportation. Bicycling is the healthiest, cleanest, cheapest, quietist, most energy efficient, and least congesting form of transportation.

Thank you for considering our ideas and requests.

Sincerely,

Jordan Lang

Jordan Lang

Project Assistant

CCs:

Ed Cox eCox@cityofsacramento.org

Greta Vohlers gretav@cityofwestsacramento.org

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Letter 3 Response	Jordan Lang Project Assistant, Sacramento Area Bicycle Advocates June 28, 2012

3-1 Developing safe bike trails through Old Sacramento is a common goal shared by State Parks and the City. Please refer to Master Response 1 regarding bike routes and facilities. Existing bike routes, including the pedestrian/bicycle link on I Street, will not be closed until a safe alternative bicycle route is established by the City. State Parks will coordinate with the City to provide the right-of-way necessary to facilitate implementation of bike paths through OSSHP.

3-2 Section 2.1, "Regional Land Uses" has been revised to acknowledge the importance of bicycle routes through OSSHP. Please refer to Chapter 5 of this document for details on the specific changes that have been incorporated into the General Plan.

3-3 Exhibit 2-2 has been corrected to show existing on-street and off-street bikeways into and through OSSHP, consistent with Sacramento's Bikeway Master Plan. Please refer to Chapter 5 of this document for details on the changes to the exhibit that have been incorporated into the General Plan.

3-4 The recommended change to incorporate 2nd Street as an access point for motor vehicles and bicycles has been added to Table 2-2 and Table 5.4. Refer to Chapter 5 of this document for the changes that have been incorporated into the General Plan.

3-5 Section 2.2.2, Travel Distribution Patterns, on page 2-16, has been revised to describe bicycle travel through OSSHP, as suggested. The section on parking now describes the existing availability of bicycle parking for employees and visitors to OSSHP. Public bike parking is currently available on the east side of the Dingley Spice Mill Building, in the area between the Big Four Buildings and the Railroad History Museum. Employee bike parking is also available nearby in the courtyard area of the Railroad History Museum. Please refer to Chapter 5 of this document for details on the changes that have been incorporated into the General Plan.

3-6 OSSHP is not subject to the regulations of the City, but often coordinates and collaborates with the City on issues that affect or influence Old Sacramento. Section 2.7.2, Regional Planning, has been updated to provide clarification regarding General Plan goals and policies that are relevant to planning in OSSHP.

3-7 A new bullet point has been added as a circulation access opportunity to Section 3.2.6 of the General Plan, under the fourth major bullet: "Encourage traveling to OSSHP by bike by expanding facilities for long-term (employee) parking and short-term (visitor) parking." Please refer to Chapter 5 for the specific language added.

3-8 State Parks and the City of Sacramento both recognize the importance of bike route improvements through Old Sacramento and will coordinate on opportunities to implement these improvements.

3-9 Improvements to bike trail surfaces through OSSHP along the river and the location of future bike routes will be coordinated with the City with the goals to improve safety and minimize user conflict.

3-10 Please refer to Master Response 1 regarding bike route proposals through OSSHP.

3-11 The description of the SSRR area (proposed Excursion Railroad management zone) on page 4-22, has been revised to include a description of the proposed bicycle path along the excursion train right-of-way. Specific changes are provided in Chapter 5. The feasibility and details of this bicycle route, however, need to be further studied at the project-level, as described in Master Response 12.

3-12 As noted in the comment to enhance bike circulation goals and guidelines, revisions to the following goals and guidelines have been made:

- Goal CIRC-4 has been revised to: "Expand bicycle circulation opportunities by improving and enhancing the safety and convenience of existing and future bike routes into and through OSSHP and expanding bicycle access into new parts of OSSHP ~~and CSRM~~."
- Guideline CIRC-9 has been revised to: "Improve the bicycle and pedestrian crossing of the excursion train line and horse-drawn streetcar line (where applicable), entering OSSHP from the Sacramento River Parkway Multi-use Trail ~~at J Street, K Street, or other~~, ensuring 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 has been revised to: "Provide signage for bicycle commuters traveling through OSSHP to destinations in Downtown Sacramento and for park visitors and recreational riders on the Sacramento River Parkway Multi-use Trail and directing them where to safely cross the excursion train tracks."

3-13 State Parks is pleased these goals and guidelines serve to address the needs and issues of bicyclists to OSSHP.

3-14 Corrections to Chapter 5 in the General Plan have been made. Please refer to Chapter 5 of this Final EIR for the specific changes incorporated.

3-15 The parking section of the Environmental Setting has been revised to describe the prevalence of long- and short-term bicycle parking. Please refer to Chapter 5 of this FEIR for the specific changes incorporated.

3-16 Data counts on pedestrians and bicyclists for the study intersections have been added to the Environmental Setting Section. Please refer to Chapter 5 of this FEIR for the specific changes incorporated.

3-17 Please refer to Master Response 1 regarding the provision of proposed bike routes through Old Sacramento, in coordination with the City of Sacramento.

3-18 The City will determine the riding surface for the proposed bikeway route along the river, including the potential replacement of the boardwalk for a more suitable riding surface for bicyclists. As discussed with the City, the proposed Bikeway A recreational route has been revised to consistently follow the boardwalk in Old Sacramento. The proposed Bikeway A commute route has been revised to connect with the leg of proposed Bikeway C, behind the Railroad History Museum and follow 2nd Street to connect with the Riverfront Promenade, near the Embassy Suites hotel. This route will be relabeled Alternative Ac. K Street is no longer proposed as a connection for bike commuters and Bikeway Alternative C has been removed. Please refer to Chapter 5 of this FEIR for the changes to the Figure.

3-19 Bikeway B has been revised to connect to Bikeway A commute route at 2nd Street.

3-20 Please refer to Response 3-18 above.

3-21 Please refer to Master Response 1C above.

Letter 4 California Department of General Services

DGS CALIFORNIA DEPARTMENT OF GENERAL SERVICES

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Governor Edmund G. Brown Jr.

June 27, 2012

Ms. Petra Unger, Project Manager
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

Dear Ms. Unger:

Thank you for the opportunity for the California Department of General Services (DGS) to comment on the Preliminary General Plan and Draft Environmental Impact Report (DEIR) for the Old Sacramento State Historic Park and California State Railroad Museum, in the City of Sacramento. The DGS acknowledges that the DEIR will guide the future development of the Old Sacramento State Historic Park and State Railroad Museum by evaluating proposed land uses, facilities, concessions, management, and operation of both state park units, as well as to discuss environmental impacts associated with the implementation.

The DGS oversees approximately 18.9 million square feet of office space in both state-owned and leased facilities in the Sacramento region. The DGS is responsible for administering the Capitol Area Plan (Plan), which guides the development of State facilities on state-owned land covering 42 blocks in downtown Sacramento. The Plan is bounded by 5th Street to the west, 17th Street to the east, L Street to the north, and R Street to S Street to the south from 10th to 19th Streets up to the railroad right of way. The DGS has a substantial presence in the downtown area and maintains an interest in surrounding planning activities. 4-1

In reviewing the Preliminary General Plan and DEIR for the Old Sacramento State Historic Park and California State Railroad Museum, it does not appear at this time to have an impact on the DGS-controlled facilities. However, as the plan proceeds through the process, the DGS is requesting the opportunity to review any changes or future updates to the plan.

Thank you again for the opportunity to comment on the Preliminary General Plan and DEIR for the Old Sacramento State Historic Park and California State Railroad Museum. If you have any questions or updates, please contact me at (916) 376-1807.

Sincerely,

Anne Garbeff
Assistant Chief
Asset Management Branch

AG:rt

cc: Joe Mugartegui, Chief, Asset Management Branch, Real Estate Services Division, Department of General Service

Real Estate Services Division/Asset Management Branch | *State of California* | *State Consumer Services Agency*
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Letter 4 Response	Anne Gerbeff Assistant Chief California Department of General Services June 27, 2012

4-1 The commenter notes that the California Department of General Services (DGS) oversees development of State facilities on state-owned land covering 42 blocks in Downtown Sacramento, administered by the Capitol Area Plan and the Preliminary General Plan and Draft EIR does not appear to have an impact on DGS-controlled facilities. However, DGS would like to be kept apprised of any changes or future updates to the project. Any changes and updates to the project would be provided to agencies, including DGS, as part of the CEQA environmental review process. State Parks will provide notice of subsequent changes in the project, in accordance with the noticing requirements of CEQA.

Letter 5 Department of Water Resources

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY EDMUND G. BROWN JR.

DEPARTMENT OF WATER RESOURCES
DIVISION OF FLOOD MANAGEMENT
P.O. BOX 219000
SACRAMENTO, CA 95821-9000

5

July 16, 2012

Ms. Petra Unger, Project Manager
AECOM
2020 L Street, Suite 400
Sacramento, California 95811

Dear Ms Unger:

The Department of Water Resources (DWR) has reviewed the Old Sacramento State Historic Park and California State Railroad Museum Preliminary General Plan (Plan) and Draft Environmental Impact Report (DEIR), dated May 2012, State Clearinghouse No. 2010092068.

The planning area includes a 16-mile long railroad right-of-way, mostly owned by State Parks. The Plan describes extension of the Sacramento Southern Railroad excursion train which provides a three-mile guided tour between Old Sacramento and the Baths.

The expanded rail service proposed to have the following two segments:

1. Train 1 – would run between Old Sacramento and the Sacramento Zoo
2. Train 2 – would run between Pocket/Meadowview neighborhoods to the town of Hood

5-1

We have the following comments on the Plan and the DEIR:

1. Both segments would include construction of railways and operation of excursion trains within the State Plan of Flood Control (SPFC) facilities right-of-ways. DWR operates and maintains a significant portion of the SPFC facilities in the Plan's planning area. Neither the Plan nor the DEIR describe DWR's duties, responsibilities and activities in the planning area. *We strongly recommend describing DWR's duties, responsibilities, and activities in the planning area.*

2. Neither the Plan nor the DEIR recognize the real estate interests associated with DWR's activities. *We strongly recommend describing real estate rights associated with SPFC facilities within the planning area.* 5-2

3. The Plan and DEIR list some of the relevant regulatory requirements and influences regarding facilities in the planning area. Neither the Plan nor the DEIR describe the State or federal regulatory requirements regarding the flood control facilities in the planning area. *We strongly recommend inclusion of the applicable State and federal laws and regulations regarding flood control.* 5-3

Ms. Petra Unger
July 16, 2012
Page 2

4. The Plan and DEIR briefly reference the presence of flood control levees in the planning area; however, the DEIR does not include an impact analysis of the Plan on public safety regarding flood management. *We strongly recommend analyzing the Plan's potential impact on flood management and disclosing it in the DEIR.* 5-4

5. The DEIR includes a section on soils; however, it does not mention the soil conditions of the flood control levees in the planning area. *We strongly recommend including levees' soil condition in the DEIR.* 5-5

6. The DEIR briefly comments on the risk of flooding in the planning area; however, it does not analyze the Plan's potential impact on flood emergency response, specifically on flood fighting and evacuation routes. *We strongly recommend analyzing the Plans potential impact on flood emergency response.* 5-6

7. The DEIR states that it is consistent with the Sacramento 2030 General Plan, applicable regional plans, and County General Plan. Because the planning area is located within the Central Valley in a flood prone area protected by levees of the SPFC, the Plan should be consistent with the Central Valley Flood Protection Plan (CVFPP) as well. DWR completed and the Central Valley Flood Protection Board (CVFPB) recently adopted the CVFPP. *We strongly recommend making the Plan consistent with the CVFPP.* 5-7

As noted above, neither the Plan nor the DEIR have adequately considered flood management within the planning, nor have they analyzed the Plan's potential impact on public safety with regard to flood management. DWR urges the sponsors and proponents of the Plan to meet with DWR and the CVFPB as soon as possible, before finalizing the DEIR and adopting or approving the Plan. I would be glad to arrange such meeting with the Department of Parks and Recreation's representatives at their earliest convenience.

If you have any questions regarding our comments, please contact me at (916) 574-0384 or at nlerner@water.ca.gov. Thank you for the opportunity to comment.

Sincerely,

Noel Lerner

Noel Lerner, Chief
Flood Maintenance Office

Ms. Petra Unger
July 16, 2012
Page 3

cc: Mr. Jay Punia
Central Valley Flood Protection Board
3310 El Camino Avenue Room 151
Sacramento, California 98521

Mr. Len Marino
Central Valley Flood Protection Board
3310 El Camino Avenue Room 151
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Ms. Pati Brown
Department of Parks and Recreation
111 I Street
Sacramento, California 95814

Letter 5 Response	Noel Lerner Chief California Department of Water Resources July 16 , 2012

5-1 Operation of Excursion Train 1 would not require construction of new railways or tracks because it would merely extend the length of the current trips operating on existing tracks. Some improvement to help passengers enter and exit the train at the Zoo would be required, but these improvements would have a very limited footprint and would be placed at the back side of the Zoo. They would not take place within areas maintained by the California Department of Water Resources (DWR) as part of the State Plan of Flood Control (SPFC) right-of-way.

Operation of Excursion Train 2 would require acquisition of right-of-way from the Sacramento Regional Transit agency and the installation of replacement tracks in areas where tracks were historically present but have been removed. Operation of Excursion Train 2 would also require the repair of existing tracks. However, none of these actions would be expected to adversely affect DWR's duties, responsibilities, and activities in the planning area. DWR maintains the levees along the Sacramento River in the planning area. Some of these levees, such as those in the Freeport area, have railroad tracks on them. In fact, the levees were built as part of the establishment of the rail line in this area. Upgrades of the railroad tracks in this area would be closely coordinated with DWR to ensure that any activity related to Excursion Train 2 would not adversely affect DWR's ability to fight floods and to conduct routine maintenance according to its flood control mandates. To comply with these mandates, DWR needs vehicle access to this part of the levee at all times.

The General Plan planning team met with DWR following circulation of the Preliminary General Plan/Draft EIR to discuss DWR's concerns and to ensure proper communication regarding any actions that would affect the DWR-maintained levees in the project area. Future communication between DWR and State Parks will ensure that plans implemented by State Parks would not adversely affect DWR's ability to fight floods and that mutually agreeable design solutions will be sought.

To clarify DWR's role in the project area, the following brief description of the SPFC has been added to Section 2.7.2, "Regional Planning of the General Plan."

"California Department of Water Resources Flood Control Mandates

The California Department of Water Resources' (DWR's) Division of Flood Management, through its Central Valley Flood Planning Office, and the FloodSAFE Program Management Office are carrying out DWR's FloodSAFE California program, in partnership with local, regional, State, tribal, and federal

agencies with the goal of creating a sustainable, integrated flood management and emergency response system throughout California.

In the planning area, DWR maintains the levees in Maintenance Area 9, between Sutterville Road and Courtland in accordance with U.S. Army Corps of Engineers requirements. DWR also has the supervisory role over the Sacramento River Flood Control Project, which is a State and Federal flood control project.

DWR has completed and the Central Valley Flood Protection Board (CVFPB) has adopted the Central Valley Flood Protection Plan (CVFPP). The CVFPP states that for urban areas, in accordance with Senate Bill 5 (SB 5), at least a 200-year level of protection will have to be provided by 2025. The current level of protection in the south Sacramento area is substantially below this goal, and the flood control system has significant deficiencies, as described in the *Flood Control System Status Report* (FCSSR) (DWR 2011). DWR has also developed engineering criteria, which are presented in *Urban Levee Design Criteria* (ULDC) (DWR 2012)."

5-2 A brief description of DWR's real estate interests and rights associated with the SPFC facilities that overlap with the General Plan planning area and that are relevant to the planning effort has been added to Section 2.7.2, "Regional Planning of the General Plan," as described in response 5-3.

5-3 The following description of state and federal regulatory requirements pertaining to flood control facilities in the planning area that are relevant to the planning effort has been added to Section 2.7.3, "Regulatory Influences of the General Plan."

"Central Valley Flood Protection Plan

DWR prepared the CVFPP, which proposes a State Systemwide Investment Approach (SSIA) for sustainable, integrated flood management in areas protected by facilities of the SPFC (DWR 2012a). The SSIA includes actions to improve the systemwide flood management, policies, and institutions while providing flexibility to address changing needs and funding scenarios. Environmental conservations strategies are also included in the SSIA.

Urban Levee Design Criteria

ULDC (DWR 2012b) provides engineering criteria and guidance for the design, evaluation, operation, and maintenance of levees and floodwalls that provide an urban level of flood protection (200-year protection) in California, as well as for determining design water surface elevations along leveed and unleveed streams. Implementation of these criteria is mandatory.

Flood Control System Status Report

FCSSR (DWR 2011) describes the physical conditions/current status of the SPFC facilities at a systemwide level. SPFC facilities include levees, channels, and associated flood control structures in the Sacramento and San Joaquin River watersheds. DWR completed the FCSSR to comply with California Water Code Section 9120, which requires DWR to prepare and adopt this report for the SPFC and to identify and describe each facility, estimate risk, and provide recommendations for upgrades. Information compiled in the FCSSR will be used to support core functions and long-term activities of DWR's Division of Flood Management, including emergency response, facility management, and inspections.

CVFPB Regulations, Title 23

Title 23, Waters, Division 1, of the California Code of Regulations describes the authorities and procedures of the CVFPB, including organizations, standards, and procedures for permit applications.

Title 44 of Code of Federal Regulations, Part 65.10

Article (d) of Title 44 CFR Part 65.10 addresses maintenance plans and criteria. It states that for a levee system to be recognized as providing protection from the base flood, maintenance criteria must be established. A maintenance plan must be adopted and provided to the Federal Emergency Management Agency, and all maintenance activities must be under the jurisdiction of a Federal or State agency and must ensure that the stability, height, and overall integrity of the levee and its associated structures and systems are maintained. Article (e) specifies certification requirements related to review of levee system data by a registered professional engineer and submittal of as-built plans.

Senate Bill 5

SB 5 (Machado) requires each city and county in the Sacramento–San Joaquin Valley to amend its general plan within 24 months of the adoption of a specific flood protection plan by the CVFPB. The amendments are to include data and analysis contained in the flood protection plan, goals and policies for the protection of lives and property that will reduce the risk of flood damage, and related feasible implementation measures. The bill also requires the corresponding zoning ordinances to be updated no more than 12 months after the general plan update and within 36 months of adoption of the plan of flood control."

In Section 3.1, "Planning Assumptions," on page 3-1, the Preliminary General Plan states that State Parks will:

"Coordinate and collaborate with agencies, stakeholders, and partners of regional and local issues such as flood control, natural resources management, and issues related to the location of the park within the Old Sacramento Historic District and the City of Sacramento."

In addition, OSSHP Goal NR-1 states that: "State Parks will 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." Associated Guideline OSSHP NR-1 specifically calls for coordination with DWR and the CVFPB.

Both of these references to coordination in the Preliminary General Plan imply that State Parks also will coordinate with DWR, as applicable, on future projects that may be implemented during the life of the General Plan.

It is the intent of State Parks to cooperate with all other agencies with management responsibility in the planning area and not to plan or implement any projects that would prevent these agencies from achieving their goals or legal mandates.

5-4 Implementation of the General Plan is not expected to affect public safety with regard to flood management. Improvements in Old Sacramento that could be implemented after the General Plan has been approved would be located in the already developed urban center of Old Sacramento. As stated in the response to comment 5-1, operation of Excursion Train 1 would merely extend the length of the trip currently offered and would not require any new construction with the exception of a small facility to help passengers enter and exit the train. This facility would not be located in an area that is essential to flood control activities.

Operation of Excursion Train 2 would undergo further environmental review before implementation, after additional details about the specific improvements needed are known. However, all tracks associated with Excursion Train 2 would be located in the 17-mile right-of-way, which already includes or used to include track. Any upgrades/repairs needed would be done in close cooperation with any entities that could be potentially affected and according to all applicable design standards, including those for local and regional flood control. Thus, operating Excursion Train 2 would not be expected to result in adverse effects on flood control or other matters of public safety.

Therefore, no substantial changes to the environment that would be expected to impair DWR's ability to fight floods in the planning area would be proposed, and no significant impacts on public safety would be expected to result. State Parks would engage DWR's FloodSAFE office and the CVFPB during future environmental review

and would ensure that any planning or design requirement needed to ensure future flood-fighting abilities would be incorporated.

5-5 No changes to the flood control levees in the planning area are proposed; therefore, soils in these areas are not specifically discussed. If future implementation of the Excursion Train 2 proposal would result in any project-level effects on soils, including those underlying the levees, they would be disclosed and analyzed in subsequent project-level environmental review documents, and DWR would be provided with the opportunity to review and comment on any proposals and associated environmental analysis at that time.

5-6 The General Plan does not propose any specific facilities that would be expected to adversely affect flood emergency response. It proposes land use changes in the urban core and slight changes to current use patterns of the line for Excursion Train 1 with no new facilities except a small improvement to enter and exit trains at the Zoo. Excursion Train 2 involves restoring to operation existing train tracks on the levee, including in areas DWR uses to fight floods. After this project is developed in further detail, State Parks will coordinate with all affected parties to ensure that any proposed improvement would not adversely affect other agencies' mandates or missions, including DWR's mandates for flood control. Therefore, no changes to or impacts on current emergency response patterns are expected or would be expected to result from implementation of the General Plan.

5-7 A brief discussion of the recently adopted CVFPP has been added to Section 2.7.2, "Regional Planning of the General Plan," as described above.

Letter 6 Historic Old Sacramento Foundation

6

HISTORIC OLD SACRAMENTO FOUNDATION

Historic Old Sacramento Foundation Board of Directors

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Catherine Taylor

July 16, 2012

Petra Unger
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

Dear Ms. Unger:

The Historic Old Sacramento Foundation would like to thank you for the tremendous effort put into the creation of the Old Sacramento State Historic Park General Plan 2012. The plan represents a significant portion of the future of the historic district, and its importance cannot be understated.

The following response to the General Plan is from the perspective of the Historic Old Sacramento Foundation (HOSF). The mission of HOSF is the creation and maintenance of vital and engaging interpretive programming in the historic district and the Sacramento History Museum. HOSF's vision is to bring history to life. Partnerships with Old Sacramento stakeholders are crucial for the success of our programs and our partnership with California State Parks is vital to the realization of our vision.

The Old Sacramento State Historic Park is a major component of what makes the historic district internationally renowned, and the future of the park is central to the preservation of a national treasure. Therefore, the future of the OSSHP is extremely important to HOSF. HOSF agrees that the 1849 Scene needs to be developed, but we do not support the plan as a whole as written at this time. The response from HOSF are points that are relevant today, but we reserve the right to make further comments as implementation of the General Plan begins.

Thank you for the opportunity to comment on the General Plan. HOSF looks forward to positive improvements to the Old Sacramento State Historic Park and to continued partnerships.

Sincerely,

Bob Ceccato, Board Chairman

*101 "I" Street * Sacramento, California, 95814*

HISTORIC OLD SACRAMENTO FOUNDATION

Historic Old Sacramento Foundation's
Response to Old Sacramento State Historic Park General Plan 2012

The mission of the Historic Old Sacramento Foundation is the creation and maintenance of vital and engaging interpretive programming in the historic district and the Sacramento History Museum.

Positive Comments

- Restoration of the Freight Depot
- Restoration of the Passenger Station
- Revitalization of the B.F. Hastings Building for interpretation of the Supreme Court and the Pony Express

6-1

Concerns

p. 4-4: Designation of a separate State Historic Park for the CSRM in addition to the already established OSSHP is redundant. The two periods of historical significance cross over one another and to separate these time periods would complicate history. The creation of two separate agencies would create competition and potential public confusion. 6-2

p. 4-6: The Historic Old Sacramento Foundation (HOSF) opposes the I Street closure. This would impact access to the Sacramento History Museum. Impacts have not been analyzed for CEQA. 6-3

p. 4-12: The Sacramento Delta and River Museum proposal for the California Steam Navigation Company Building is vague. Who will operate it, and what is the mission? 6-4

p. 4-12: The Gold Rush History and Archeology Underground concept could represent competition with existing HOSF Underground Tours. What is free and what is fee based? HOSF's role is not defined. This presents potential conflicts with the existing HOSF Underground Tour Program. 6-5

p. 4-13: How are the basic needs of the district being addressed? There is no mention of additions to public restrooms or extended hours. 6-6

p. 4-15: Re-purposing the Big Four building to a Gold Rush Visitor Center creates multiple conflicts. The Big Four building was reconstructed because of its significance to the railroad history of the area. To change this and interpret the Gold Rush goes against the criteria for the National Historic Landmark district. Second, this creates a conflict with HOSF as the Sacramento History Museum's mission is to serve as an interpretive center for the Gold Rush and general interpretation of the district. Two interpretive centers are not needed in the district. Is this complimenting or competing? 6-7

p. 4-17: HOSF opposes the horse drawn rail car. This would impact an area where HOSF leads large tour groups and would pose a safety hazard. There has not been broad enough analysis to determine the impact on general pedestrian, bicycle and programming traffic. Construction impacts have not been analyzed (CEQA). Horse rails never existed in the historic district and could jeopardize the National Historic Landmark/ Historic Register listing of the historic district. 6-8

p. 4-26: The establishment of a full-time living history and events coordinator position within the Capital District is creating a redundancy in programming. This type of position should be agreed upon by all groups including HOSF, the California State Military Museum, the Wells Fargo History Museum and Old School House Museum before being listed in a General Plan. Note that the mission of HOSF is to program the district. HOSF currently works with local theater 6-9

groups and living history in the OSSHP. Are we complimenting or competing? There is no clear definition of roles and how other agencies will work with the State. cont. 6-9

p. 4-29: The creation of a Gold Rush Visitor Center would duplicate the role of the Sacramento History Museum and the function of the Underground Tours. The History Museum's school tours and exhibits focus on Gold Rush history. The HOSF approaches changes and upgrades in the museum focusing its content as an interpretive center for the entire district including Gold Rush era history. This sets up competition with HOSF instead of working cooperatively with the district as a whole.
The Gold Rush History and Archeology Underground Experience should complement or partner with current HOSF Underground Tours. This is not clearly stated in the General Plan. 6-10

p. 4-30: The General Plan has two different descriptions of the Gold Rush History and Archeology Underground Experience. This page states that the OSSHP will coordinate with HOSF yet on another it states that the Archeology tours would be self-guided. It is important to HOSF that this be defined. Original discussions in the plan stated that the HOSF would continue to run any and all Underground Tours. Since HOSF already conducts successful tours on State property it makes sense to continue this relationship and it should be noted in the plan. 6-11

p. 4-32: The HOSF opposes rail tracks through Waterfront Park. This would be a safety hazard and would interfere with HOSF programming. HOSF would also oppose adding more display tracks in Old Sacramento on Front Street as this would pose a pedestrian hazard. 6-12

p. 4-39: The standard for the National Landmark district is reconstruction based on historical photographs. This does not mean construction of non-related structures on the sight as it would hurt the credibility of the entire district. This would be particularly detrimental for HOSF as the integrity of the 1849 scene would be damaged, impacting property in front of the museum and Underground Tour program interpretation. Adhering to Secretary of State Standards and retaining National Landmark status is very important to HOSF. Instead of creating non-compatible structures to the period archeological evidence should be relied upon to interpret those areas. This has not been analyzed for impacts on Cultural Resource for CEQA. 6-13

p. 4-58: Language regarding road resurfacing is vague. HOSF would oppose removal of the cobblestones. Impacts not analyzed for CEQA. 6-14

General Comments:

- It is difficult to tell from the General Plan whether CA State Parks and the Historic Old Sacramento Foundation are complimenting or competing with one another. 6-15
- HOSF proposes the narrative be rewritten for a more compelling story of a multi-cultural, multi-class society, including gender, race, class struggle, urban development and environmental impact 6-16
- The General Plan should be restricted to State Park's property only 6-17
- The period of significance is 1849-1870 and should be consistent throughout the document 6-18
- All signs should be consistent with the time period and with the district sign ordinance 6-19
- The way finding sign project should be lead by the City of Sacramento 6-20
- Allow HOSF to utilize the State Park area adjacent to Sacramento History Museum without fees for mission driven programming 6-21

The Historic Old Sacramento Board of Directors formed a committee to review the General Plan and created the preceding response. Comments were requested from other board members prior to submission of HOSF's response. For full disclosure and transparency, the following are additional comments from HOSF board members.

From Cathy Taylor 7-11-12

RESPONSES TO HOSF GENERAL PLAN COMMENTS:

General Comments:

* It is important to remember that HOSF had a strong voice in this plan, probably the strongest of any non-state entity. HOSF Board members Lina Fat, Johan Otto and me we involved in the development of the General Plan through the Advisory Committee. City staff person and HOSF executive director Marcia Eymann was also on the Advisory Committee. Many HOSF members and staff attended the three public meetings to give input. Our Advisory Team was interdisciplinary, and was careful to reach out to all partners in Old Sacramento. Other City and Old Sacramento participants included Liz Brenner, Roberta Deering and Tom Pace, as well as Dave Scurfield and Chris McSwain representing OSBA's business interests.

* The General Plan is not just the vision of State Parks, it is the vision of the many passionate leaders and many other stakeholders here in Old Sacramento and throughout the region who attended meetings and provided their input.

Positive Comments from HOSF

- Restoring Freight Depot (we are pleased to be able to return the building to an accurate reconstruction after the building was used and modified by the City as a Public Market which never fulfilled its promise)
- Restoring Passenger Station (the passenger station is a historic reconstruction and will not be restored. We propose a more active use as a train station as opposed to display area)
- Use of BF Hastings Building for Supreme Court and Pony Express interpretation

6-1

Concerns from HOSF

p. 4-4: Designation of a separate State Park for Railroad component is redundant. The two historic periods of significance cross over and one build upon the other. To separate these periods complicates history. The creation of two separate agencies would create competition and potential public confusion.

The creation of two parks is essential to fully develop each park unit's interpretive theme: rail transportation and Gold Rush history and commerce, as well as giving each the ability to have a nonprofit partner dedicated to the park unit. The interpretive period for the California State Railroad Museum (CSRM) is vast compared to the narrow period of 1849-1870's for Old Sac State Historic Park. CSRM will span two historic districts when fully built out to include the historic Central Pacific Shops, it no longer can be said to reside solely in Old Sacramento. It will require its own designator for marketing and internal administration. This should not be a matter of concern to HOSF as it in no way affects any HOSF matters. It is an internal administrative matter for State Parks.

6-2

p. 4-6: The Historic Old Sacramento Foundation (HOSF) opposes I Street closure. This would impact access to the Sacramento History Museum.

Currently, I Street vehicle traffic is forced to move down the alley or U-turn causing unsafe conditions for pedestrians crossing into OSSHP to visit its facilities as well as the Sacramento History Museum. I Street is primarily used for offloading of tour buses. Closing the street at least halfway would allow for a welcoming plaza for CSRM, OSSHP and SHM. It encourages rather than discourages pedestrian traffic to all three attractions as it creates a public plaza which benefits public visitation to the area.

6-3

p. 4-12: Sacramento Delta and River Museum proposal for the California Steam Navigation Company Building is vague. Who will operate it, and what is the mission?

The public meetings showed a strong preference for a "river-oriented" museum that would engage and interpret the river. Although we do not own or operate the Steam Navigation Co. Bldg, in the planning process it stood out as a logical location. General Plans are just that, and are not carved in stone. Ideas are included as they were expressed from the public meetings. Operation and mission would be determined if the property owner is interested in pursuing such an idea. Many groups could logically operate such a museum and establish its mission. 6-4

p. 4-12: Gold Rush History and Archeology Underground could represent competition with HOSF Underground tours. What is free and what is fee based? HOSF's role is not defined. This presents potential conflicts with existing HOSF Underground program.

Gold Rush History is a critical mission of the Old Sacramento State Historic Park, and has been since its inception long before HOSF was created. However, we see roles of the HOSF and State Parks as complementary with respect to Old Sacramento. In fact, according to the HOSF Business Plan which was the founding document of the nonprofit in 2003, HOSF was to become a cooperating association to State Parks for the purpose of supporting the development of the Old Sacramento State Historic Park. Unfortunately, this has been viewed as competition instead of a useful complementary relationship. This plan sets forth a vision of what we all want to accomplish, it is not meant to define specific details of who will do what. Again, it is a General Plan, meant to be general and conceptual at this stage. 6-5

p. 4-13: How are the basic needs of the district being addressed? There is no mention of additions to public restrooms or extended hours.

Park hours are an operational issue that change with budget and park conditions. The General Plan is a long term planning document not an operational or management document. Restrooms are noted under Visitor Services and identified as a concern; those existing ones are being retrofitted for ADA compliance. Currently State Parks provides the majority of bathroom facilities at the north end of the district free to the public. We are in agreement more are needed outside the boundaries of the park to support the specific needs of the Old Sacramento Commercial District. At the current time, restrooms in Old Sacramento operated by State Parks are sufficient for its operations as a State Park. As any new programs or facilities are brought online, those projects would have specific plans which would address operational needs such as additional restrooms. 6-6

p. 4-15: Re-purposing the Big Four building to a Gold Rush Visitor Center creates multiple conflicts. The Big Four building was reconstructed because of its significance to the railroad history of the area. To change this and interpret the Gold Rush goes against the criteria for the National Historic Landmark district. Second, this creates a conflict with HOSF as the Sacramento History Museum's mission is to serve as an interpretive center for the Gold Rush and general interpretation of the district. Two interpretive centers are not needed in the district. Is this complimenting or competing?

The points made here are not entirely correct.

The Big Four Building was built to support the Gold Rush Commerce story of Old Sacramento and happens to relate to merchants who helped finance and construct the Transcontinental Railroad. It is not serving a railroad interpretive theme, per se. It is important to note that the "Big Four" is a contemporary short-hand way to refer to the building, but is not a historical term. We were careful to meet with representatives from NPS/NHL on the General Plan and the specific uses of facilities envisioned in the plan, and they have no concerns about the planned uses of the Big Four Building as envisioned. Their bigger concern is the overall "watch list" status of Old Sacramento, and the many nonconforming additions that have caused it to be on the Congressional Watch List for some time. The NHL folks did indicate to us that they would be addressing this issue within the next 24 months to determine if Old Sacramento should continue to be an NHL. 6-7

There were competing desires by key stakeholders as to the future of the Big Four Building and the best location for a Gold Rush Visitors Center. As the Big Four Bldg is in a central visitor serving area, its use as facility for programming and interpretation makes far more sense than an office complex. Currently the only "visitor's center" is staffed by the Convention and Visitors Bureau midway in the district and currently without an agreement with State Parks for the use of

the facility, so this needs to be addressed. A larger more complete visitor's center would allow for a more comprehensive orientation experience in Old Sacramento.

As to the point about "competition" related to interpreting the Gold Rush - the entire Old Sacramento National Historic Landmark District plays a role in interpreting the Gold Rush. Does this mean that all of Old Sacramento competes with the Sacramento History Museum? cont. 6-7

p. 4-17: HOSF opposes the horse drawn rail car. This would impact an area where HOSF crosses large tour groups and would pose a safety hazard. There has not been broad enough analysis to determine the impact on general pedestrian, bicycle and programming traffic. Construction impacts have not been analyzed (CEQA). Horse rails never existed in the historic district and could jeopardize the National Historic Landmark/ Historic Register listing of the historic district.

The horse drawn trolley is historically accurate for Old Sacramento. Moreover, horse transportation most certainly was part of Old Sacramento, and currently a number of horse drawn vehicles operate safely in the area. This concept actually supports the preservation and restoration of historic ambiance to Old Sacramento that HOSF should support not oppose. It also would result in less cars on the street and a more safe environment for all visitors. One is more likely to be hit by a car than by an occasional horse drawn trolley slowly meandering down the street. In addition, it is important to reiterate that this is a General Plan, and specific project level EIRs would be done for elements of the plan should they be funded and move forward and some future time. 6-8

p. 4-26: The establishment of a full-time living history and events coordinator position within the Capital District is creating a redundancy in programming. This type of position should be agreed upon by all groups including HOSF, the Military Museum, Wells Fargo Museum and Old School House before being listed in a General Plan. Note that the mission of HOSF is to program the district. HOSF currently works with local theater groups and living history in the OSSHP. Are we complimenting or competing? There is no clear definition of roles and how other agencies will work with the State.

We are not clear why a position such as this should be agreed upon by all of the entities outlined above. The position is to support State Parks programming, and is consistent with our staffing and programmatic needs for our District. We would certainly see the State Parks Living History Coordinator being available to coordinate with other entities in Old Sacramento including HOSF. Why are the staffing levels of State Parks of concern to HOSF? We also have marketing staff, but there has been no suggestion that all of the entities above coalesce staff into just one marketing position in Old Sacramento representing everyone's needs. This is not practical. 6-9

p. 4-29: The creation of a Gold Rush Visitor Center would duplicate the role of the Sacramento History Museum and the function of the Underground Tours. The History Museum's school tours and exhibits focus on Gold Rush history. The HOSF approaches changes and upgrades in the museum focusing its content as an interpretive center for the entire district including Gold Rush era history. This sets up competition with HOSF instead of working cooperatively with the district as a whole.

The Gold Rush History and Archeology Underground Experience should complement or partner with HOSF Underground Tours. This is not clearly stated in the General Plan. 6-10

A number of stakeholders did not share the view that the Sacramento History Museum could sufficiently take on the role as a Gold Rush Museum with statewide focus. The objective in the General Plan is to build a major attraction on the scale of the California State Railroad Museum which focuses on the ENTIRE history of the California Gold Rush, not just a local Sacramento history story. It is logical for that story to be told as a statewide story in the Capital City of Sacramento, and be done by State Parks in partnership with the more local story that is the focus of the Sacramento History Museum.

With respect to the Underground Tours, we agree that it is a logical partnership to continue and ensure that Underground Tours are integrated in the larger Gold Rush Experience.

p. 4-30: The General Plan has two different descriptions of the Gold Rush History and Archeology Underground Experience. This page states that the OSSHP will coordinate with HOSF yet on another it states that the Archeology tours would be self-guided. It is important to HOSF that this be defined. Original discussions in the plan stated that HOSF 6-11

- The General Plan should be restricted to State Park property only

  State Parks recognizes it can only develop its own property. However, the strong message from Stakeholders was to consider the larger needs of the entire NHL in the General Plan and comment on it. We have done that. 6-17

- The period of significance is 1849-1870 and should be consistent throughout the document

  This appears to contradict the earlier concern expressed by HOSF that the park units should not be split into two separate park units. The major consideration in moving to split into two park units was that Old Sacramento does have a fixed timeframe (period of significance) and the Railroad Museum has a broad interpretive timeframe and focus representing the history and development of railroading (history and technology) throughout time. It is simply not possible to merge the two comfortable together, although we do understand the overlapping nature of the historical periods. 6-18

- All signs should be consistent with the time period and with the district sign ordinance

  State Parks also has signage and branding considerations that must be adhered to, including proper period-appropriate signage. While State Parks makes every effort to work collaboratively on signs, it is not subject to the City's ordinance. 6-19

- Way finding sign project should be lead by the City of Sacramento

  State Parks does not propose to do this, and would be pleased to know that the City of Sacramento plans to make wayfinding signs in Old Sacramento a priority. It would be ideal for all wayfinding signs in Old Sacramento to be made consistent, with quality design and installation. 6-20

- Allow HOSF to utilize State Park area adjacent to Sacramento History Museum without fees for mission driven programming

  See earlier discussion about HOSF's potential as a State Parks cooperating association as envisioned in the HOSF founding Business Plan. We would like nothing more than to work in a formal way with HOSF to secure the future of the Old Sacramento SHP. As you are aware, in the absence of such an agreement, State Parks continues to work with HOSF to allow many mission-driven programs to operate without fees (BF Hastings for Underground Tours, Gold Rush Days, etc.) but cannot continue to do that in perpetuity. 6-21

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Letter 6 Response	Bob Ceccato Board Chairman Historic Old Sacramento Foundation July 16, 2012

6-1 State Parks is pleased to hear HOSF supports: 1) returning the Freight Depot to an accurate reconstruction; 2) the planned use of the B.F. Hastings Building as a museum to interpret the first location of the California Supreme Court chambers; 3) proposed enhancements to Pony Express Plaza; and 4) recreating the Passenger Station appearance in 1873 and repurposing it to its former use as a boarding area for the excursion train.

6-2 As addressed in Master Response 3, the proposal for creating two parks was a suggested management strategy, intended to allow each park to be self-sustaining and work with partners focused on developing and strengthening the interpretive themes, mission, and branding of each park and implement the General Plan. It was not intended to create competition among partner agencies or result in outward physical changes that would adversely affect the visitor experience.

However, due to common concerns and comments from park partners and stakeholders that this change would create confusion in the interpretation of history in the park, create more management issues, and could have the opposite effect of compromising the ability of Old Sacramento State Historic Park to sustain itself, the plan proposal to create two parks has been removed from the General Plan. Instead, the General Plan has been revised to maintain Old Sacramento State Historical Park as one State Historic Park, organized into management units that give focus and identity to the key interpretive themes and resource areas of the park. References to two parks throughout the plan have been revised to identify only "Old Sacramento State Historic Park."

6-3 Please refer to Master Response 1C for a detailed explanation of the revised General Plan proposal for I Street.

6-4 The concept of a Sacramento Delta and River Museum originated from the Advisory Committee and was supported by many stakeholders and the public. The location of the California Steam and Navigation Company Building was identified as one potential location due to its logical location and historic site use. The Preliminary General Plan identified the museum as a concept. Thus, the location, mission, and details of the potential river museum have not yet been determined. The General Plan has been revised to remove reference to the location of the facility at the California Steam Navigation Company Building. The concept of the river museum is a specific project to be pursued and analyzed at a later time. It may be led by State Parks, the City, or others, as opportunities arise for its location and development.

6-5 Please refer to Master Response 4B for clarification of the relationship of the Gold Rush History and Archaeology Underground Tours to the HOSF Underground Tour program.

6-6 A General Plan does not address specific operational issues, such as public restrooms or hours. As noted in Master Response 12, State Park General Plans address the long-term plans and vision for a park unit. However, the Preliminary General Plan acknowledges this concern, to the extent that it affects the experience of visitors to the park. Guideline FAC-2 on page 4-27 of the Preliminary General Plan encourages coordination with the City of Sacramento for the adequate provision of public amenities, such as restrooms, water fountains, and seating. Currently, restrooms operated by State Parks serve the immediate needs of visitors to OSSHP and Old Sacramento during the operating hours of the State Park for park management and safety reasons. As new programs or facilities are introduced into the park, those projects include opportunities to provide additional restrooms. Additionally, Guideline O&M-3, on page 4-51 of the Preliminary General Plan, encourages State Parks to work with the City, Downtown Partnership, and other partners in the Historic District to consider future opportunities to improve operations for district-wide needs such as maintenance and public safety, where this is possible.

6-7 Please refer to Master Response 5. Interpretation of the Big Four Building will be consistent with the history and uses of the buildings. Concerns regarding specific interpretation and use of the Big Four Building will be addressed in the future with the development of an Interpretive Master Plan for OSSHP. OSSHP Guideline FAC-9, on page 4-30 of the Preliminary General Plan, addressing the interpretation of the Big Four Buildings has been revised to identify interpretive opportunities associated with commerce and transportation. Refer to the proposed revisions in Chapter 5.

6-8 Horse-drawn streetcar trolleys and rails are historically accurate and appeared in Old Sacramento in 1870, with the operation of the City Street Railway, a horse-drawn streetcar system, carrying passengers between the Central Pacific Station at Front and K Street to the Agricultural Society's California State Fairgrounds, as described in Master Response 6. Thus, demonstration of this mode of transportation will not jeopardize the National Historic Landmark/National Register listing of the historic district. As addressed in Master Response 6, the General Plan will be revised to allow potential demonstration of this historic mode of transportation on existing track on State Park property for special events. Proposals to extend the existing track and add track on I Street in OSSHP for regular operation of a horse-drawn streetcar demonstration line would require a feasibility study and project specific environmental analysis. Project specific environmental impacts of this proposal, including impacts resulting from construction and concerns regarding public safety, would be addressed in future project specific plans for the horse-drawn streetcar line under CEQA, when details have been developed at a level sufficient for project specific analysis. Please refer to Master Response 12 for an explanation of the subsequent environmental review process for project specific plans.

6-9 It is not the intent of State Park to compete with other programs in Old Sacramento. All references to a full time living history and events coordinator position have been removed from the General Plan, as noted in Master Response 4C. General Plans are long-term planning documents that provide general management direction and need to be flexible and adapt to future changes, including potential changes to roles over time. Thus, that level of specificity is usually not provided in General Plans.

6-10 Master Response 4A provides more detailed information on the proposals for the Gold Rush Visitor Center envisioned in the General Plan. The visitor center is not intended to duplicate what is offered in the Sacramento History Museum. It is intended as a visitor and welcome center that provides orientation to facilities in the historic district and could contain rotating informational exhibits appropriate to the themes and setting of the park. As such, references to a Gold Rush-themed Visitor Center perceived to compete with the Sacramento History Museum have been removed and the General Plan now describes the need for a Visitor Center somewhere within OSSHP that provides visitor information and orientation to the area. Please also refer to Master Response 4B for proposed revisions to the General Plan proposal for a visitor center.

6-11 State Parks intends to maintain and expand on its existing relationship with HOSF in the operation of the Underground Tours. It is expected that the Gold Rush History and Archaeology Underground Experience would expand the facilities that will be available for participants of the Old Sacramento Underground Tours. Additional operational details will be worked out during the development of future management plans.

To address the issue of inconsistency pointed out by the commenter, clarifications and revisions to Guideline EXP-5 on page 4-25 of the Preliminary General Plan has been made to ensure coordination with the HOSF and other partners in the development of future visitor information services and facilities. Please refer to Chapter 5 for specific revisions to Guideline EXP-5.

6-12 The future resolution in the Preliminary General Plan to explore the feasibility to restore train tracks to their original location, including through Waterfront Park has been removed. CSRM Guideline FAC-11 on page 4-32 of the Preliminary General Plan has been deleted.

6-13 State Parks is required to comply with the Secretary of Interior Standards for any reconstruction of historic buildings. Cultural Resource guidelines in Section 4.4.3 of the Preliminary General Plan specifically require the preparation of a Historic Properties Management Plan / Historic Properties Treatment Plan to guide treatment of historic resources. Following guidance included in the General Plan will ensure that any development in OSSHP resulting from implementation of the General Plan will comply with the Secretary of Interior Standards, and thus, will not adversely affect Old Sacramento's status as a National Historic Landmark. Cultural resources guidance included in the General Plan was developed in close coordination with State Parks

historians and archeologists and also included coordination and a meeting with National Park staff in charge of National Historic Landmark nomination.

6-14 Road surface conditions were identified as an issue to be addressed as part of the planning process during stakeholder meetings and public workshops. Specific challenges that were brought up with regards to safety included areas surfaced with decomposed granite, boardwalk areas, and cobblestone streets. There are no cobblestone streets within the OSSHP portion of Old Sacramento, and therefore State Parks would not remove/upgrade any cobblestones as part of their maintenance or management. To address the comment regarding the use of vague language regarding road surfacing, Guideline CIRC-1 on page 4-58 of Preliminary General Plan has been revised, as indicated in Chapter 5.

General Comments:

6-15 All proposed programs envisioned in the General Plan are intended to compliment, improve, and expand on the success of existing programs, building off the unique resources in Old Sacramento and additional opportunities in OSSHP. Master Response 4 provides further clarification regarding concerns that certain elements of the General Plan would compete with existing programs and roles in Old Sacramento.

6-16 The General Plan presents a long term vision for OSSHP and generally reflects the themes suggested in its interpretive goals and guidelines. While the proposed narrative elements are compelling, they would more appropriately be addressed in an Interpretive Master Plan to be developed for OSSHP in the future or other historic narrative document.

6-17 Specific elements of the Preliminary General Plan have been revised to focus mainly on programs and issues within the State Park boundaries, as noted in Master Response 8. There are, however, elements that require coordination within the broader historic district such as access, circulation, and visitor facilities. A focus on project collaboration and coordination has been identified in those instances.

6-18 The period of significance has been revised to identify periods of significance for each management zone, associated with the unique resources at the park. Refer to Chapter 5 for the revisions to the “Interpretation Period to OSSHP” in Section 4.4.4 (page 4-15) of the General Plan.

6-19 State Parks also must adhere to its own signage and branding requirements, including requirements for period-appropriate signage. State Parks will make every effort to be consistent with the district’s sign ordinance, when possible, and collaborate with the City on district-wide signage.

6-20 State Parks agrees that the development and installation of wayfinding signs in Old Sacramento should be led by the City. The General Plan proposes the need for this in

coordination with the City, property owners, and agencies, as applicable, as addressed in Guideline FAC-4 on page 4-27 of the Preliminary General Plan.

6-21 Currently many mission-driven programs operated by HOSF, within OSSHP, are allowed to operate without fees and this is not likely to change in the future. However, future implementation of management plans, such as for the Gold Rush and Commerce Block, will require future analysis of fees and operational needs and the outcome and recommendations from these analyses cannot be predicted or addressed at this time.

Letter 7 Cornelis Hakim

7

From: OSSHP [mailto:osshp@parks.ca.gov]
Sent: Thursday, July 12, 2012 11:48 AM
To: Rominger, Susannah
Subject: FW: Comment to general plan for the 16 miles extension of the railroad to the south - Comment period end July 16

From: cornelis hakim[SMTP:CHUSA@ATT.NET]
Sent: Thursday, July 12, 2012 11:48:11 AM
To: OSSHP
Cc: morisawa@sbcglobal.net
Subject: Comment to general plan for the 16 miles extension of the railroad to the south - Comment period end July 16
Auto forwarded by a Rule

Pat Brown,

Thank you for giving us the 45 days circulation time for comment. Followed below are my comments.

The general plan need to identify the source or the availabilty of funding for the extension of the operation to the south. This funding include the funding to rebuilt and maintain the route.

The funding study for the rebuilding should minimum includes:

1. Administration cost.
2. Planning and/or environmental study cost.
3. Engineering design cost.
4. Traffic operation impact study at South land Park, Fruitridge, 35th, 43rd, Florin rd, Meadowview and to the south.
5. Environmental mitigation, which minimum include native trees replanting, sound wall requirement and other mitigation
6. Construction cost for the rehabititaion of the track, adding additional gate at all intersections.
7. Construction oversight cost.

7-1

The funding for maintenance and operation is missing and need to be addressed.

The current budget for the state is in the trend of cutting expenses for park and rec. It is not visible that the state has any additional fund to rebuild or for the maintenance of this route.

The current operation at the Old Sac is mainly run by volunteer, which is no cost to the state. When you rebuild this route, it is not guaranteed any of these volunteer will stay.

The proposed extension does not show any cost benefit factor between the total cost of rebuilding and maintenance and any possible future riders including the frequency.

Need to add the impact of this extension to any proposed expansion of interstate 5 and the additional expansion of new interchange south of pocket rd interchange.

7-2

Another option for the current proposed general plan is to delete the south extension until further funding from the state is visible. cont. 7-2

Thank you

Cornelis Hakim

5996 Park Village st, Sacramento Ca 95822

916-427-1215

Letter 7 Response

Cornelis Hakim
July 12, 2012

7-1 As addressed in Master Response 12, General Plans provide a long-term vision and management direction for a park unit, over a period of 20 years or more and serve as a basis for the development of more focused management plans, specific project plans, and other management actions to implement the General Plan. Information to identify the source of funding or demonstrate financial feasibility or cost-benefit analysis of projects and programs, including the extension of the excursion train route south will be addressed in future management or project plans, and subsequent environmental studies, as applicable, and required to implement the excursion train operation south. Additional opportunities for public review and comment will be accepted as part of future processes, when pursued.

7-2 See Response 7-1 regarding addressing funding for the maintenance and operation of the excursion route from Pocket/Meadowview Road to Hood. There is no proposed expansion of Interstate 5 as part of the project. Rail track already exists across Interstate 5 to the Zoo. Impacts of the excursion train extension on the proposed interchange south of Pocket and Meadowview Roads to serve the Delta Shores development will be addressed as part of future environmental studies for the excursion train route from Pocket/Meadowview Road to Hood, if and when pursued, and if applicable.

Letter 8 City of Sacramento

8

COMMUNITY DEVELOPMENT DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

300 RICHARDS BL., 3rd Floor
SACRAMENTO, CA
95811-0218

July 13, 2012

Petra Unger
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

Re: Old Sacramento State Historic Park General Plan EIR
Comments of the City of Sacramento

Dear Ms. Unger:

The City of Sacramento has reviewed the proposed Old Sacramento State Historic Park General Plan, and the accompanying environmental impact report (EIR), and submits these comments regarding the environmental impact report.

The City provided comments on earlier iterations of this plan to State Parks on February 7, 2011 and October 26, 2011. Several City staff also provided substantive comments while serving on the Advisory Committee. However, the City feels that the vast majority of comments provided have not succeeded in altering various details in the plan. We again submit our comments in the spirit of the cooperation that citizens expect of the agencies that serve their interests, and the commitment of the City of Sacramento to a healthy, vibrant and sustainable Old Sacramento. The State of California is an important part of our future, and we welcome the opportunity for future participation in this important planning process.

Serious revision is needed in the EIR. We believe that the information required will constitute significant new information that will require recirculation of the EIR prior to certification. See CEQA Guidelines section 15088.5.

We are prepared to continue our work on this important process. Thank you again for the opportunity to comment.

Sincerely,

Barbara E. Bonebrake, Director
Convention, Culture and Leisure Department

Max Fernandez, Director
Community Development Department

Jerry Way, Director
Department of Public Works

Jim Combs, Director
Department of Parks and Recreation

cc: Mayor and City Council
City Manager

City of Sacramento Comments
Old Sacramento State Historic Park General Plan EIR

1. Fails to Adequately Meet Program Level CEQA Review

- Pg. 5-4: This section identifies Chapter 4 of the document as the "project description" but includes proposals and programs outside the "project area" and "project" described in the Notice of Preparation (NOP). Clarifications and corrections to wording and evaluation of impacts involving any proposals for properties outside the State Historic Park property and the clearly defined project area are needed prior to proceeding with consideration of adoption of the proposed plans and before the environmental document can be considered adequate. 8-1

- Section 5.6.11: The Transportation and Traffic section failed to analyze and evaluate the proposed closure of I Street. Travel pattern and circulation for all modes including pedestrian and bicycle access resulting from such closure should be evaluated and included in the document. 8-2

- Section 5.6.11: The Transportation and Traffic section failed to evaluate on-site circulation and the impact of the project on the changes on vehicle and other modes of transportation. The six study intersections selected are outside the Old Sacramento area. No study of the intersection of roadways was analyzed within the Old Sacramento area. Because of the changes proposed with the proposed project, on-site circulation should be evaluated as part of this EIR and all impacts to old modes of transportation should be included in this section. 8-3

- The proposed General Plan introduces the use of horse track and specifies its alignment throughout the Old Sacramento Historic District. There is no discussion in the DEIR about the impact of this proposal on vehicle, pedestrian and bicycle circulation. Having tracks embedded in the street will cause a tripping hazard to pedestrians and bicyclists. 8-4

- Horse tracks never existed within the Old Sacramento area and it is not clear why they need to be introduced. There is also the issue of the introduction of inappropriate alterations/new uses, and false historicism, that could potentially jeopardize the National Historic Landmark/National Register listing of the Historic District. 8-5

- Pg. 4-14: Introducing horse tracks that will be embedded in the street is of concern to the City. Maintenance is an issue that should be discussed. Is the State proposing to maintain the tracks? 8-6

- Guideline CIRC-2: This goal states "Ensure pedestrian and horse car passenger safety and avoid conflict by identifying horse car stops and dedicated pedestrian crossings". None of this is shown or provided in the plan, nor is it evaluated in the DEIR. 8-7

City of Sacramento Comments
Old Sacramento State Historic Park General Plan EIR

- Pg. 4.2: The proposed vision statement leaves out the significant story of the diversity of Old Sacramento through the interpretive period. The Cultural Resources chapter of the environmental document needs to be revised and supplemented to include this significant history in order for the cultural resources related impacts of the proposed plan/program/projects to be adequately evaluated. The extent of pre-Gold-Rush era populations, including Native American peoples and sites, in the project area have not been adequately researched or evaluated relative to the proposed project's impacts. 8-8

- Pg. 4-8: Continued excavation to find a sunken ship may involve moving more recently sunken ships that sit on top of Gold Rush era ships. Multiple ships from the Gold Rush through the 1940s are sitting at the bottom of the river in the same area. Additional research and evaluation on the significance and other issues related to potential impacts on the various shipwrecks involved will be needed prior to undertaking the proposed project and the impacts, even at this program level, have not been adequately identified or evaluated. 8-9

2. **Relationship to Secretary of the Interior Standards**

- Pg. ES-7: It is unlikely that "some native landscape restoration" along the banks of the Sacramento River would comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties' Restoration Standards. During the historic district's era of significance, the riverbank was a working waterfront for shipping and was later completely transformed with the railroad levee. Native vegetation was not likely to have been part of either of those "landscapes". According to the National Park Service, the Restoration Standard "depicts a property at a particular period of time in its history, while removing evidence of other periods". 8-10

- Pg. 4-15, ES-11 and ES-7: The DEIR states: "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 recreate all of the earlier original buildings ... but would rather be compatible with surrounding select significant buildings ...." This text is inaccurate and is not appropriate and needs to be corrected and clearly state that the buildings would be reconstructed in compliance with the Secretary of the Interior's Reconstruction Standards. Unless the new construction is based upon documentation of the original structure on the site, it would not comply with the Secretary of the Interior's Reconstruction Standards, the adopted 1967 Redevelopment Plan for the Old Sacramento Historic District, or with the guidelines for the California Environmental Quality Act. State CEQA Guidelines note that projects involving historic resources, 8-11

City of Sacramento Comments - Old Sacramento State Historic Park General Plan EIR Page 2

City of Sacramento Comments
Old Sacramento State Historic Park General Plan EIR

which includes the 1849 scene site, would have significant impacts on cultural resources when projects do not comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Pages ES-11 and ES-7 fail to identify the lack of compliance with the Reconstruction Standards in the detail reference to the new buildings to be constructed in the Commercial Block on page 4-15. The environmental document needs to address this significant impact or the plan needs to be changed to explicitly comply with the Restoration Standards. The documents as a whole is ambiguous and could be misleading, using the term "reconstruction" to describe these buildings in various places, but the detailed plan description of the buildings' design on page 4-15 implies that there could be other "compatible" buildings constructed, which would not comply with that standard. cont. 8-11

- Pg 4-30, Guideline FAC-8: This guideline states "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..." If no documentation exists of a structure that may have existed on a particular parcel, it would be more appropriate to keep the particular parcel for archaeological interpretation. 8-12

- Pg 5-84 and 5-89: This section fails to evaluate the cumulative impacts to cultural resources, and the impacts to the Old Sacramento Historic District's eligibility for listing as a National Historic Landmark, in particular related to intrusions if there are new buildings constructed which do not comply with the Secretary of the Interior's Reconstruction Standards. 8-13

- Pg 4-5, Exhibit 4-1: Various land use area concepts are shown in the proposed plan that are outside the state park jurisdiction and the impacts of those concepts have not been evaluated in the environmental document. Proposed bike routes do not reflect adopted City bike routes and extend beyond State Park boundaries. Proposals for the Riverfront area were not developed in collaboration with owners of the properties and extend beyond State Park boundaries. This exhibit needs to be revised to clarify/limit proposals to the area of jurisdiction of State Parks, or where the State and others have mutually agreed to proposals outside current State Parks jurisdiction, and where the DEIR adequately identifies and evaluates their impacts. 8-14

3. Relationship to Areas Outside of State Jurisdiction

- Discussions throughout the document need to be revised relative to those items that would appropriately be considered proposals for the State Park unit's general plan versus discussion of the regional context within which the park is located. This document is seriously flawed in this regard. It is noted that the Notice of Availability 8-15

City of Sacramento Comments - Old Sacramento State Historic Park General Plan EIR Page 3

(NOA) specifically refers to the "project" as it, "...encompasses the properties owned or leased by California State Parks in the Old Sacramento National Historic Landmark District...the Central Shops Historic District... and 16 plus miles of railroad right-of-way area on the heritage Sacramento Southern Railroad...Walnut Grove branch line." However, several projects or programs proposed in the document and referred to throughout the document, including Chapter 4, as the general plan, involve properties outside State Parks owned or leased properties, including properties owned by others who may not be in agreement with the proposals. Additionally, many of these proposals were not adequately evaluated for environmental impacts. These flaws need to be corrected before the plan can proceed for adoption consideration. See the attached map of City and State owned properties within the District. cont. 8-15

- Statements need to be revised to clarify that State Park's plan addresses vision and experiences in the state park as per the environmental documents' project description, not the greater historic district areas, whether the Old Sacramento Historic District or the Central Shops Historic District. Proposals in this document which are beyond the scope of the State Park's boundaries, which exceed the "project description", and which are not adequately evaluated in the environmental review of the plan, need to be removed from the document. 8-16

- Pg 1-7: There is a problematic and inaccurate reference to, "OSSHP...in connection with more than 50 historic buildings in Old Sacramento, form a unique urban park...". This wording misrepresents the greater Old Sacramento Historic District as a "park", which it is not, giving an inaccurate impression that the Historic District as a whole is part of the state park. This, and other similar statements, needs to be clarified. 8-17

- Page 2-5: The document describes the off-street bike/pedestrian trail extending northeast of the State Park as a segment of the American River Parkway. This is incorrect; the American River Parkway extends from Folsom Lake to the confluence of the American and Sacramento River (American River Parkway Plan, 2008). It does not extend to Old Sacramento. This error is duplicated in other sections of the document. [See also Page 2-6, Page 2-15 (Table 2-2), Page 2-21 (Table 2-4), Page 4-8 (Table 4-1), Appendix B (Exhibit B-1), etc] 8-18

- The Sacramento River Parkway follows the (generally) eastern shore of the Sacramento River through the City of Sacramento (Sacramento River Parkway Plan, 1997), including the section through OSSHP. The adopted 1997 Plan shows the area between Front Street and the River as 'urban waterfront recreation'. The Plan identifies an off- and/or on-street trail through Old Sacramento (from its current terminus in Riverfront Park/I 8-19

Street) to connect to the Tower Bridge and Promenade between the Embassy Suites and Sacramento River on the south side of Capitol Mall. cont. 8-19

- Exhibit 4-2 and page 4-12: All references in the plan to the Steam Navigation building being repurposed as a museum should be deleted. This is a City owned building used for commercial retail purposes. 8-20
- Exhibit 4-2: This exhibit includes a proposal to place train track on Front Street in front of the Freight Depot for excursion train display and travel along Front Street. The City does not concur with this proposal and believes that train tracks should remain in their current alignment. 8-21
- The plan fails to analyze the impact to the City of revenue loss from extending the train track on Front Street in front of the Freight Depot thereby reducing metered parking spaces. 8-22
- Section 3.2.6: The City opposes the removal of the historic cobblestones from Front Street. 8-23
- Exhibit 4-2 and Exhibit 1-2: Please remove all references to the development of Riverfront Park. The City holds a master lease from State Lands on this site. Development of the site by entities other than the City requires written consent by the City and State Lands. 8-24
- Pg. 4-7. Placement of kiosks for visitor information on city property (dock area and 2nd and K Streets) would require approval by the City. Please remove this from the plan. 8-25
- Pg. 4-10: Please remove references to the exhibition of sunken ships along Riverfront Park. The sunken ships are City property. 8-26
- The OSSHP does not currently adhere to the City's sign ordinance for Old Sacramento and it is unclear in the proposed plan that future signage will comply with the City's sign ordinance. 8-27

4. Limits, or conflicts with, vehicular and pedestrian use of City rights-of-way

- Pg. 4-17: References to a horse car loop throughout the Historic District, on City of Sacramento right-of-way, outside the State Park's jurisdiction, should be removed from the document. Any circulation changes to City right-of-way would need to be planned 8-28

in consultation with the City, and in consideration of the City's circulation plans for the District, including the redesign of the intersection of Capitol Avenue and 2nd Street. cont. 8-28

- Section 3.2.6: The City opposes the closure of Front Street in front of the Freight Depot. There is an existing need for parking within the Old Sacramento area. Eliminating parking on the west side of Front Street would have a negative impact on the parking supply. There is no evaluation regarding whether the removal of parking spaces would result in an inadequate parking supply in Old Sacramento. 8-29

- Exhibit 4-2, page 4-6: The exhibit shows a proposal for I Street closure between 2nd Street and Commonwealth Alley during the day and to be open to vehicles in the evening. Who will be monitoring this closure and what is the reason behind closing it during the day time. Please clarify. 8-30

- Exhibit 4-2: The City opposes the closing of I Street between 2nd Street and Commonwealth Alley to vehicular traffic during the day time. Eliminating parking on I Street would have a negative impact on the parking supply. There is no evaluation regarding whether the removal of parking spaces would result in an inadequate parking supply in Old Sacramento. 8-31

- The Plan proposes abandonment of I Street between Commonwealth Alley and the riverfront. It is not clear why an abandonment is required. This section is heavily used by pedestrians and bicyclists. The City prefers to keep it as public right-of-way and only make temporary event-driven closures on an as-needed basis. The City opposes abandonment of that portion of I Street and any proposed abandonment must be reviewed and approved by City Council through special application. If the State makes application for an abandonment of that portion of I Street, a turnaround shall be required consistent with City design standards. 8-32

- Goal CIRC-5: This goal outlines a guideline to provide pedestrian walkways. There is no pedestrian enhancement or connections proposed in the plan. Additionally, if these improvements are to be defined in the future, is there any funding that will be part of this plan to implement these improvements? 8-33

- Guideline CIRC-8: In order to be consistent with past planning documents for this area (Sacramento River Parkway Plan, 1997 and Sacramento Waterfront Master Plan, 2003), the Sacramento River Parkway is anticipated to continue through OSSHP between Front Street and the River, to cross Capitol Mall at the existing crosswalk at the Tower Bridge, continuing south on the Promenade between Embassy Suites and the River. As stated, this Guideline implies that the route leaves the River alignment at J Street. 8-34

City of Sacramento Comments
Old Sacramento State Historic Park General Plan EIR

5. **Relationship to Existing Historic Interpretation and Programming**

- Pg 4-6, Exhibit 4-2: The proposal to repurpose the Big Four Building and Dingley Spice Mill for Gold rush exhibit spaces and a coffee shop are not appropriate relative to the significance of the Big Four Building. Its historical associations are most significant relative to railroad history, per the statement made on page 4-16 of the preliminary plan. This proposal contradicts the criteria for the district's National Landmark status. 8-35

- Pg. 4-8: Continued excavation to find a sunken ship make involve moving more recently sunk ships that sit on top of Gold Rush era ships. Multiple ships from the Gold Rush through the 1940s are sitting at the bottom of the river in the same area. Additional research and evaluation on the significance and other issues related to potential impacts on the various ship wrecks involved will be needed prior to undertaking the proposed project and the impacts, even at this program level, have not been adequately identified or evaluated. 8-36

- Open multi-purpose public event space or interpretive space should be protected and maximized, including Waterfront Park, Pioneer Park, aspects of the 1849 Scene, and open space in front of the Sacramento History Museum. 8-37

- Pg. 4.2: The proposed vision statement leaves out the significant story of the diversity of Old Sacramento through the interpretive period. The Cultural Resources chapter of the environmental document needs to be amended to include this significant history in order for the cultural resources-related impacts of the proposed plan/program/projects to be adequately evaluated. The extent of pre-Gold-Rush era populations, including Native American peoples and sites, in the project area have also not been adequately researched or evaluated relative to the proposed project's impacts. 8-38

- Pg. 4-4: Please clarify the purpose for creating a separate State Park unit for the Railroad component? 8-39

- Pg. 4-12: Self-guided tours in the archeological area create a conflict with HOSF. Original discussions were that these tours would be part of the Old Sacramento Underground Tours. References in this document contradict those discussions. 8-40

- Pg. 4-15: Re-purposing the Big Four building to a Gold Rush Visitor center creates conflict with the Sacramento History Museum' s mission to serve as a visitor center for the gold rush and general interpretation of the district. Two such museums in the district are not likely to be sustainable. 8-41

City of Sacramento Comments - Old Sacramento State Historic Park General Plan EIR Page 7

City of Sacramento Comments
Old Sacramento State Historic Park General Plan EIR

- Pg. 4-21: Proposed interpretation of the Railroad Technology area separates it from the general history of the area and leaves out any interpretation of the area prior to the railroad. 8-42
- The period of significance for the district is 1849-1870 not 1850-1870. The document fails to mention that this is the story of the development of a city. 8-43
- The plan proposes roles for OSSHP that other entities currently fill. 8-44
- Pg. 4-29: The proposed Gold Rush Visitor Center duplicates the role of the Sacramento History Museum and the function of the Underground Tours. 8-45

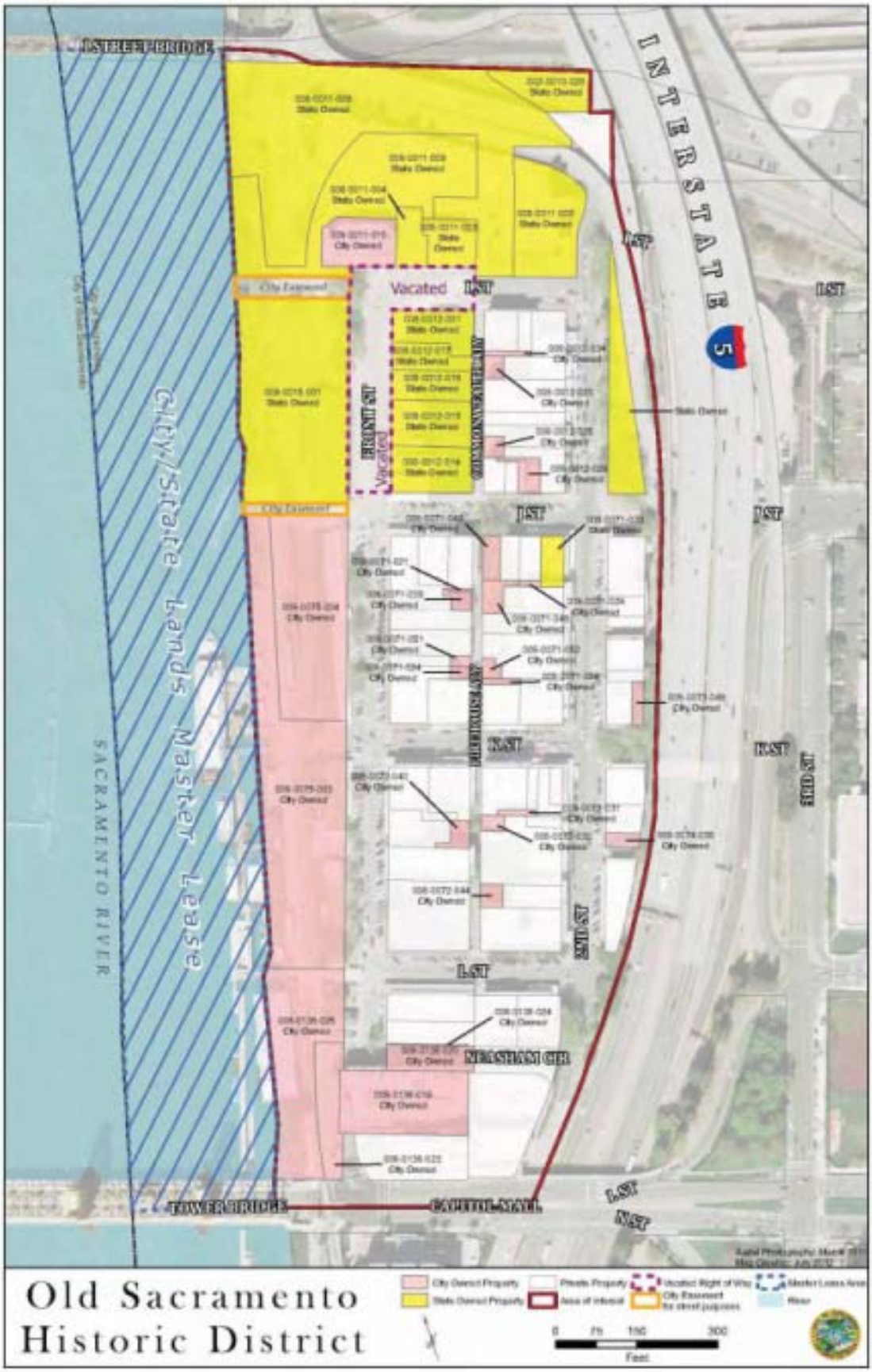
6. **Relationship to Private Property Owners / Commercial District**

- Pg. 3-14: The City objects to the plan's goal for "Managing and replacing" private commercial operations in the district to limit businesses to "authentic" uses. The City's intent when redeveloping Old Sacramento was to maintain and promote a thriving commercial district with private property owners/businesses. 8-46

7. **Other**

- Guideline FAC-2 (Page 4-27): A statement should be added regarding the importance to work with City of Sacramento and Railyards' Developer on a coordinated design of the plaza space around the Central Shops in order to create a cohesive public space, part of which will be developed by the State and part of which will be developed by the Railyards' Developer. 8-47

City of Sacramento Comments - Old Sacramento State Historic Park General Plan EIR Page 8


INTERSTATE
5
Vacated
City/State Lands Master Lease
SACRAMENTO RIVER
TOWER BRIDGE
CAPITOL MALL
MEASHAM CIR
Old Sacramento
Historic District

Letter 8 Response	Barbara E. Bonebrake, Director; Max Fernandez, Director; Jerry Way, Director; Jim Combs, Director City of Sacramento July 13, 2012

1. Fails to Adequately Meet Program Level CEQA Review

8-1 To address concerns related to proposals and programs that are outside the project area, defined in the Notice of Preparation, the Preliminary General Plan has been revised to focus on projects within State Park project boundaries and to clarify projects proposed outside of park boundaries, which require further collaboration and coordination with applicable project partners or agencies than is possible within the State Park General Plan process. Goals and guidelines in the General Plan apply only to Old Sacramento State Historic Park and identify opportunities for collaboration with partners on common project goals and/or shared management areas. It is not the intent of State Parks to plan or construct projects on property not owned by State Parks.

Proposed revisions to the General Plan, including necessary project revisions to address concerns of State Park partners and stakeholders of project impacts of programs proposed outside State Park boundaries, such as the horse-drawn streetcar loop, use of I Street, and excursion train display tracks are addressed in Master Response 8 and the other applicable topic area master responses. The level of environmental analysis included in the program EIR is consistent with the level of detail known regarding the various included proposal and concepts at this time. Additional CEQA analysis will be conducted once more specific planning for these concepts moves forward, as addressed in Master Response 3.12. Reference to concept visions and recommendations for areas outside of the project Planning Area, identified during the planning process, will be clearly identified as future resolutions or opportunities, requiring further exploration and support of the City, project partners, or other applicable agencies or parties in the future. These projects, if pursued in Old Sacramento, would require additional study, public outreach, and additional environmental analysis.

8-2 The day time closure of I Street has been removed from the General Plan, as it is a circulation and parking concern that lacks the support of property and business owners in Old Sacramento, including the City. Please refer to Master Response 1C, regarding the proposal's original intent. The proposal did not plan to limit bicycle and pedestrian access, but simply to create a safer environment for school groups and pedestrians that traverse the area. As such, no changes to circulation patterns for bicycles or pedestrians were analyzed. Other alternatives to improve safety on I Street will be explored with the City and our other partners in the future, as addressed in Master Response 1C.

8-3 The traffic analysis, included in Appendix A of the document, contains a traffic study conducted specifically in support of the General Plan. This study examines traffic, circulation, and parking at a level of detail appropriate for a general planning document. At this point, concepts of the general plan that could affect on-site circulation are not

known at a level of detail sufficient to support a project specific analysis. Should these concepts move forward in the future, specific analysis will be conducted as part of project specific environmental review, as discussed in Master Response 12.

8-4 The General Plan has been revised to identify the opportunity for a horse-drawn streetcar trolley on State Parks property, should this be a desired park feature, determined to be feasible and pursued in the future. Existing tracks embedded in the street already exist in OSSHP and in fact in other areas of the City and demonstrate that this is possible without causing safety issues to pedestrians. These tracks have, on occasion, been used for horse-drawn streetcar demonstrations during special events such as Rail Fair. The Executive Summary of the General Plan has been updated to clarify that any future implementation of the project will require additional environmental analysis and coordination with the City and other stakeholders.

8-5 Horse-drawn streetcar trolleys and rails are historically accurate for Old Sacramento during the period of significance of the district and thus, will not jeopardize the National Historic Landmark / National Register listing of the historic district, as addressed in Master Response 6.

8-6 Please refer to response 8-4 and Master Response 6. The subject of maintenance will be addressed in future plans and maintained by State Parks should horse-drawn streetcar tracks be proposed in OSSHP.

8-7 OSSHP Guideline CIRC-2 on page 4-60 of the Preliminary General Plan has been removed. Specific information on the design of the horse-drawn streetcar trolley tracks will be addressed in future project level plans, which will require subsequent environmental analysis.

8-8 It is the intent of the General Plan to reflect the diversity of people who contributed to the history of Old Sacramento. One of the interpretive themes included in the Preliminary General Plan (page 4-46) emphasizes the "Growth of the City and Diversity of its Peoples and Cultures," stating: "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."

Additionally, the General Plan has been updated to reflect different periods of significance for management zones in OSSHP, where the Gold Rush and Commerce Zone is proposed to be consistent with the period of significance in the NHL district; however other resources within the park such as those within the Excursion Railroad Zone and Railroad Technology Museum and Shops Zone suggest interpretation of different periods of significance. Historic periods, including prehistoric and Native American occupation are recognized, but interpretation of this subject in OSSHP will be determined in future management plans, in coordination with the City. Mechanisms in

the General Plan are provided for the protection and preservation of potential prehistoric resources that may be discovered along the riverfront. Section 2.3.3 of the plan addresses cultural and historic resources, including Native American peoples that could have occupied the riverfront area.

The planning effort included consultation with local Native American Tribes, as required by State Parks planning policies. Further study is needed to address interpretation of resources along the riverfront and opportunities for interpretation of pre-Gold Rush era populations, proposed to occur as part of a future Interpretive Master Plan for the park. Guideline CR-7 ensures the preservation of potential historic resources along the riverfront. It states, "Ensure that all potentially eligible and listed historic and prehistoric properties or sites are identified and are managed in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes." Additionally, future projects along the riverfront, require further planning and additional environmental analysis that will address the associated impacts of those projects.

8-9 The environmental analysis addresses the details currently known about the plan. Analysis of what specific impacts could occur as a result of underwater excavation would be speculative at this point. If the project is pursued, additional planning, research, and environmental analysis, associated with the impact of the proposed development will be conducted as necessary, as identified in Master Response 12.

2. Relationship to the Secretary of Interior Standards

State Parks is required to comply with the Secretary of Interior Standards.

8-10 Planting of native vegetation along the riverfront is included as one element to enhance the visitor experience in OSSHP. This was identified as a desired element by many participants in the stakeholder outreach. It is not intended to convey a certain time period or serve in support of or distract from the park's interpretive mission. There are many physical elements in OSSHP that are not conforming to the period of the historic district, including lawns, current plantings, and many other physical structures. OSSHP must also balance other goals and mission of the park such as the parks recreational needs. Thus, to avoid confusion about conflicts with interpretive meaning in use of the term "native landscape restoration," this phrase has been replaced with "landscape enhancements" along the banks of Riverfront Park in the last paragraph of page ES-7.

8-11 The description on page 4-15 of the Preliminary General Plan has been revised to clarify that the intent of the standard is to base new construction upon documentation of original structures that had existed on the site, based on historic photos, documented evidence, and compliance with the Secretary of Interior Standards.

The Executive Summary has been revised to be consistent with updates to page 4-15 of the Preliminary General Plan.

No changes are necessary to page 11 of the Executive Summary; no new or previously identified impacts are expected to result from implementation of the General Plan.

Description of the Gold Rush and Commerce Block on page 4-15 of the Preliminary General Plan has been revised, as indicated in Chapter 5.

8-12 Refer to the response to comment 8-11. Please also refer to Chapter 5 for specific revisions to OSSHP Guideline FAC-8.

8-13 All new buildings to be constructed are required to comply with the Secretary of Interior Standards, as described in the Cultural Resource guidelines in the General Plan; and thus, the proposed concept will not affect Old Sacramento's eligibility for listing as a National Historic Landmark. Furthermore, with implementation of the many detailed cultural resources goals and guidelines on pages 4-37 through 4-40 of the Preliminary General Plan, no significant impacts, either at the project or cumulative level, would be expected to result from implementation of the plan. These guidelines were carefully developed with input from many cultural resource professionals and were deemed to be thorough and complete in addressing concerns about potential impacts to cultural resources.

8-14 Clarifications to bike routes are addressed in Master Response 1. Exhibit 4-1 has been revised to identify the bike routes as conceptual and to be determined by the City. This information is provided in Appendix B, "Proposed Bikeway Alternative Concepts", which note that bike routes shown in the General Plan are conceptual and illustrate the future intent to provide bike facilities through Old Sacramento. However, the final determination of bike routes will be determined by the City.

3. Relationship to Areas Outside of State Jurisdiction

8-15 Please refer to Master Response 3 and 8-1 above.

8-16 Please refer to Master Response 3 and 8-1 above.

8-17 The statement on page 1-7 of the Preliminary General Plan has been revised as follows: "OSSHP is located within Old Sacramento, a major attraction and national historic landmark district in Downtown Sacramento…"

8-18 Incorrect references to the American River Parkway on page 2-6, Table 2-2 on page 2-15, Table 2-4 on page 2-21, Table 4-1 on page 4-8, and Exhibit B-1 in Appendix B, have been revised as described in Master Response 1 and identified in Chapter 5.

8-19 Incorrect references to the Sacramento River Parkway will be revised, as described in Master Response 1 and identified in Chapter 5.

8-20 References to the use of Steam Navigation Building as a river museum have been removed from Exhibit 4-2. The concept of a river museum, as proposed by stakeholders,

remains as a recommendation in the General Plan, with the location for the facility to be determined if and when the project is pursued and implemented in the future.

8-21 The Preliminary General Plan recommendation for train display in front of the Freight Depot is proposed to remain for the display of trains during special events such as Rail Fairs. However, the General Plan has been revised to clearly state that trains shall not be permanently stored or parked in front of the Freight Depot or block east-west bike and pedestrian access of J Street from the multi-use trail. Due to the location and operation of the excursion train on the west side of the Freight Depot, better opportunities for views of the river are provided at Riverfront Park, at seating areas along the boardwalk in Old Sacramento, and along the Sacramento River Parkway Multi-use Trail.

8-22 The proposal requires further analysis and study should this be pursued in the future. However, during consideration of the proposal during the planning process, the concern of the City for potential loss of revenue from parking was considered, and the proposed concept would have resulted in the loss of no more than 2-3 metered parking spaces.

8-23 Road surface conditions were identified as an issue in stakeholder meetings and public workshops, including decomposed granite areas, boardwalk areas, and cobblestone streets. To address concerns regarding road surfacing within State Park property, Guideline CIRC-1 has been revised as noted in Chapter 5. Please note that there are no cobblestones within State Parks property. Therefore, State Parks would not remove any such stones as a result of maintenance activities.

8-24 Interpretation of the river was a primary concern and opportunity expressed by stakeholders. In particular, ideas were expressed for improving the aesthetics, function, and use of Riverfront Park, as one of the primary sites where visitors can view and access the river. Riverfront Park is proposed to be aesthetically improved with additional landscape enhancements along the shoreline, clean up of the existing rubble on-site, without historic significance, and preservation and interpretation of the remains of the historic embarcadero that existed on-site during the mid-19th century. A new dock is also proposed in the river, alongside Riverfront Park, to expand opportunities for boat moorage and to provide interpretive opportunities of the bustling port area that began on the Sacramento River as Sutter's embarcadero in the mid- to late-19th century. The City of Sacramento currently holds a master lease with the California State Lands Commission (CSLC) and any future plans for development on this parcel would require both City and CSLC written consent. State Parks will coordinate with the City, CSLC, and other agencies on future plans, enhancements, and improvements to Riverfront Park and the Sacramento riverfront.

8-25 The potential location of visitor kiosks in Exhibit 4-2 has been limited to State Parks property only. The description on page 4-7 of the Preliminary General Plan has been revised to identify the potential location of visitor kiosks envisioned in Old Sacramento, with final locations to be determined by the City, and the design of visitor kiosks to be coordinated with the City.

8-26 Lands underlying the Sacramento River and any sunken ships resting on these lands are subject to jurisdiction of the CSLC and the City who own a master lease of this area. Thus, though the concept for the sunken ships is proposed to remain, as envisioned for the planning area, future projects in this area will be coordinated and implemented with applicable property owners and agencies, including the City and CSLC.

8-27 As a state agency, State Parks is not subject to local regulation and will adhere to its own signage and branding requirements, including period-appropriate signage. To the extent that these standards are not in conflict with the City's sign ordinances, State Parks will make efforts to meet the City's sign ordinances and collaborate with the City on signs in OSSHP and on district-wide signage, should potential coordination opportunities or conflicts occur.

4. Limits or Conflicts with Vehicular and Pedestrian Use of City Rights-of-Way

8-28 Please refer to Master Response 6. References to a horse-drawn streetcar loop in the Historic District, now refer to State Park property only.

8-29 The plan does not propose to close Front Street in front of the Freight Depot. Removing additions to the Freight Depot allows opportunity to capture that space to interpret a rail track that once was present along Front Street. The General Plan proposes investigating the potential for display tracks in front of the Freight Depot to the west of existing parking located on the west of Front Street. Thus, it would not substantially impact parking on the west side of Front Street. Preliminary space analysis, conducted during the planning process showed the majority of the parking spaces could be preserved, if restriped. However more detailed analysis will be needed to determine the exact location and feasibility to extend the tracks in front of the Freight Depot, with minimal impact to existing parking and traffic if the display tracks are further considered for implementation.

8-30 The reference to closing I Street between 2nd Street and Commonwealth Alley has been removed from Exhibit 4-2 and from the General Plan. Please refer to Master Response 2 for a description of the original intent of the proposal and details on the proposed revisions.

8-31 Please refer to Master Response 2.

8-32 The plan does not propose to abandon I Street between Commonwealth Alley and the riverfront. Please refer to Master Responses 1C and 2 for clarifications regarding proposed modifications to I Street.

8-33 These enhancements will be defined in association with specific projects, as required to ensure public safety. Funding and operational issues will be addressed in future management plans and operational plans. No additional funding is provided as part of this General Plan to implement improvements or associated projects. Please also refer

to Master Response 12 for the purpose and scope of environmental analysis of State Park General Plans.

8-34 Guideline Circ-8 has been revised to provide clarification on bike routes proposed in the planning area, as addressed in Chapter 5 of this document.

5. Relationship to Existing Historic Interpretation and Programming

8-35 The statement of significance for the Big Four House in the National Historic Landmark program references the "big four": Collis Huntington, Mark Hopkins, Leland Stanford, and Charles Crocker, who planned, financed, and built the western end of America's first transcontinental railway. The property also started off its life for commercial use, associated with the Gold Rush. Indeed the Old Sacramento Historic District is listed for areas of significance including Exploration/Settlement, Transportation, Industry, and Communications. The General Plan proposal for the Big Four Buildings has been revised. Please refer to Master Response 5 for additional information regarding plan proposals for the Big Four Buildings.

8-36 State Parks agrees that additional research and evaluation of the sunken ships at the bottom of the river are needed. State Park General Plans are broad in scope, with project level plans and environmental analysis that follow, required for specific projects prior to implementation. The General Plan contains many goals and guidelines that address management of cultural resources that would avoid future impacts, including OSSHP Guideline CR-1, which identifies implementing appropriate stabilizing and protection measures for the sunken ship and other cultural resources, including remains of any Native American settlement and underwater features related to the docks and shipping along the Riverfront Area or management unit.

8-37 Protection and provision of open space in OSSHP are addressed in Master Response 10.

8-38 Please refer to 8-8. Additionally, cultural resource mitigations have been incorporated in the Cultural Resource Guidelines in the General Plan. Please refer to Chapter 5 for specific revisions to Section 4.4.3 of the General Plan.

8-39 The CSRM will no longer be proposed as a separate State Park unit; rather its various components will be addressed as management zones. Explanations for original and revised proposals for creating two separate state park units are provided in Master Response 3.

8-40 Clarifications have been made to page 4-12 of the Preliminary General Plan to remove the suggestion of self-guided tours in the Gold Rush and Commerce area. The intent is that the Gold Rush Archaeology Underground will expand the facilities for use in the Old Sacramento Underground Tours. Please refer to Chapter 5, "Recommended Changes to the General Plan" for specific revisions to the language on page 4-12.

8-41 Please refer to Master Response 4A.

8-42 The Railroad Technology Area addresses the planned location of the Railroad Technology Museum, currently under development. This doesn't necessarily rule out interpretation of other resources in the area in the future. An Interpretive Master Plan will be required to clarify interpretation of the area and will be prepared by State Parks.

8-43 The General Plan has been revised to provide different periods of significance for each of the management zones in OSSHP. Refer to Chapter 5 for the revisions to the "Interpretation Period to OSSHP" (page 4-15) in Section 4.4.4 of the General Plan. Interpretive goals and guidelines for OSSHP, beginning page 4-42 of the Preliminary General Plan, address the development of the City and in fact, one of themes of the park is the "Growth of the City and Diversity of its People and Cultures."

8-44 Please refer to Master Response 4.

8-45 Please refer to Master Response 4.

6. Relationship to Private Property Owners / Commercial District

8-46 Page 3-14 of the Preliminary General Plan identifies a proposed project opportunity, based on the input and concerns expressed from stakeholders during the planning process. The first bullet of page 3-14 regarding improving the historic authenticity of businesses in Old Sacramento has been deleted as it addresses an area that is outside State Park boundaries and will be part of similar revisions to the plan, addressed in Master Response 8.

8-47 As suggested, a new guideline (CSRM Guideline FAC-11) has been added to address the need for coordination between the State and the Railyards developer on the design and development of a cohesive plaza space around the Central Shops. Please refer to Chapter 5 for specific revisions to the language for CSRM Guideline FAC-11.

Letter 9 Department of Transportation

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN JR., GOVERNOR

DEPARTMENT OF TRANSPORTATION
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9

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July 12, 2012

03-2012-SAC0042
03-SAC-5 PM 23.5
SCH#2010092068

Ms. Pati Brown
California Department of Parks and Recreation
111 I Street
Sacramento, CA 95414

Old Sacramento State Historic Park Preliminary General Plan Draft Environmental Impact Report

Dear Ms. Brown:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The following comments are based on the Draft Environmental Impact Report (EIR) for the Old Sacramento State Historic Park (OSSHP) and California State Railroad Museum Preliminary General Plan.

Traffic Impact Study (TIS)

The TIS does not analyze project impacts to the mainline of Interstate 5 (I-5) and as such, Caltrans does not consider the study to be adequate. The TIS should consider traffic impacts to all ramps, ramp intersections and mainline segments on I-5 from Sutterville Road to Richards Boulevard, including ramp merge, diverge, and weaving analysis where applicable. The TIS should be completed in accordance with the Caltrans "Guide for the Preparation of Traffic Impact Studies." A copy of the TIS preparation guide can be downloaded at the following web address: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf 9-1

We would appreciate the opportunity to review and comment on the scope of the TIS before the study begins. In the event the TIS finds that the project will have impacts to I-5 we suggest that the project proponent contribute a fair share sum to the I-5 Bus and Carpool Lane Project currently programmed from Downtown Sacramento to Elk Grove. 9-2

"Caltrans improves mobility across California"

Ms. Pati Brown/California Department of Parks and Recreation
July 12, 2012
Page 2

If you have any questions or need additional information, please contact the Sacramento County Intergovernmental Review Coordinator, Larry Brohman at (916) 274-0627 or larry_brohman@dot.ca.gov.

Sincerely,

for
Eric Fredericks,
Office Chief
Office of Transportation Planning –South

"Caltrans improves mobility across California"

Letter 9 Response	Eric Fredericks Office Chief Department of Transportation July 12, 2012

9-1 The traffic study completed in support of the General Plan and included in Appendix A of the Preliminary General Plan/Draft EIR focused on traffic patterns within Old Sacramento and included all modes of transportation. It was conducted to provide information on existing conditions in the planning area at a level of detail to support long term planning for OSSHP. It was not intended to be equivalent to the sort of Traffic Impact Study (TIS) Caltrans requires in support of its own projects or those that impact Caltrans facilities. Proposed General Plan programs provide recommendations for guidance of park facilities, not regional traffic improvements, and these programs are analyzed at a programmatic level in the traffic study and in the Draft EIR. Future implementation of specific General Plan development projects will be required to evaluate projects specific impacts, including any to Interstate 5 and other roadways, as applicable. If it is determined that specific projects could result in additional traffic and visitation to OSSHP at a level that may affect regional traffic patterns, State Parks would conduct all required studies at that time, including a TIS, if required. If a TIS was required in the future, it would be completed in accordance with Caltrans guidelines.

9-2 State Parks will coordinate with Caltrans on any future traffic impact studies with potential impacts to I-5 or other roadways under Caltrans jurisdiction, if any are prepared for future development projects in OSSHP.

Letter 10 Sacramento Metropolitan Air Quality Management District

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

10

Larry Greene
AIR POLLUTION CONTROL OFFICER

July 12, 2012

Petra Unger, CEQA Project Manager
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
petra.unger@aecom.com

Subject: Old Sacramento State Historic Park General Plan and Environmental Impact Report (SAC200901359)

Dear Ms. Unger,

Thank you for providing the Sacramento Metropolitan Air Quality Management District (District) with an opportunity to comment on the the *Old Sacramento State Historic Park General Plan and EIR* (plan). District comments follow:

1. The District supports guidelines FAC-4 and Circ-4, which will enhance the bicycle facilities throughout Old town Sacramento. In particular we support the improvements to the North-South bike path between the foot of J Street and the I Street Bridge. The uneven terrain on the current boardwalk is a deterrent to cycling through the area. 10-1
2. Chapter 3, section 3.2.6 identifies issues and opportunities for parking and circulation within Old town Sacramento. Please consider amending this section to include a statement about the opportunity to increase the amount of short-term and long-term bicycle parking within the project area. 10-2
3. Chapter 4, page 4-11 includes text that indicates that I street would be abandoned as physical bike trail and railroad crossing, with bicycle traffic routed to other locations. The State should be careful to ensure the existing trail is not removed until the alternate route is in place. 10-3
4. The portions of Chapter 4 that address future plans for the Sacramento Southern Railroad area should also include a discussion of the possibility of a bicycle path along this right of way at in the future. 10-4

Questions regarding District comments on the plan may be sent to Joseph James Hurley at jhurley@airquality.org.

Sincerely,

Joseph James Hurley
Air Quality Planner/Analyst

C: Larry Robinson, Program Coordinator, SMAQMD

777 12th Street, 3rd Floor • Sacramento, CA 95814-1908
916/874-4800 • 916/874-4899 fax
www.airquality.org

Letter 10 Response	Joseph James Hurley Air Quality Planner/Analyst Sacramento Metropolitan Air Quality Management District July 12, 2012

10-1 State Parks will coordinate with the City on bike facilities through Old Sacramento, as addressed in Master Response 1, including improvements to boardwalk areas which are under the jurisdiction of the City.

10-2 As suggested by the comment, a new bullet has been added as a circulation access opportunity to Section 3.2.6, under the fourth major bullet: "Encourage traveling to OSSHP by bike by expanding facilities for long-term (employee) parking and short-term (visitor) parking, where appropriate."

10-3 Please refer to Master Response 1.C. The existing bike path along I Street will not be removed. Use of I Street for bicycle crossing will be discouraged and I Street is proposed to be enforced as a walk only zone once an alternate bike route has been established. The description on page 4-11 has been revised, as addressed in Chapter 5.

10-4 The description of the Sacramento Southern Railroad zone on page 4-22 to 4-24 has been updated to include a new section describing the potential for the development of a bicycle trail along the excursion train right-of-way from where it departs the Sacramento River Parkway to Freeport, as described in Chapter 5.

Letter 11 Central Valley Flood Protection Board

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY EDMUND G. BROWN JR., GOVERNOR

CENTRAL VALLEY FLOOD PROTECTION BOARD
3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
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11

July 9, 2012

Ms. Pati Brown
California Department of Parks and Recreation
111 I Street
Sacramento, California 95814

Subject: Old Sacramento State Historic Park and California State Railroad Museum General Plan SCH Number: 2010092068
Document Type: Draft EIR

Dear Ms. Brown:

Staff of the Central Valley Flood Protection Board (Board) has reviewed the subject document and provides the following comments:

The proposed project is located within the Sacramento River which is under the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any boat docks, landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6); 11-1
- Existing structures that predate permitting or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);
- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection, and flood fight procedures (CCR Section 131).

Ms. Pati Brown
July 9, 2012
Page 2 of 2

Vegetation requirements in accordance with Title 23, Section 131 (c) states "Vegetation must not interfere with the integrity of the adopted plan of flood control, or interfere with maintenance, inspection, and flood fight procedures."

The accumulation and establishment of woody vegetation that is not managed has a negative impact on channel capacity and increases the potential for levee over-topping. When a channel develops vegetation that then becomes habitat for wildlife, maintenance to initial baseline conditions becomes more difficult as the removal of vegetative growth is subject to federal and State agency requirements for on-site mitigation within the floodway. cont. 11-1

Hydraulic Impacts - Hydraulic impacts due to encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The DEIR should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. Off-site mitigation outside of the State Plan of Flood Control should be used when mitigating for vegetation removed within the project location.

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at http://www.cvfpb.ca.gov/. Contact your local, federal and State agencies, as other permits may apply.

If you have any questions, please contact me by phone at (916) 574-0651, or via email at jherota@water.ca.gov.

Sincerely,

James Herota
Staff Environmental Scientist
Flood Projects Improvement Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814

Letter 11 Response	James Herota Staff Environmental Scientist Central Valley Flood Protection Board July 9, 2012

11-1 General Plan OSSHP Guideline NR-1 requires State Parks to coordinate with regulatory and flood control agencies, including the Central Valley Flood Protection Board, prior to the construction of any facility on the river and comply with all applicable local, state, and federal ordinances and permit requirements and conditions for General Plan programs and subsequent projects or improvements that result in impacts to flood control or protection, such as those improvements described in the comment letter.

State Parks will obtain all required permits for specific projects, including Flood Protection Board Permits (if necessary) prior to starting any work that affects the boat docks, landscaping, culvert, bridge, fill embankment, building, structure, excavation, planting or removal of vegetation and any repair or maintenance that cuts into the levee, as related to project improvements on its properties or encroachments. Specific permit needs for future projects will be determined in close cooperation with the regulatory agencies, including the Flood Protection Board.

Letter 12 William L. Withuhn

12

William L. Withuhn

Post Office Box 561
Burson, California 95225

Petra Unger
AECOM/ Design+Planning
2020 L Street, Suite 300
Sacramento, CA 95811

July 12, 2012
via e-mail
Petra.Unger@aecom.com

Dear Ms. Unger:

I write to express full support of the new General Plan for Historic Old Sacramento, as presently drafted.

Historic Old Sacramento was designated by the Secretary of the Interior in 1965 as a National Historic Landmark, the highest accolade the nation can confer on a non-federal historic property or site. Historic Old Sacramento soon became a model of cooperation among federal, state, city, and local businesses working in concert to establish what I believe is a jewel of historic preservation, with appropriate adaptive re-use of historic buildings and a growing calendar of vibrant public programs interpreting California heritage. I've followed Old Sac's progress and personally witnessed its improvements since at least 1980.

My experience with public programming at the Smithsonian Institution (curator emeritus, 2010, after some 27 years there); at numerous museums of Pennsylvania's Historical & Museum Commission as well as museums all across the country; and at many National Historic Sites (consulting for the National Park Service) gives me, I believe, a certain set of insights. As the jurisdiction responsible, the Capital District of California State Parks has been doing an exemplary job in my view. 12-1

May I make special mention of Chapter 4 within the plan? It is a superb, well thought-through roadmap to the future. The emphasis on more incorporation of Gold Rush history into interpretation for the public is excellent.

I would like to congratulate the professionals and citizens who have participated in creating this plan: Job well done.

Sincerely,

/s/ *Wm. L. Withuhn*

William L. Withuhn, MA, MBA

cc: Pati Brown, Capital District, CSP
pbrown@parks.ca.gov

Letter 12 Response

William L. Withuhn
July 12, 2012

12-1 State Parks is pleased to hear your support for the direction of OSSHP and the development of the General Plan. As noted, the General Plan is a roadmap for the future of the area and will continue to evolve with the input and participation of the Sacramento's citizens and park's supporters, as projects occur.

Letter 13 Philip J. Harvey

Philip J. Harvey, Architect
California Registration No. C-14,712
301 14th Street
Sacramento, California 95814

13

July 13, 2012

Ms. Petra Unger
AECOM/ Design+Planning
2020 L Street, Suite 300
Sacramento, CA 95811

Sent via e-mail to Petra.Unger@aecom.com

Subject: **Old Sacramento State Historic Park General Plan Update**

Dear Ms. Unger:

I am writing this letter in full support of the General Plan Update that has been developed for the Old Sacramento State Historic Park (OSSHP). I was a member of the Advisory Committee representing the California State Railroad Museum Foundation Board of Directors at the time the plan was developed and I worked actively with the California State Parks staff, members of the community, representatives of the Historic Old Sacramento Foundation, and officials and staff from the City of Sacramento on the development of the OSSHP Master Plan Update. The efforts of State Parks staff and the Advisory Committee included a comprehensive and extensive public outreach effort along all steps of the General Plan Update process which enabled the entire community to be involved in the development of plan options and the final document. This process led to the development of the General Plan Update that will guide the development of OSSHP over the next three decades.

During the many public outreach and Advisory Committee meetings a wide range of issues were brought up and solutions developed to make OSSHP a unique and vibrant part of the State Park system and a jewel for State Parks in Sacramento. As envisioned in the OSSHP General Plan the visitor will be presented with a realistic historical experience that transcends many phases of the development of Sacramento as a city: from the gold rush days to the establishment of the raised streets and buildings of the 1860's and 1870's. I can unequivocally state that the General Plan Update that was developed out of this effort was done with the greatest amount of transparency and input from all of the stakeholders. 13-1

It was also apparent during the OSSHP General Plan Update process that the new General Plan would have the potential to create positive impacts to the entirety of Old Sacramento reaching beyond the limits of the State Parks property alone. Although the development of the interpretive experience at the 1849 Scene is, I believe, one of the great highlights of the new plan, other elements such as the horse drawn carriages on rails and the inclusion of other venues that were brought up in the discussion will bring about a broader and more cohesive

historic experience to all of Old Sacramento. Those who participated enthusiastically embraced ideas that would knit together the various and diverse aspects of the visitor's experience. I strongly believe that one of the strengths of a successful planning process is when the resulting document has the ability to bring together diverse interests that that make up an area. This certainly happened during the development of the OSSHP General Plan Update!

As designated by the Secretary of the Interior in 1965 as a National Historic Landmark, the highest recognition the nation can confer on a non-federal historic property or site, Old Sacramento has become a model of cooperation among federal, state, city, and local businesses to preserve a very important part of California's history. All of these interests have worked together to establish an example of the values that historic preservation can bring to the visitor and to a community. With appropriate adaptive re-use of historic buildings and a growing calendar of vibrant public programs interpreting California heritage the direction of the OSSHP General Plan Update will further enhance and build upon the cooperation between all parties for the future of Old Sacramento. cont. 13-1

As a long-time resident of Sacramento I marvel at the opportunity that Old Sacramento presents to us to experience, in a realistic fashion, how and where our City began. This is not a typical experience in our state where the urban context is often changing and the importance of the past is left behind in the dust bin of history as our State constantly changes and evolves. The OSSHP General Plan Update builds on the history of Sacramento we currently experience in Old Sacramento and will provide us with an opportunity to bring forth an even greater venue for future visitors to experience the rich and diverse history of Sacramento and California. The work done by all of those who participated in this important document is to be congratulated. We all owe a great deal of debt to California State Parks for taking on the difficult task of bringing this effort together and working hard on the OSSHP General Plan Update for the future of Sacramento and the State of California.

I strongly urge that the plan, which was developed through an extensive and intensive public process of which I was a participant, be approved as developed.

Sincerely,

Philip J. Harvey, Architect
California License C-14,714

cc: Pati Brown, Capital District, CSP
pbrown@parks.ca.gov

Letter 13 Response	Philip J. Harvey Architect July 13, 2012

13-1 State Parks thanks Phil Harvey and other Advisory Committee member volunteers for their participation and input into shaping the development of the General Plan for OSSHP. As stated in the comments, the General Plan is the product of bringing together multiple perspectives from community leaders, stakeholders, and the public to map the future for OSSHP, building upon existing experiences within the park and Old Sacramento and proposing new uses and activities that preserve and bring the area's history to life.

Letter 14 James Moon

14

Subject: FW: Old Sacramento State Historic Park - General Plan

From: James Moon <james.sfmoons@att.net>
Date: July 13, 2012 11:52:27 PM GMT+02:00
To: <petra.unger@aecom.com>
Subject: Old Sacramento State Historic Park - General Plan

Dear Petra,

I have reviewed the OSSHP Preliminary General Plan/Draft EIR. I think it looks good.

I would suggest that occasional excursion trains operate over the entire right of way between OSSHP and Hood. 14-1

Thanks to all involved for their hard work.

Regards,

James Moon
T 415-824-0878 M 415-725-2241
www.linkedin.com/in/jhmoon james.sfmoons@att.net

1

Letter 14 Response	James Moon July 13, 2012

14-1 Thank you for the review and input on the General Plan. Opportunities for occasional excursion trains over the entire right-of-way between OSSHP and Hood may be considered as part of future development plans, if found to be feasible and to be supported by the community.

Letter 15 David Larson

15

From: david larson <dblevelone@gmail.com>
Date: July 14, 2012 2:08:50 AM GMT+02:00
To: <petra.unger@aecom.com>
Subject: Historic Old Sacramento General Plan

Hello,
Not sure how I almost missed this one. Sorry it's in email form. Three items.
1. I do not find building on the grassy knoll by the Eagle Theater in the best of interest in historical interpretation. UNLESS, you can provide another equal open area for major events like the covered wagon camps or massive fairs like Rail Fairs with many outdoor exhibits including room for consessions. Then I'm all for it. 15-1
2. And, for me, more important, as the 1st issue has to do with which history to interpret, open space or underground tour/historic reconstruction. This has to do with not giving the whole story. Engines in a Roundhouse is a humongous piece of history, a humongous piece of the "whole" story of railroading. This link is from 4rth of July just a few weeks ago. 15-2
http://www.nseorp.com/nseorphtml/images/slider_images/ns_heritage_spencer/july3_6.jpg
A Roundhouse with engines is a Humongous tourist pull and can be used for modern day events and sometimes for big corporations. the posted one is for Norfolk Southern.
3. The least significant, but can be a money draw down the road. Keep a rail track by the 1920's Valley Station. Preferably rail accessable, but at the least, an Isolated length so that Rail Eq can be displayed next the station. One money puller, a filmmaker doing a scene at the Sacramento Depot. 15-3

And don't get me wrong, I am so thankful to have seen that most likely a roundhouse style business office building will be put by the Turntable at the "Shops." I am just pointing that one out and asking for "just one more" item to make the complex a "whole" interpretation" of the Story.
David Larson
Sacramento
333 8145

Letter 15 Response

David Larson
July 14, 2012

15-1 Please refer to Master Response 10 regarding the discussion of the use of open space on the Gold Rush and Commerce Block and opportunities for additional outdoor exhibits and events in OSSHP.

15-2 The future development of the Railroad Technology Museum, in coordination with the City and Railyards' developer, will provide another major attraction for OSSHP that can provide additional opportunities for modern day activities and special events, such as the type of activities suggested by the comment.

15-3 State Parks often coordinates with the City and other property owners on projects in the vicinity of OSSHP, including on plans for the Sacramento Valley Station, which are part of future development on the Railyards site and Sacramento Intermodal Transportation Facility. However, the facility is not within the project's boundaries, but part of a separate planning effort, coordinated by the City. The Railroad Technology Museum and Railtown 1897 are intended to provide opportunities and similar activities and experiences that fall in the same spirit of the ideas suggested.

Letter 16 Old Sacramento Business Association

16

July 13, 2012

Catherine A. Taylor, District Superintendent
State of California, Department of Parks and Recreation
Capital Area State Parks
111 "I" Street
Sacramento, CA 95814

Re: Old Sacramento State Historic Park General Plan EIR
Comments from the Old Sacramento Business Association

Dear Ms. Taylor:

The Old Sacramento Business Association (OSBA) has had the opportunity to review the proposed Old Sacramento State Historic Park General Plan, and environmental impact report (EIR), and submits this letter and the attached Response to the OSSHP General Plan as our formal comments for consideration.

Our comments are submitted with the understanding that State Parks, the City of Sacramento, the Historic Old Sacramento Foundation and the OSBA must be cooperative partners in creating a healthy, vibrant and sustainable Old Sacramento. We appreciate the effort and investment that the State Park system has put into Old Sacramento in the past and intends to in the future, and the work that has gone into preparing this General Plan.

The OSBA, however, has significant concerns related to the General Plan and EIR and urges that the State conducts further analysis and evaluations of proposed actions. The following articulates the need for further analysis and evaluation:

1. It unduly uses the General Plan to set the direction for extending the purview of the State. While the property owned by the State is indicated to be the focus of this General Plan, the General Plan both directly and indirectly covers the entire Old Sacramento Historic District of which the State-owned facilities are a significant but minority part. Throughout the document actions are described that impact property owned by the City of Sacramento and private entities. The document needs to reflect actions that only affect facilities within State Parks' purview. 16-1

2. There are numerous instances throughout the document that require greater analysis. From traffic impacts related to activities both within and outside of State Parks sphere of influence and impacts associated with new developments and programmatic changes on State Parks property. 16-2

3. While concerns from Old Sacramento business and property owners were provided throughout the General Plan process both formally and informally, the present document neither acknowledges nor seeks to address these previously articulated concerns. 16-3

We are prepared to continue our work on this important process. The business community values the partnership we have with the State Parks and look forward to further fruitful collaborations and mutual agreements. Thank you again for the opportunity to comment.

Sincerely,

Christopher McSwain
Business District Manager

RESPONSE TO THE OSSHP GENERAL PLAN and EIR

Old Sacramento Business Association

Approved by the Executive Committee July 13, 2012

OSSHP General Plan (Chapter 4)

1. It is implied that there was support from the OSBA Executive Committee for all elements of the preferred draft alternative in May 2011. This is not the case; OSBA was offering its support for the preferred alternative over the two other proposed options. 16-4

2. In the first paragraph of Chapter 4, the plan states that the goal of the document is to "establish a framework for subsequent planning and development in the context of the greater Old Sacramento Historic District." The scope of the plan should not compel or assume how parts of Old Sacramento outside the jurisdiction of California State Parks should be developed. The Plan needs to be limited to actions that the State can take on property it owns. The OSBA would be interested in participating in reevaluating any projects, programs or proposals that seek to dictate how property outside State Park's control would be impacted and to ensure that adequate review and analysis is conducted prior to any action. 16-5

3. The Plan as written would have an economic impact on existing merchants, property owners and stakeholders in Old Sacramento. There is no evaluation of these possible impacts, which could be substantial. This problem can be partially addressed by limiting the scope of the plan to property owned by the State. 16-6

4. Throughout the document phrasing such as "requires the support and coordination" is used. This can be interpreted ambiguously and each instance should either be eliminated or rephrased to cite actual agreements and include environmental and economic impacts. 16-7

5. In the portion regarding Visitor Gateways and Signage (4.3.1), it suggests a location for a "monument sign or kiosk" at 2nd and K Street. Although this location is an appropriate location for directional signage to State Parks properties, design and installation must be determined in cooperation with the City of Sacramento and consistent with City standards. 16-8

6. The operation of a water taxi (ref. 4.3.2) could be a benefit to the district as a whole, however a current water charter (Hornblower Cruises and Events) is operating in Old Sacramento on the City-operated dock. This company currently has rights to operate all charter services, including a potential water taxi. The General Plan should focus on highlighting additional unexplored opportunities on the river area controlled by State Parks, but must respect existing local agreements in place for this service. 16-9

7. Bike routes need to be interpreted not only as providing Old Sacramento as a path for commuter bicyclists, but also Old Sacramento as being a destination (as well as a 16-10

launch point for bike touring). As a majority of the Bike Routes will be on City owned property, this item should be referenced as something that State Parks can collaborate with the City and bicycle advocates on. cont. 16-10

8. The Steam Navigation Building is a critical venue for a diverse selection of small food retailers, in a City-owned location. The location also provides visitor- and family-friendly dining options. The waterfront area should retain retail commercial engagement for both the benefit of visitors and to encourage pedestrian flow to historic attractions. 16-11

9. The historic horse car loop is not located on State Parks property and is strongly opposed by the OSBA. Concerns associated with impacts on traffic flow in addition to parking accessibility have not been sufficiently evaluated. The Plan does not address the substantial impacts to the district's merchants during construction and operation of the horse car loop. The EIR fails to study traffic impacts associated with the horse car loop inside the district or other impacts to the businesses. 16-12

10. The closing of I street between 2nd and the alley would represent a significant disruption to businesses along I street as well as on 2nd between I and J. It also could create traffic flow issues on the critical alleyway between I and J streets (that provides delivery, utility, employee, public and ADA access to businesses). Additionally, closing of streets is not within the jurisdiction of State Parks and should be removed from consideration. 16-13

11. While the development of a historic attraction on the 1849 Scene described as the Gold Rush and Commerce Block has the potential to be a major asset to the district, this multi-level attraction requires further analysis. The plan does not provide enough detail to determine what retail commercial development is planned, and any new development must allow for input from the existing businesses in Old Sacramento and additional environmental review to fully understand impacts to the district. 16-14

Goals and guidelines for Visitor Experience

1. It is recommended that the organizations charged with the broadest mission for promoting historic assets and managing infrastructure in Old Sacramento Historic District (OSHD) be allowed to take the lead in their respective areas. Those organizations and agencies should work with all Stakeholders to set cooperative agendas for the visitor experience in the overall district, welcoming input and cooperation from State Parks and other stakeholders. 16-15

2. OSSHP Guideline EXP-1: Would the proposed position be fully funded by State Parks? The implication is that this may displace existing roles and missions for other organizations. The State should limit its activities and planning to areas controlled by State Parks and not seek to displace the role of the City, the Historic Old Sacramento Foundation and business and property owners and their representative organizations. 16-16

2

3. OSSHP Guideline EXP-4: Currently Hornblower Cruises and Events provides guided boat tours and has the exclusive right to provide water taxi services on city-owned docks. OSBA welcomes the State Parks pursuit of collaborative opportunities with the private sector to identify options for greater water taxi feasibility in Old Sacramento. 16-17

Goals and guidelines for Visitor Facilities

1. Expand the hours of State Park restroom services to be consistent with the hours of services throughout the district. 16-18
2. Guideline FAC-5: City staff is currently working on changes to kiosks throughout OSHD. Any State Parks plan should be done in collaboration with the City. 16-19
3. Guideline FAC-6: New media options for self-guided tours are currently being explored and developed by HOSF. These tours should be done in cooperation with HOSF. 16-20
4. Guideline FAC-9: In light of our strong concerns associated with programming outside of State Park-controlled properties, we ask that everything after "transit stops" be removed from the plan. 16-21
5. OSSHP Guideline FAC 6. The proposal for construction of a multilevel retail attraction must be further evaluated and all impacts to the district should be vetted through the appropriate community outreach and environmental review process. 16-22
6. OSSHP Guideline FAC 8. The proposal here to reconstruct the façade of existing commercial buildings along Front, I, and J streets is not clear as to the scope of the reconstruction. Please clarify which buildings are included under this guideline and ensure that any structure not owned by State Parks is omitted. 16-23
7. OSSHP Guideline FAC-8e: This language seems to preclude the use of special events venues for non-historic festivals and activities including existing events like the Pacific Rim Festival and the Sacramento Music Festival. The General Plan should allow for events consistent with current uses of the 1849 Scene. 16-24
8. CSRM Guideline FAC-11: Construction of train tracks on Front Street is not appropriate and would create severe impacts on areas not controlled by State Parks. The future boarding of excursion trains directly on Front Street is not supported by the OSBA. The plan fails to address the traffic, economic and environmental issues associated with this proposal. 16-25

Park Operations and Management

1. Guideline O&M-3/5: Both guidelines from the perspective of working together should be supported by partners in Old Sacramento including OSBA, but consolidating some functions (e.g. historic interpretation, facility maintenance, marketing) under any single party may not be in the best interest of the district as a whole. While stakeholders collectively should pursue efficiencies in district management, we believe it is not within the scope of this General Plan. 16-26

3

2. Guideline O&M-7: The business association has an existing relationship with HOSF for historic programming and merchant education. It appears that it is in the best interest for the promotion of historic assets that the lead is taken by an organization that has an existing responsibility for the whole district with State Parks playing a role as a key stakeholder in developing the messages and programs. 16-27

Property Acquisition and Transfers

1. ACQ -3. Any acquisition must be thoroughly evaluated for environmental and economic impacts to the existing district. 16-28

Concessions

1. Guideline CON-2/3. This suggests that State Parks seeks to create a concession plan for the entire historic district, which would not be supported by OSBA. If that is not the case, State Parks should clarify these Guidelines. 16-29

Security

1. Guideline SAFE-7: Language is unclear whether the State would pursue giving City law enforcement jurisdiction within the State Park or would pursue the state contracting to have rangers patrol all of OSHD. This guideline should be clear as to the intended purpose of the MOU. 16-30

Circulation

1. Guideline CIRC-1: Does this suggest the removal of cobblestones on Front Street? The OSBA strongly opposes the removal of cobblestones on Front Street. 16-31
2. Guideline CIRC-2: Pedestrian bridges between West Sacramento and Sacramento should be thoroughly studied by appropriate entities like the cities of Sacramento and West Sacramento. Any plan must consider the security issues that come with a pedestrian bridge. 16-32
3. Guideline CIRC-3: Some of the solutions suggested may be inconsistent with the historic character of the district. Alternate forms of traffic calming should be considered by stakeholders and the appropriate governing agencies. 16-33
4. Guideline CIRC-6: The streetcar alignment is planned for 3rd Street to the Intermodal Facility.This guideline should clarify that no streetcar line will run through the district. 16-34
5. OSSHP Goal CIRC-1: OSBA strongly opposes and does not support the installation of a rail line into the streets in Old Sacramento for a horse car loop. Please see previous comments as it relates to the horse car loop. 16-35

Environmental Analysis (Chapter 5)

1. Impact Tran-3 – describes General Plan related impacts as "less than significant." OSBA does not agree with this statement as indicated above. There is no analysis to 16-36

support the position that horse loop service as described would have no impact. The traffic study presented only analyzes intersections outside the OSHD. OSBA believes there would be significant negative impact by the construction and operation of the horse loop. cont. 16-36

2. 5.7.3 Growth inducing impacts – OSBA feels that the analysis fails to show proof that as a result of the plan, "economic growth would be in the form of an increase in patronage at nearby businesses (restaurants and hotels)." While many share the assumption, there is no analysis in the report to support this statement. The impacts of new development of historic attractions and commercial establishments on state property should be studied before any new development is finalized, specifically as it pertains to district traffic and parking . 16-37

Letter 16 Response	Christopher McSwain Business District Manager Old Sacramento Business Association July 13, 2012

16-1 It is not the intent of State Parks to extend the purview of the State in Old Sacramento. The General Plan, as presented, reflects the input and general consensus of many stakeholders received during the planning process. Please refer to Master Response 8regarding concerns for planning beyond State Park boundaries.

16-2 Master Response 12 provides clarification of the nature of State Park General Plans, intended to establish the vision and general management guidance for the planning area. General Plans are designed to be broad in scope and provide flexibility to accommodate changes over time. Those programs of the General Plan requiring additional study and project-level analysis than is currently available or known at this planning stage will be addressed in future management plans, which include the list of projects identified in Master Response 12.

16-3 State Parks is dedicated to working with its partners to address major concerns regarding General Plan programs. State Parks has tried to ensure representation of project partners and stakeholders in the planning process and to develop solutions that serve the interest of the general public and address concerns of stakeholders in Old Sacramento. The General Plan has pulled back from earlier program alternatives which had considered greater activity on the streets in Old Sacramento. While these concepts were based on requests from park partners and stakeholders during the course of the planning process, they raised concerns about traffic, parking impacts, and business needs. Additional plan revisions have been made to address concerns regarding limiting impacts to Old Sacramento State Historic Park, where this is a warranted concern for plan proposals that occur outside the park boundaries and require additional coordination with Old Sacramento partners and stakeholders, especially for issues which cannot be entirely addressed at this time through the General Plan.

The General Plan is an important planning document for OSSHP, but it is only the first step in envisioning future projects. In most instances, the General Plan programs will require additional project level analysis and continued coordination and collaboration within the Old Sacramento community. Proposals within its properties do not intend to compete with existing businesses or groups in Old Sacramento, but rather complement and expand the interpretive and recreational offerings of the park; attract new and continuing visitors; develop a variety of programs for different park users and interests; while supporting the long-term needs of the park to be sustainable. State Parks will continue to work with its project partners to define future planning opportunities, consistent with the spirit of the General Plan and goals within Old Sacramento.

General Plan, Chapter 4

16-4 The Preliminary General Plan acknowledges in Section 1.8.2 that there was an effort to incorporate the voices of different stakeholders, including OSBA on the Advisory Committee. Opinions from the Advisory Committee and public were solicited, regarding components of the plan that were liked or disliked and these components were used to craft a preferred plan. What should be clarified in this Section is that the plan took many different ideas heard throughout the planning process and tried to distill the essence of these ideas and create an exciting vision for the area. It represents consensus input and was not intended to imply that any of the participating stakeholders support all elements of the General Plan. It is not expected that all elements of the plan will be supported by any one organization or group, but hoped that there is an understanding of the evolution of the General Plan and the different positions expressed for certain element of the plan and continued collaboration and discussions with Old Sacramento partners and stakeholder in shaping the future of the area while also supporting the needs of the broader community.

16-5 The first paragraph of Chapter 4 is intended to acknowledge the important relationship and context of Old Sacramento to the activities that occur in OSSHP. This statement has been revised to state: "establish a framework for subsequent planning and development <u>in OSSHP, while recognizing the importance of coordinating with the City, property and business owners, and other partners and stakeholders in Old Sacramento on projects and decisions that affect the entire Old Sacramento Historic District</u>." State Parks will continue to work with the City, OSBA, and other partners on project and programs that affect property outside of State Park property. However, to the visitor, they are one place, one area, and thus, this acknowledges that the context of the historic district is important to plans and development in OSSHP and establishes the public expectation that these areas be planned in coordination.

Concerns regarding the scope of the plan are addressed in Master Response 8. OSBA and other project partners and stakeholder will be notified and brought into discussions and planning for future project specific developments, led by State Parks, that directly or indirectly impact property or programs in Old Sacramento.

16-6 General Plan EIRs do not have to consider economic impacts. The exact details for plan programs have not yet been developed to the level of detail to allow for economic evaluation. These programs are conceptual, with additional planning studies, a new Interpretive Master Plan, and further programming needed for projects that are funded and implemented in the future. Please refer to Master Response 8, regarding concerns about the General Plan program, reaching beyond its boundaries.

16-7 Due to the broad scope of the General Plan and the many entities involved in managing OSSHP and its surrounding area, the need for coordination or the need to define

agreements with specific project plans as they are implemented in greater detail will remain. Please refer to Master Response 12 for a description of the purpose and scope of a State Park General Plan. Concerns regarding ambiguous phrasing such as, "requires the support and coordination of," used in reference to projects or programs outside State Park boundaries, have been rephrased as "in collaboration with" or "in coordination with," to clarify that these decisions need to be arrived at collaboratively with affected project partners or agencies. Please refer to Chapter 5 of this document for the specific changes that have been made.

16-8 Proposed locations of monument signs and kiosks in Section 4.3.1 of the Preliminary General Plan identify the potential location of visitor kiosks envisioned in Old Sacramento. The section has been revised to clarify that final locations of visitor kiosks will be determined by the City and the design of monument signs and kiosks will be coordinated with the City. Please refer to Chapter 5 for specific changes to Section 4.3.1, incorporated into the General Plan and updates to Exhibit 4-2, which limit the conceptual location of the visitor kiosks and signage to State Park property.

16-9 State Parks intends to respect and support existing local agreements such as the water charter service for Hornblower Cruises and hopes to be able to have the opportunity to collaborate and partner with them in the future for water taxi or other programming opportunities, in coordination with the City and California States Land Commission. Representatives of Hornblower Cruises served on the Advisory Committee for the General Plan and also have reached out to State Parks and expressed their interest in future collaboration opportunities.

16-10 Please refer to Master Response 1 regarding collaboration with the City on future bike routes. State Parks will collaborate with the City and local biking advocacy groups on its plans for bicycle routes to and through Old Sacramento.

16-11 References to the potential use of the Steam Navigation Building for a River Museum have been be removed from the General Plan. Please refer to Chapter 5 for specific changes made to the plan.

16-12 Information on the horse-drawn streetcar routes is provided in Master Response 6.

16-13 The plan has been revised to remove the concept of closing I Street between 2nd Street and the alley, as addressed in Master Response 2.

16-14 As noted in 16-6, prior to development of the Gold Rush and Commerce Block, additional project level planning and environmental analysis is required, including an Interpretive Master Plan that addresses the sites and resources in OSSHP. Additional opportunities for partner and stakeholder input and review will be provided during the development of project level plans for the block.

Goals and Guidelines for Visitor Experience

16-15 State Parks intends to continue to coordinate closely with organizations and agencies in areas that impact their properties or management responsibilities.

16-16 As indicated in Master Response 4C reference to this position has been removed from the General Plan.

16-17 Please refer to 16-10.

Goals and Guidelines for Visitor Facilities

16-18 The level of detail of hours of services or operation of specific facilities is not addressed in General Plans, but is a consideration of the overall visitor experience and thus, when possible, opportunities will be explored, especially with respect to the development of future programs or projects and operational plans.

16-19 Suggestions for Guideline FAC-5 revisions have been noted. Any new kiosks proposed by the General Plan will be planned in coordination with the City.

16-20 Suggestions for Guideline FAC-6 revisions have been made. Please refer to Chapter 5 for revisions to the General Plan. Development of media for self-guided and guided tours will be coordinated with the HOSF. The General Plan intent is to coordinate with HOSF for tours in the Historic District, including OSSHP.

16-21 With respect to concerns regarding programming outside State Park properties, Guideline FAC-9 has been revised to state: "Coordinate with the City, other agencies, and/or private property owners to provide opportunities for seating, where appropriate, in park and open space areas and proposed public facilities in OSSHP, including courtyard or plaza spaces and riverfront areas where views of the Sacramento River are available."

16-22 The proposal for construction of the Gold Rush and Commerce Block will undergo additional project-level study, interpretive planning, outreach, and environmental analysis prior to implementation, as addressed in Master Response 12.

16-23 OSSHP Guideline FAC-8 addresses the development of the Gold Rush and Commerce Block, owned by State Parks. OSSHP Guideline FAC-8 has been revised to clarify that it addresses the buildings on the Gold Rush and Commerce Block. Please refer to Chapter 5 for specific changes to this guideline

16-24 The comment suggests OSSHP Guideline FAC-8e precludes the use of special event venues for non-historic festival and activities, including existing events currently provided in OSSHP. Please refer to Master Response 10 regarding the provision of open space in OSSHP. OSSHP Guideline FAC-8e has been revised to ensure the protection of open space and event areas for a variety of events and activities. Please refer to Chapter 5 for specific changes to this guideline.

16-25 CSRM Guideline FAC-11 has been removed as a future resolution in the General Plan, as it is not broadly supported and refers to property outside of State Park planning boundaries.

Park Operations and Management

16-26 Guideline OM-3 and OM-5 encourage coordination with partners in Old Sacramento on common needs and promotion of the park and district to encourage efficiencies and shared resources. The guidelines are not intended to suggest consolidating functions or define the management direction for Old Sacramento, but suggest opportunities for coordination of future programs and projects, such as promoting complementary activities within OSSHP and Old Sacramento. Specificity of how this should be accomplished has been removed from these guidelines, where applicable. Please refer to Chapter 5 for specific changes to these guidelines.

16-27 Guideline OM-7 has been revised to state: "Support the business district and other partners in Old Sacramento, including OSBA, the City, and the HOSF, on historic programming and merchant education in Old Sacramento, including special events and marketing."

Property Acquisitions and Transfers

16-28 Any new development on future acquisitions will be evaluated for environmental and economic impacts associated with the development.

Concessions

16-29 Concession guidelines have been revised as identified in Chapter 5 to focus on concessions in OSSHP and opportunities for improvements to concessions in Old Sacramento, in coordination with the City, property owner, and partners in Old Sacramento. Guideline CON-2 regarding developing a Concession Plan has been revised to only apply to properties in OSSHP. Guideline CON-3 regarding establishing standards for concessions has been removed and Guideline CON-4 regarding identifying and approving potential concessionaires has been removed. Guideline CON-5 has been revised to encourage the development of resources, including guidelines and other training materials for OSSHP staff, concessionaires, and volunteers that provide consistent understanding of the historic resources in OSSHP and Old Sacramento and identifies examples of the type of services, goods, attire, and activities that were common during the interpretive period in Old Sacramento. Guideline CON-6 has been removed.

16-30 The comment notes it is not clear whether the State will pursue giving the City law enforcement jurisdiction within the State Park or pursue contracting with rangers to patrol Old Sacramento. As noted in Guideline SAFE-4 and Guideline SAFE-6, currently State Parks has rangers that patrol and respond to incidents during the day time

operating hours of the park and has a contracting agreement with the Downtown Partnership and others for nighttime security services. Guideline SAFE-7 is intended to ensure there is law enforcement coverage, where needed, especially for future areas of Old Sacramento and the Railroad Technology Museum Complex to be developed, including the underground tunnel to the RTM, the Sacramento River, and associated excursion train areas and paths. However, rather than identifying the specific mechanism for how this will be accomplished, Guideline SAFE-7 has been revised as follows: "~~Develop an MOU~~Coordinate with City law enforcement personnel regarding jurisdiction coverage for programs or activities in Old Sacramento that span property lines and areas."

Circulation

16-31 Road surface conditions in Old Sacramento were identified as an issue in stakeholder meetings and public workshops, including decomposed granite areas, boardwalk areas, and cobblestone streets. There are no cobblestone streets on State Park property. Therefore, State Parks would not remove any such stones as a result of maintenance activities. Please refer to Chapter 5 for specific revisions to Guideline CIRC-1.

16-32 Guideline CIRC-2 encourages coordination with the relevant jurisdictions regarding implementation of future planned bridges between Sacramento and West Sacramento. The comment suggests these bridges need to be thoroughly studied by the City of Sacramento and West Sacramento and must consider any security issues that may accompany a pedestrian bridge. The comment is noted.

16-33 The comment notes that some of the traffic calming and safety improvements proposed in Guideline CIRC-3 may be inconsistent with the historic character of the district. To clarify the intent and update the guideline, based on General Plan revisions to the horse-drawn streetcar route, Guideline CIRC-3 has been replaced with the following guideline: "Coordinate with the City on roadway safety measures that are historically appropriate and limit vehicular conflicts with bicyclists and pedestrians." Corresponding Goal CIRC-2 has been revised to: "Coordinate with the City on improvements to vehicular circulation through OSSHP, while ensuring the safety of bicyclists, pedestrians, and children."

16-34 The comment notes that Guideline CIRC-6 should clarify that the streetcar line planned along 3rd Street to the Intermodal Facility will not run through the historic district, as this mode of transportation would not be consistent with the periods interpreted in Old Sacramento. Guideline CIRC-6 has been revised as follows to clarify this point: "Coordinate with the City of Sacramento, West Sacramento, and other relevant jurisdictions in planning and implementing a streetcar, serving the Old Sacramento vicinity, with stops and routes adjacent to, but located outside the historic district."

16-35 A horse-drawn streetcar loop around Old Sacramento is no longer proposed in the General Plan. However, operation of a horse-drawn streetcar demonstration line on

existing or expanded tracks may be explored as an opportunity within OSSHP. Regular operation of such a facility would require additional study and review. Please refer to Master Response 6 for additional information.

16-36 Please refer to Master Response 6 regarding revisions to the horse-drawn streetcar loop concept in Old Sacramento. As any planned horse-drawn streetcar demonstration line would be limited to OSSHP property, there will be no impacts to intersections within Old Sacramento.

16-37 Please refer to 16-6. Section 5.7.3 has been revised so as not to assume implementation of projects in the General Plan will lead to economic growth in the form of increased patronage to nearby businesses. Impact of new project development or commercial establishments on State Park property will require further project level study, design development, and economic and environmental analysis prior to implementation, as described in Master Response 12.

Letter 17 Diane Elliott and Bradley Brooks

17

July 15, 2012

Diane Elliott and Bradley Brooks
4621 Crestwood Way
Sacramento, CA 95822

Petra Unger, Project Manager
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

Dear Ms. Unger:

Attached are comments in response to the Old Sacramento State Historic Park and California State Railroad Museum Preliminary General Plan and Draft Environmental Impact Report. A Google Map indicating residential areas that have not been fully studied is also attached.

Please place us on your mailing list for any future documents and any public hearings or other public meetings related to these projects.

Sincerely,

Diane Elliott and Bradley Brooks

Old Sacramento State Historic Park and California State Railroad Museum Preliminary General Plan and Draft Environmental Impact Report Comments
from Bradley Brooks and Diane Elliott

1. ES.2, Page ES-3

The document states this is "…a reference for future environmental documents..as needed."

What future environmental documents are anticipated for the excursion train from the Zoo to Hood? It appears from this document that an EIR will be required for the excursion train from the Zoo to Hood. 17-1

2. ES.4, Page ES-6

"Recent opportunities and public and financial support to OSSHP…"

California State Parks currently has $1.3 billion backlog of deferred maintenance projects and is unable to provide full support to the current State Parks and properties owned by State Parks. What is the source of funds for this public financial support? 17-2

3. ES.5, Page ES-9

"While most of the right-of-way…is already owned by State Parks, …negotiations are in progress between State Parks and RT".

As a resident backing up to the right-of-way, how is State Parks going to maintain this new right-of-way south of the Zoo when State Parks cannot maintain its current properties with $1.3 billion in deferred maintenance? This area must be maintained due to dry brush, garbage and homeless living in areas. What will happen to fenced areas that have been extended beyond the residential property line? With an active rail line and gates removed which serve as a deterrent to many, how will State Parks provide security along the tracks from Sutterville Road to Meadowview Road? 17-3

4. ES.7, Page ES-11

"…noise impacts related to train passing by to adjacent land uses would remain significant and unavoidable."

What is the Statement of Overriding Considerations for these significant and unavoidable impacts that cannot be mitigated that affects hundreds of residences along the new excursion train route? 17-4

5. Chapter 1, Page 1-1

"…classify CSRM as a State Historic Park."

What process is used to classify CSRM as a new State Historic Park? How does the public and we receive notice about this process? 17-5

6. Chapter 1.5.1, Page 1-10

"…therefore the EIR analyzes the General Plan at the project level wherever possible."

Why has the section of the excursion train from the Zoo to Hood not been analyzed at the same level as the excursion train from the Baths to the Zoo? 17-6

What future document will be produced to study this section of the excursion train? It appears a future EIR would be required since one significant and unavoidable impact has already been identified. cont. 17-6

7. Chapter 1.5.1, Page 1-11

"Additional CEQA analysis documentation may be required for some actions described in the General Plan, once the project details are known." 17-7

What "actions" are anticipated when the project details are unknown?

8. Chapter 2.3.1, Page 2-22

"..passes into a heavily residential area for approximately 4.5 miles."

Although there is mention of "heavily residential area" the number of residences adjacent to the right-of-way are never mentioned with the exception of a few residences behind the Zoo and those near hood. Why are the approximately 320 residences along this route and very close distance to the tracks not mentioned or impacts to them evaluated? The number of residences that are affected should be described in the existing conditions, including each residence, its distance from the tracks and right-of-way, and the elevation of each residence with respect to the tracks and right-of-way. 17-8

9. Chapter 2.7.3, Page 2-103

"…excursions train is subject to and complies with Federal Railroad Administration regulations." 17-9

Will any Federal funds be used to finance the excursion train making the environmental analysis subject to the National Environmental Policy Act (NEPA)?

10. Chapter 3.2.1, Page 3-4

"Issue: Potential Impacts of Future Excursion Train Options" 17-10

What environmental documents are anticipated to analysis these impacts?

11. Chapter 3.2.2, Page 3-8

"The General Plan EIR analyses the potential impacts from proposed excursion train operations…?

Where are the number of trips analyzed from the Zoo to Meadowview Road? The number of trips the excursion train will take including the maintenance segment from Sutterville Road to Meadowview Road should be stated. 17-11

12. Chapter 4.3.3, Page 4-24

"Train Line #2 would host wildlife viewing and other themed excursions, with food opportunities for brunch and dinner."

How are these "themed excursions", brunch and dinner, reflective of the historical agricultural use of the train tracks? 17-12

Why is a "dinner" service mentioned here when on Page 5-65 it states "…trains would only operate on Saturdays and Sundays during daylight hours, April through October…"? 17-13

What is being considered "daylight hours" from April to October? cont. 17-13

What is the status of the "negotiations" to acquire the right-of-way from Regional Transit? How can more information be obtained about this process? How can State Parks afford this with a $1.3 billion deficit in deferred maintenance? 17-14

13. Chapter 4.4.1, Page 4-27

"CSRM Guideline EXP-2… allows for themed interpretation of the environment of the Sacramento River Delta and its history."

How does brunch and dinner provide for this "themed interpretation" of the train tracks' history? A rail car carrying agricultural products would be more indicative of the history of the line. 17-15

14. Chapter 4.4.1, Page 4-32

"CSRM Guideline FAC-8: Identify access points along the excursion train routes …"

Where are these access points located? How will they affect the 340 residences along the route? 17-16

"CSRM Guideline FAC-9: Identify acquire and develop a new boarding station in the Pocket/Meadowview area for the new excursion train to Hood."

Have boarding station sites been identified? What analysis has or will be performed for these sites and what type of environmental document will be produced? 17-17

"CSRM Guideline FAC-10:… Consider arranging the services of a private security firm if the City law enforcement is unavailable"

With the City of Sacramento and State Parks in a financial crisis, how will these services be paid for? 17-18

15. Chapter 4.4.4, Page 4-49

"CSRM Guideline INT-3: …interpret…the history and natural resources ..role in providing rail service to transport agricultural freight…"

How are these "themed excursions", brunch and dinner, consistent with this guideline? 17-19

Page 4-55
"Guideline CON-13: arrange for high quality food and beverage services.. on the excursion train…"

How is high quality food and beverages consistent with depicting the immense work involved with the construction of the tracks and labor of transporting agricultural products along the tracks? This is inconsistent with teaching children and adults the history of this railroad line. 17-20

Page 4-57
"CSRM Guideline SAFE-4: Maintain the brush control plan along the railroad right-of-way…" 17-21

With State Parks having a $1.3 billion in deferred maintain debt, what funding source will be used for maintenance of this new excursion train right-of-way? cont. 17-21

Page 4-60
"CSRM Guideline CIRC-1: Analyze the possible installation of bike paths along the excursion line..."

How is the goal consistent with CSRM Guideline EXP-2 and CSRM Guideline INT-3? 17-22

16. Chapter 5.1.2, Page 5-1

"Emphasis was placed on significant impacts...from the operation of the OSSHP and CSRM consistent with the goals and guidelines."

Where have all the significant impacts been addressed concerning the excursion train line? What intersections have been studied from Sutterville Road crossing and south to Hood for traffic impacts? 17-23

What number of train trips have been analyzed regarding air quality, noise and vibrations to the approximately 340 residences alone the route? 17-24

What land has been identified for a station near Meadowview road and what impacts have been analyzed? 17-25

17. Chapter 5.6.1, Page 5-14

"No substantial changes to scenic vistas would result from extending the excursion train route to the Sacramento Zoo, or as a result of improvements to the railroad right-of-way..."

The significance criteria on Page 5-13 states "substantially degrade the existing visual character or quality of the site and its surroundings". How has an interpretation been made that having large trains introduced into a residential neighborhood that has had no train traffic for 34 years and little traffic since the 1950's, not "degrade the existing visual character" to the approximately 340 residences and that abut the railroad tracks as well as the neighborhoods the trains will pass through? 17-26

Page 5-15 and 5-16
Although the visual character has been described from I-5 to Sutterville Road and south of Meadowview Road, there is no specific description of the largest section affecting approximately 320 residences from Sutterville Road to Meadowview Road as well as the proximity of these residences, both vertically and horizontally, to the railroad tracks and right-of-way.

How can this impact be deemed less than significant when the entire line has not been analyzed? 17-27

18. Chapter 5.6.2

The health risk impacts for air quality have not been addressed from Sutterville Way south to Hood on the excursion train route.

How can Impacts AQ-2, AQ-3, AQ-4, AQ-5 be deemed not significant when the entire project has not be evaluated? 17-28

19. Chapter 5.6.3, Page 5-30

"The General Plan also proposes operation of a new wildlife excursion and dinner train…" 17-29
What is the project description for the excursion train south of the zoo?

It has been described as a "themed excursion", "wildlife viewing", "brunch and dinner", "dinner", "special events", "interpret history and natural resources", and "bikepath".

"The areas of railroad right-of-way that would be converted from natural vegetation to developed uses are small…" How can this be known when a bike path may be constructed as well as other "access points" (Page 4-32) which have not been described. A survey of the entire right-of-way from Sutterville to Hood should be performed in order to evaluate Bio-2. Complete information has not been provided in order to deem this impact less than significant. 17-30

Page 5-31-32
Why has some of the biological impacts of the train from Sutterville to Meadowview been studied, but air quality, traffic, noise, visual quality and other impacts not been addressed? The document should study all impacts associated with this portion of the train right-of-way to the same level in the environmental analysis of each chapter. This would also require a complete project description including location of a boarding station, purpose of the train, frequency of the trains and other issues addressed for other portions of the General Plan and projects described. 17-31

20. Chapter 5.6.6

Hazardous materials along the railroad right-of-way from the Baths to Hood have not been identified. 17-32

21. Chapter 5.6.9

"Noise sensitive receptors within 150 feet of the railroad right-of-way between the zoo and the Pocket/Meadowview area are located in residential areas adjacent to the right-of-way. Train traffic in this area would occur only during track construction /upgrades and when trains from the proposed Train Line #2 would travel to Old Sacramento for servicing."

Nowhere in the document is the servicing of the trains to Old Sacramento described: frequency, time of year, time of day, etc. Many of the approximately 320 residences are within 50' of the right of way to close as 25' to the tracks themselves. The focus through the document is on the approximately 20 homes on Darnel and 3 homes near Hood versus the approximately 320 homes between Sutterville and Meadowview. The impacts to these 320 homes as well as the intersection crossings, traffic impacts, noise, visual affects and all impacts studied must be addressed. 17-33

With Sacramento already in a depressed economy and residential property values much lower than many homes when purchased, the affect on the residential values to all residences abutting the tracks will be detrimental.

Impact Noise-2
If a site has not been chosen for the Pocket/Meadowview Station, how can noise levels have been modeled? 17-34

"Noise from maintenance and equipment operations would also occur in daylight hours.. thus because noise-producing activities would be limited to daylight hours…human annoyance would be unlikely to occur" 17-35

This statement does not address adult day sleepers who may be working swing or night shift, the elderly, and children or infants who may sleep during the day.

Impact Noise 3, 4, 5 and 6
As previously stated the impacts to the approximately 320 residences from Sutterville to Meadowview have not been analyzed. 17-36

Impact Noise 5
Sensitive receptors are located within 60 feet along many of the areas between Sutterville and Meadowview. The nearest may be between Park Village Street and 14th Street.

Impact Noise 6
"The nearest proposed receptors would be approximately 50 feet from the right-of-way along Darnel Way." This is not a true statement. Sensitive receptors are located within 50 feet along many of the areas between Sutterville and Meadowview. The nearest may be between Park Village Street and 14th Street. 17-37

22. Chapter 5.6.11

Impacts to traffic, intersections, and rail crossing from Sutterville to Meadowview have not been addressed. 17-38

23. Chapter 5.8.1, Alternative 2

This alternative cannot be evaluated without additional analysis of the proposed extension from Sutterville to Meadowview and its associated impacts that have not been completely addressed as described in previous comments. 17-39

24. Traffic Anlaysis Page 43

Have the regulatory agencies, including the PUC, been involved in the planning of the project? 17-40

25. See attached may indicating approximately 20 residences on Darnel and remaining 320 residences. 17-41

26. Comments provided by Diane Elliott and Bradley Brooks, 4621 Crestwood Way, Sacramento, CA 95822, brad@bradleybrooks.com

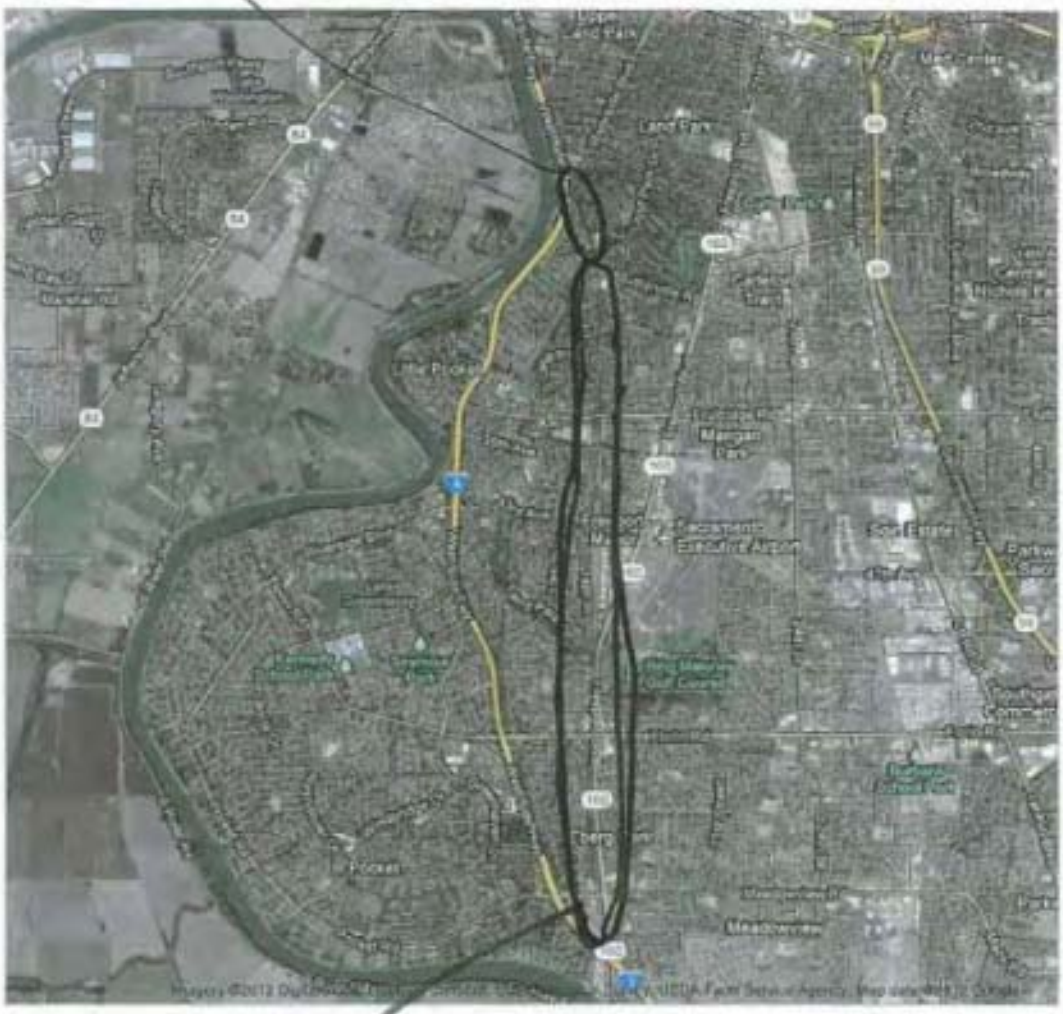
Sacramento, CA 95818 - Google Maps

Page 1 of 1

Residences addressed in EIR

Google

To see all the details that are visible on the screen, use the "Print" link next to the map.



Residences not addressed in EIR

http://maps.google.com/maps?hl=en&tab=wl

7/15/2012

Letter 17 Response

Diane Elliott and Bradley Brooks
July 15, 2012

17-1 Please refer to Master Response 12 regarding future environmental analysis. The appropriate level of environmental review will be determined when sufficient detail about proposed projects and their potential impacts on the environment is available.

17-2 A General Plan for a California State Park is a long term planning document and is not driven by the current funding situation. The quote in the Environmental Summary cited in this comment refers to the cooperative partnership of the various planning partners in Old Sacramento. Many of these partners have contributed to the preparation of this General Plan.

17-3 State Parks is already maintaining the portions of the right-of-way it currently owns; any additional right-of-way owned in the future would be maintained in the same manner. Once the plans for Excursion Train 2 move forward, State Parks would address any issues related to gates, fences, and property lines to ensure any project implemented by State Parks would only be implemented on property legally owned by State Parks. In the long term, having a regularly maintained right-of-way and regular train traffic along the right-of-way would be expected to result in a safer and more secure environment when compared with the current situation.

17-4 A Statement of Overriding Considerations (SOC) is documentation used by a CEQA lead agency, in this case California State Park, to document why the agency chooses to adopt a project, in this case the OSSHP General Plan, despite the fact that the project may result in significant and unavoidable impacts. The agency prepares a SOC after carefully considering the overriding benefits of the project. A SOC will be included with the package submitted to the director of State Parks and the State Park and Recreation Commission for the OSSHP General Plan. There are two impacts related to noise that were found to be significant and unavoidable: Impact Noise-3: Long term noise levels related to rail operations; and Impact Noise-4: Incompatible land uses that were determined to be significant and unavoidable. All other impacts will be kept at less than significant levels with the implementation of mitigation measures (required for noise only) and Goals and Guidelines included in the General Plan. Please refer to the Mitigation Monitoring and Reporting Plan (MMRP) posted on the planning website along with the FEIR for a list of the specific Goals and Guidelines which are also cited in the various sections of the DEIR. The General Plan will be approved by the Park and Recreation Commission and the EIR will be certified by the director of State Parks at a hearing that is open to the public. Notification will follow all legal requirements of the lead agency.

17-5 Classification of a unit within the State Park system is done by the Park and Recreation Commission at a public hearing. The classification can take place at the time of the adoption of a General Plan or at a separate time. Notification requirements are the same for both processes. However, please note that the General Plan no longer proposes to classify the CSRM as a separate State Historic Park. Please refer for Master Response 3: Two Park Model for additional detail.

17-6 The excursion train from Baths to the Zoo will run on existing tracks and is an extension of the current excursion train ride. The ride is possible now, and a demonstration ride was provided to interested parties during the planning process. Thus, this specific project proposed in the General Plan could move forward with only minor improvement, such as the installation of a small platform to board and disembark from the train at the Zoo. Thus, the project was analyzed at the project level, as sufficient information is currently available. Excursion Train 2 requires much more extensive future planning and improvement actions, including the acquisition of property from Regional Transit, the installation of new tracks, the repair and upgrade of existing tracks, the construction of a small "station" in the Meadowview area, etc. Thus, sufficient detail to analyze this project at the same level of detail as Excursion Train Number 1 is not available at this time. Excursion Train Number 2 was analyzed at a program level, discussing the "types of impacts" that would be expected to occur as a result of implementing the project. Please refer to Response 17-1 and Master Response 12 for questions regarding future analysis.

17-7 The term "actions" in the paragraph cited is equivalent with the word "project".

17-8 All residences affected are analyzed in the EIR, which is Chapter 5 of the document. Chapter 2 is the "existing conditions" chapter which describes the current conditions in the planning area. It is not necessary to describe particular residences in detail, beyond what is necessary to relay the overall project context to the reader.

17-9 At this point, State Parks does not foresee the use of federal funding for the financing of Excursion Train 2. If federal funding was used in the future, or if federal permits were needed, NEPA compliance would be required.

17-10 Please refer to 17-1 and Master Response 12 for a discussion of future environmental analysis.

17-11 Details regarding future ride frequencies assumed for the analysis are discussed in various parts of the DEIR. For clarity, all assumptions have also been summarized in Master Response 9 – Excursion Train Information.

17-12 The details of the excursion train themes have not yet been determined, but could include a focus on local land uses such as the long agricultural history of the area and on

local produce and foods, similar to other recent "farm to fork" events hosted in the Sacramento area.

17-13 Please refer to Master Response 9 – Excursion Train Information for details on the excursion train frequency and themes, as currently envisioned.

17-14 State Park has not been engaged in negotiations for acquiring or exchanging right-of-way with Regional Transit during the General Plan process. There are different funding sources provided to State Parks from the legislature for maintenance and acquisitions; these funding sources currently cannot be comingled.

17-15 A rail car carrying agricultural products would not be considered an "attraction" with the potential to attract visitors, provide them with a unique experience, and generate revenue. The themes that would be used for Excursion Train 2 would focus on local food, the Sacramento River and Delta, the agricultural history of the area, and on local and regional wildlife.

17-16 As shown in Figure 4-9 on page 4-23 of the Preliminary General Plan, access points for Excursion Train 1 would be at Old Sacramento, the Crocker Art Museum, Miller Park, Baths, and the Sacramento Zoo. Excursion Train 2 would have stops in the Meadowview area, and at Hood. A riverboat connection at Freeport could be explored. Impacts on local residences are discussed in Chapter 5 of the Preliminary General Plan/Draft EIR.

17-17 Boarding stations for Excursion Train 2 are currently envisioned in the Meadowview area and at Hood. Both areas are currently characterized by open, weedy fields. The level of future environmental analysis necessary would be determined for the entire train operations, not just the stations. Please refer to Master Response 12 for questions regarding future analysis.

17-18 State Parks currently works with the Downtown Sacramento Partnership to provide private security firm services for after-hours security in OSSHP through the Downtown Sacramento Public Benefit Improvement District. This practice is expected to continue during future park operations. These services are paid for by State Parks operational funds.

17-19 The themes would be focused on the topics mentioned in the comment – local produce and local rail services.

17-20 State Parks believes the themes are consistent. High quality food and beverage services are enabled by the availability of fresh local produce and agricultural products.

17-21 State Parks is currently implementing a vegetation management program along its right-of-way and would continue to do so in the future. Funding for these activities is

provided to State Parks by the legislature for continuing maintenance and is separate from funding for deferred maintenance.

17-22 The provision of a bicycle route is not mutually exclusive with the provision of the excursion trains. A bicycle trail already parallels large portions of Excursion Train 1 and similar options would be explored for Excursion Train 2. Please also refer to Master Response 1D above.

17-23 Traffic impacts have not been studied at the project level for the section from Sutterville Road to Meadowview. There would not be any regular train traffic in this section. Train movement in this section would be limited to those needed to repair and maintain track and to trains having to travel to Old Sacramento for repair or maintenance. I it is not possible to predict the frequency of these events at this time. Train travel in this segment could be timed to avoid peak hours. For the segment from the Meadowview area south to Hood (Excursion Train 2) the number of trains and associated passengers and traffic are included in the Traffic Study in Appendix A and are based on the same detail summarized in Master Response 9 above.

17-24 Please refer to 17-23 regarding anticipated train traffic in this area and to Master Response 9 for assumptions used during the environmental analysis of the excursion trains.

17-25 The Meadowview station has not been studied in detail but it is anticipated that the future station would be located near the existing track in the Meadowview area. This area is characterized by an open grassy/weedy field surrounded by suburban land uses.

17-26 Any impacts from passing trains would be seasonal, intermittent, and temporary. Train tracks existed in this area long before residences and the use of these tracks would be consistent with historical use. As explained in 17-23, train traffic in the area of specific concern to the commenters would be much less frequent than along the two excursion train routes. The occasional passing of a train does not alter existing views or scenic vistas and thus does not result in significant impacts to scenic resources.

17-27 There would be very limited train traffic in the area in questions, and it would be along existing tracks and right-of-way, thus the visual character of the area would not be expected to change due to the passing of an occasional train.

17-28 The air quality analysis conducted for the EIR analyzed the areas closest to the tracks and subject to exposure from the most frequent train traffic. Thus the “worst case scenario” was modeled and analyzed, although CEQA requires only a “reasonable” level of analysis. The General Plan team also conferred with a representative from the Sacramento Regional Air Quality Control Board to discuss the assumptions and methods used in the analysis to ensure the methods used were current, technically sound, and accepted by local experts. Impacts to local air quality associated with the excursion train

were determined to be less than significant for short term emissions related to construction, long-term emissions related to operations and with regards to exposure to toxic air contaminants for those residents and students most exposed to the trains and thus representing the worst case scenario. Thus, impacts to any residents exposed to less frequent trains, no construction, or located further away from the tracks would also be expected to be less than significant with regards to the same criteria.

17-29 Please refer to Master Responses 1D and 9 for the information requested regarding the excursion train routes and associated bike routes.

17-30 Vegetation removal would only occur in areas that do not currently have operational train tracks, such as the RT owned portions of the right-of-way and in limited areas along the already disturbed right-of-way corridor. The entire right-of-way from Freeport to Hood already includes existing train tracks. This area is currently maintained to control vegetation growth. Likewise, the right-of-way corridor from OSSHP to Sacramento Executive Airport already contains tracks, and facilities developed within this right-of-way would only require vegetation removal in relatively small areas. Thus, the statement that areas that would be converted from natural vegetation to developed uses as a result of the projects are small is correct. Vegetation that does exist within the right-of-way corridor is ruderal and mostly non-native.

17-31 Impacts were analyzed at the greatest level of detail possible. Because impacts on biological resources are typically analyzed based on a habitat-based approach, and the habitat types in the planning area are known, this knowledge enabled a greater level of detail in the analysis related to biological resources when compared to other resources. Details on the proposed train schedule, stations etc. are summarized on Master Response 9 and have been used for the analysis of all impact topics.

17-32 The hazardous material database search conducted in support of the EIR included the entire right-of-way. No hazardous materials were previously identified and inventoried in the area in questions, thus none are discussed in detail for this area.

17-33 The exact number of trains that would need to be serviced at any given time cannot be identified at this time. However, the number is expected to be small, and trips through the area in question would be infrequent. The statement that these infrequent trips would cause property values in the area to diminish is speculative.

17-34 Similar to the impact analysis for air quality described under 17-28, the noise analysis was based on a “worst case scenario” for the closest residences, although CEQA only requires a “reasonable” level of analysis. Impacts from construction were found to be less than significant with mitigation for these closest residences and thus would also be less than significant for any residences located further away from the noise source. Because the operation of trains is noisy by nature, the long term noise impacts to residents living near the tracks related to rail operations and the impact related to

compatibility of land uses were found to be significant and unavoidable. State Parks is committed to implementing measures such as speed limits, avoidance of unnecessary horn sounding etc. in residential neighborhoods to keep operations related noise at a minimum. Noise levels in the Meadowview and Hood areas would be expected to be somewhat lower than in the area near the Zoo, due to greater distance of sensitive receptors from the tracks. However, the overall impact related to noise and compatible land use has been found to be significant and unavoidable for the General Plan.

17-35 While day time movement of trains may cause a temporary annoyance to people sleeping during the day, these movements would be seasonal, intermittent, and infrequent, and would not be expected to be significant.

17-36 Please refer to 17-23 and 17-34 regarding noise impacts in these areas.

17-37 Please refer to 17-23 and 17-34 regarding noise impacts in these areas.

17-38 Please refer to response 17-23 regarding the expected frequency of any train traffic in this area.

17-39 Alternative 2 as described on page 5-91 of section 5.8.1 of the Preliminary General Plan/Draft EIR does not include Excursion Train 2. It was compared with the preferred alternative (the proposed General Plan) which includes Excursion Train 2. While impacts from the preferred alternative cannot be analyzed at the project level for all resource at this time, they were analyzed at the program level and can be compared to impacts from an alternative that would not contain certain project elements and thus would not result in certain impacts.

17-40 Yes, the regulatory agencies have been involved in the planning process, as described in Section 1.8.2 in on page 1-15 of the Preliminary General Plan. In addition to the specific meetings listed here, State Parks regularly coordinates with the Public Utilities Commission.

17-41 Thank you for the map. As described above, only infrequent train traffic is planned in this area.

Letter 18 Sacramento Old City Association

18

SACRAMENTO OLD CITY ASSOCIATION

Sacramento Old City Association - PO Box 162140, Sacramento CA 95816 – (916)202-4815 – info@sacoldcity.org

Petra Unger, Project Manager
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

July 16, 2012

Re: Old Sacramento State Historic Park General Plan

Sacramento Old City Association would like to express its support for the Old Sacramento State Historic Park General Plan. SOCA was notified about several listening sessions and meetings regarding the General Plan, and while SOCA Board members were unable to attend the meetings, we were informed about the process by Parks staff via email, postal mail, and via presentations by Parks staff at our "Preservation Roundtable" events.

SOCA board members were invited to review the plan online and provide comments. Several specific elements of the plan were identified by the Board as positive components of the General Plan, including:

- The plan to extend the "Sacramento Southern" tourist route south into Land Park with a stop at the Sacramento Zoo, and a second train from Freeport to Hood.
- The plan to add more interpretive information about the original grade level of the waterfront and "1849 Scene" area, expanding existing "Underground Sidewalks" tours.
- Plans to more directly and effectively link Old Sacramento to the historic Shops area via the starting point of the Central Pacific Railroad and its route north via the Sacramento River into the Shops.
- More complete and updated survey of historic resources within Old Sacramento and adjacent areas, including completion of the Southern Pacific Shops Historic District nomination to the National Register of Historic Places. This issue was called out by the General Plan as a priority for the State Historic Park, and due to its relative simplicity, could be done in the near future in order to more comprehensively document and identify existing historical, cultural and archaeological resources within the Old Sacramento and Shops Complex area.

18-1

SOCA supports the General Plan document as presented and expresses our appreciation to California State Parks for their outreach to the community.

William Burg
President, SOCA

1

Letter 18 Response	William Burg President Sacramento Old City Association July 16, 2012

18-1 State Parks is pleased for the letter of support on the OSSHP General Plan and the input on elements of the plan that are supported by SOCA.

Letter 19 California State Railroad Museum Foundation

19

CALIFORNIA STATE RAILROAD MUSEUM FOUNDATION

JULY 16, 2012

PETRA UNGER
AECOM
2020 L STREET, SUITE 400
SACRAMENTO, CA 95811

SUBJECT: OLD SACRAMENTO STATE HISTORIC PARK AND CALIFORNIA STATE RAILROAD MUSEUM PRELIMINARY GENERAL PLAN

DEAR MS. UNGER:

THE CALIFORNIA STATE RAILROAD MUSEUM FOUNDATION IS PLEASED TO HAVE AN OPPORTUNITY TO REVIEW AND COMMENT ON THIS DRAFT OF THE OLD SACRAMENTO STATE HISTORIC PARK AND CALIFORNIA STATE RAILROAD MUSEUM GENERAL PLAN.

BACKGROUND ON CSRM FOUNDATION

FOUNDED IN 1987, THE CALIFORNIA STATE RAILROAD MUSEUM FOUNDATION IS AN INDEPENDENT 501 (C) (3) CHARITABLE ORGANIZATION, WHICH HAS BEEN A SUCCESSFUL COOPERATING ASSOCIATION OF CALIFORNIA STATE PARKS FOR THE LAST 25 YEARS. THE CSRM FOUNDATION RAISES AND MANAGES FUNDS TO SUPPORT THE CALIFORNIA STATE RAILROAD MUSEUM IN OLD SACRAMENTO STATE HISTORIC PARK, RAILTOWN 1897 STATE HISTORIC PARK IN JAMESTOWN, AND THE LONG-ENVISIONED RAILROAD TECHNOLOGY MUSEUM IN THE DOWNTOWN SACRAMENTO RAILYARDS.

IN THE LAST 15 YEARS ALONE, THE CSRM FOUNDATION HAS RAISED AND MANAGED OVER $50 MILLION TO SUPPORT THESE STATE PARKS, PROVIDING ON AVERAGE MORE THAN $3 MILLION A YEAR IN CRITICAL OPERATIONAL SUPPORT. ADDITIONALLY, OVER THE LAST FIVE YEARS WE HAVE INVESTED OVER $1 MILLION TOWARD THE RAILROAD TECHNOLOGY MUSEUM IN THE RAILYARDS AND OVER $1.6 MILLION TO RESTORE AN ICONIC "MOVIE STAR" STEAM LOCOMOTIVE AT RAILTOWN 1897 SHP.

PUBLIC-PRIVATE PARTNERSHIPS LIKE OURS IN STATE PARKS PROVIDE ESSENTIAL FUNDING AND SUPPORT FOR ONGOING OPERATIONS, NEW PROGRAMS, SPECIAL EVENTS AND EXHIBITS, RESTORATION PROJECTS, AND FUTURE GROWTH.

CSRMF BOARD MEMBERS WERE INVOLVED AS EARLY VISIONARIES IN HOSTING A SPECIAL DINNER FOR THEN-GOVERNOR RONALD REAGAN ON BOARD THE *GOLD COAST* PRIVATE RAIL CAR TO SHARE THEIR GRAND VISION OF A STATE RAILROAD MUSEUM, SECURING FUNDING TO BUILD THE CALIFORNIA STATE RAILROAD MUSEUM, AND AS ADVOCATES FOR TRANSFORMING OLD SACRAMENTO INTO AN HISTORIC DISTRICT. THEY ALSO WERE INSTRUMENTAL IN SAVING AND DONATING SIGNIFICANT HISTORIC RAILROAD LOCOMOTIVES AND CARS FOR THE MUSEUM'S COLLECTION.

111 "I" STREET SACRAMENTO, CA 95814
PHONE 916/322-8485 FAX 916/445-5982
24 Hour Recorded Info: 916/445-6645
www.californiastaterailroadmuseum.org

THE CSRM FOUNDATION HAS BEEN AN IMPORTANT AND VITAL NONPROFIT PARTNER, MANAGING AND/OR PROVIDING FUNDS FOR:

- MARKETING CSRM AND OLD SACRAMENTO SHP
- SUPPORTING MORE THAN 600 ACTIVE VOLUNTEERS AND DOCENTS
- MANAGING THE MEMBERSHIP PROGRAM WHICH NOW SERVES OVER 11,000 MUSEUM MEMBERS AND PROVIDES NEWSLETTERS AND SPECIAL MEMBER EVENTS
- DEVELOPING AND OPERATING THE MUSEUM STORE AND THE HUNTINGTON HOPKINS HARDWARE STORE IN OLD SACRAMENTO
- EXPEDITING AND HANDLING FACILITY RENTALS WITHIN THE MUSEUM AND THROUGHOUT OLD SACRAMENTO SHP AND ABOARD THE SACRAMENTO SOUTHERN RAILROAD EXCURSION TRAIN IN OLD SACRAMENTO
- OPERATING SACRAMENTO SOUTHERN RAILROAD EXCURSION TRAINS IN OLD SACRAMENTO
- MAINTAINING AND REPAIRING RAILROAD EQUIPMENT AND TRACKS
- RESTORING HISTORIC RAILROAD EQUIPMENT AND RAILROAD CARS, SUCH AS THE *EL DORADO*, AN ELEGANT FIRST-CLASS OBSERVATION CAR ON THE SACRAMENTO SOUTHERN RAILROAD EXCURSION TRAIN IN OLD SACRAMENTO
- OFFERING THE POPULAR POLAR EXPRESS SPECIAL EVENT EXPERIENCE IN OLD SACRAMENTO DURING THE HOLIDAY SEASON
- REBUILDING THE TRANSFER TABLE BETWEEN THE BOILER SHOP AND ERECTING SHOP IN THE RAILYARDS
- HOSTING '91 AND '99 RAILFAIRS, WHICH ATTRACTED VISITORS FROM AROUND THE WORLD
- SEEKING AND SECURING GRANTS AND DONATIONS FOR SPECIAL PROJECTS
- ESTABLISHING AND MANAGING ENDOWMENT FUNDS TO SUPPORT EXHIBITS, COLLECTIONS, AND MORE
- MAKING THE RAILROAD TECHNOLOGY MUSEUM IN THE BOILER SHOP AND ERECTING SHOP IN THE RAILYARDS AN EXCITING POSSIBILITY
- BEING A STRONG AND VOCAL ADVOCATE FOR STATE PARKS

COMMENTS ON THE PRELIMINARY GENERAL PLAN

CSRM FOUNDATION COMMENDS STATE PARKS AND AECOM FOR UNDERTAKING SUCH AN IMPORTANT AND VISIONARY PROCESS. THERE IS MUCH THAT WE SUPPORT IN THE PRELIMINARY GENERAL PLAN, INCLUDING:

- SUPPORT RESTORING PASSENGER AND FREIGHT STATIONS AND OPENING UP VIEWS AND ACCESS TO RIVER AND WATERFRONT
- SUPPORT EXTENDING SACRAMENTO SOUTHERN RAILROAD EXCURSION TRAINS TO CROCKER ART MUSEUM, SACRAMENTO ZOO, AND OTHER CULTURAL ATTRACTIONS
- SUPPORT JOINT TICKETING AND PROMOTIONAL OPPORTUNITIES BETWEEN SACRAMENTO SOUTHERN RAILROAD EXCURSION TRAINS AND OTHER EVENTS AND ATTRACTIONS
- SUPPORT EXTENDING SACRAMENTO SOUTHERN EXCURSION TRAIN ALONG THE DELTA AND STONE LAKES TO OFFER DIFFERENT EXPERIENCES AND STORIES
- SUPPORT IMPROVEMENTS TO THE RAILROAD HISTORY MUSEUM FOR CATERING AND GROUP TOUR ENTRANCE
- SUPPORT EXCITING OPPORTUNITIES TO DEVELOP THE RAILROAD TECHNOLOGY MUSEUM IN THE CENTRAL SHOPS HISTORIC DISTRICT OF THE RAILYARDS

19-1

2

- SUPPORT DEVELOPING GOLD RUSH STORY THROUGH THE ARCHEOLOGICAL SITE IN OLD SACRAMENTO SHP
- SUPPORT TELLING THE GOLD RUSH AND THE RAILROAD STORIES AND ACTIVATING GROUNDS, STREETS, STAGES, RAILS, AND WATERWAYS OF OLD SACRAMENTO AND THE RAILYARDS
- SUPPORT PROGRAMMING TO ENLIVEN OLD SACRAMENTO AND RAILYARDS WITH OUTDOOR PERFORMANCE AREA TO PROVIDE OPPORTUNITIES FOR PAGEANTRY TO CELEBRATE GOLD RUSH HISTORY AND RAIL HISTORY
- SUPPORT RESTORING B.F. HASTINGS BUILDING TO INTERPRET CALIFORNIA SUPREME COURT AND PONY EXPRESS STORIES

cont. 19-1

UNFORTUNATELY, OTHER PROPOSALS IN THE DRAFT GENERAL PLAN ARE MORE DIFFICULT TO UNDERSTAND AND SUPPORT, RAISING QUESTIONS THAT NEED TO BE ANSWERED, INCLUDING:

- WHAT ARE THE JUSTIFICATIONS TO CREATE TWO STATE PARKS AND TWO COOPERATING ASSOCIATIONS IN SUCH A UNIQUE HISTORIC AREA OF SACRAMENTO WHERE THE GOLD RUSH AND RAIL STORIES ARE SO INTERWOVEN? THIS PROPOSAL IS LIKELY TO LEAD TO CONFUSION AND CONFLICT FOR VISITORS, PARTNERS, AND STAKEHOLDERS. A BETTER OPTION MAY BE OPERATING THEM AS TWO UNITS UNDER ONE STATE PARK. WITHIN THE STATE PARKS SYSTEM THERE ARE GOOD EXAMPLES OF THIS APPROACH, SUCH AS: ANZA-BORRAGO DESERT STATE PARK COVERING 6,000 ACRES, WITH MUCH DIVERSITY, BUT ONLY ONE STATE PARK; AND SONOMA STATE HISTORIC PARK WHICH INCLUDES A NUMBER OF SITES IN THE COUNTY BUT IS OPERATED AS ONE STATE PARK — 19-2
- WHY SEPARATE OLD SACRAMENTO SHP FROM CALIFORNIA STATE RAILROAD MUSEUM? FOR EXAMPLE, THE OLD SACRAMENTO WATERFRONT STORY IS ALSO THE RAILROAD HISTORY STORY AS STEAM LOCOMOTIVES WERE BROUGHT IN BY SHIP AND ASSEMBLED ON THE WATERFRONT — 19-3
- WHY REPURPOSE THE BIG FOUR BUILDING FOR GOLD RUSH VISITOR CENTER? THE CURRENT BUILDING IS AN IMPORTANT HISTORIC RECONSTRUCTION OF ORIGINAL BUILDING WHICH RELATES TO THE RAILROAD STORY AND SHOULD BE MAINTAINED AS SUCH — 19-4
- WHAT IS THE BENEFIT, PURPOSE, AND IMPACT OF CONCESSIONING SACRAMENTO SOUTHERN RAILROAD DINNER TRAINS, THE DINGLEY SPICE BUILDING, AND PASSENGER STATION? THIS OPTION AND OTHER POSSIBLE APPROACHES SHOULD HAVE BEEN DISCUSSED WITH PARTNERS BEFORE DECIDING TO RECOMMEND CONCESSIONS AS ONLY APPROACH IN GENERAL PLAN — 19-5
- WHAT IS THE NEED AND VIABILITY FOR PROPOSED GOLD RUSH MUSEUM AND HOW WOULD IT IMPACT THE SACRAMENTO HISTORY MUSEUM? THIS PROPOSAL RAISES CONCERNS ABOUT OVERLAPPING AND COMPETING PROGRAMS AND EFFORTS, INCLUDING UNDERGROUND TOURS — 19-6
- WHAT ARE THE PLANS TO PROVIDE OPEN SPACE AND VISITOR AMENITIES TO SCHOOL CHILDREN AND OTHER VISITORS WHO NOW USE THE SLOPING LAWN FOR LUNCH AND RECREATION ONCE THIS SITE IS DEVELOPED FOR THE GOLD RUSH EXPERIENCE? — 19-7
- WHY SPECIFY THE HIRING OF A LIVING HISTORY AND SPECIAL EVENTS COORDINATOR? THIS LEVEL OF DETAIL SEEMS INCONGRUENT AS IT IS THE ONLY SPECIFIC STAFFING RECOMMENDATION IN THE GENERAL PLAN, DESPITE THE PROPOSED CREATION OF SEVERAL NEW MUSEUMS — 19-8
- WHAT IS THE SCOPE AND AUTHORITY OF STATE PARKS TO RECOMMEND PROPOSALS AND PROGRAMMING FOR LAND AND BUILDINGS OWED BY THE CITY — 19-9

3

AND PRIVATE ENTITIES IN A STATE PARKS GENERAL PLAN? THIS APPROACH, WHILE VISIONARY AND BOLD, SEEMS OUTSIDE STATE PARKS JURISDICTION cont. 19-9

- WHAT ARE THE LIKELY CONSEQUENCES OF PARK OPERATIONS PROPOSALS RELATING TO GOVERNANCE? MORE SPECIFIC DETAILS ARE NEEDED AS THIS IS KEY ELEMENT OF MANAGEMENT OF OLD SACRAMENTO, CSRM, AND RAILYARDS 19-10

COMMENTS ON THE GENERAL PLAN PROCESS

THE CSRM FOUNDATION WOULD LIKE TO OFFER ITS CANDID PERSPECTIVE ON THE OLD SACRAMENTO SHP AND CSRM GENERAL PLAN PROCESS. SURPRISINGLY, TO OUR GREAT DISAPPOINTMENT, WE FOUND IT NEARLY IMPOSSIBLE TO PARTICIPATE AND BE INVOLVED IN ANY MEANINGFUL WAY IN THIS SIGNIFICANT UNDERTAKING, DESPITE REPEATED REQUESTS. FOR INSTANCE, SINCE 2011 CSRM FOUNDATION HAS HAD NO REPRESENTATION ON THE ADVISORY COMMITTEE. OTHER STAKEHOLDERS HAVE HAD MULTIPLE REPRESENTATIVES, INCLUDING BOTH BOARD AND STAFF MEMBERS. NO GENERAL PLAN PRESENTATIONS OR WORKSHOPS WERE HELD WITH THE CSRM FOUNDATION. IN FACT, EVEN THOUGH WE ARE LOCATED IN THE BIG FOUR BUILDING WITH CSRM AND CAPITAL DISTRICT STATE PARKS STAFF, THERE HAVE NOT EVEN BEEN SUBSTANTIVE INFORMAL DISCUSSIONS BY THE PLANNING TEAM AT THE STAFF LEVEL DURING THIS GENERAL PLAN PROCESS. AT MOST, WE GOT OCCASIONAL 5-10 MINUTE OVERVIEWS AT BOARD MEETINGS AND UNFULFILLED PROMISES THAT MORE INFORMATION WOULD BE SHARED.

19-11

THE STATE PARKS GENERAL PLAN PROCESS IS INTENDED TO GET PUBLIC INPUT TO PRODUCE A PLAN THAT SERVES PARK USERS AND IS SUPPORTED BY STAKEHOLDERS, INCLUDING DEVELOPING CONSENSUS-BUILDING PLANS AND LONG TERM SUPPORT FOR THE PARK AND THE PLAN. IN ADDITION TO THE THREE PUBLIC MEETINGS THAT WERE HELD, WE BELIEVE INFORMAL ONGOING COLLABORATIVE DISCUSSIONS WOULD HAVE HELPED ANSWER QUESTIONS, VET PROPOSALS, DISCUSS CONSEQUENCES, AND BEEN MORE EFFECTIVE TO BUILD SUPPORT AND CONSENSUS FOR THIS GENERAL PLAN.

CSRM FOUNDATION IS AN IMPORTANT STAKEHOLDER AND ONE OF THE PARTNER ORGANIZATION MOST INTERESTED AND AFFECTED BY THIS GENERAL PLAN PROCESS. AFTER THE START OF THE PLANNING PROCESS, THERE WAS LITTLE, IF ANY, ATTEMPT TO ENGAGE AND COMMUNICATE WITH CSRM FOUNDATION, AS REQUIRED AND RECOMMENDED BY THE STATE PARKS PLANNING HANDBOOK ON GENERAL PLANS:

> "IT IS CRITICAL TO THE SUCCESS OF THE PLANNING EFFORT TO SPECIFICALLY INVITE STAKEHOLDERS AND PARTNERS TO PARTICIPATE EARLY IN THE PROCESS AND TO KEEP THEM INFORMED AND INVOLVED. THE PLANNING TEAM MUST COMMUNICATE CONCISELY HOW AND WHEN DECISIONS WILL BE MADE, HOW PUBLIC INPUT WILL BE INCORPORATED, AND THE CONSEQUENCES OF POTENTIAL MANAGEMENT ACTIONS."

CONCLUSION AND RECOMMENDATION

IN CONCLUSION, WE BELIEVE THERE WAS INADEQUATE INPUT TO THE GENERAL PLAN PROCESS AND MISSED OPPORTUNITIES TO STRENGTHEN PARTNERSHIPS AND BUILD CONSENSUS IN THIS AMBITIOUS AND IMPORTANT UNDERTAKING.

19-12

THERE IS MUCH IN THE PRELIMINARY GENERAL PLAN THAT CSRMF SUPPORTS. HOWEVER, A MORE OPEN, TRANSPARENT, COLLABORATIVE AND INCLUSIVE PLANNING PROCESS WOULD HAVE STRENGTHENED AND IMPROVED THIS PRELIMINARY GENERAL

PLAN. FOR EXAMPLE, PROGRAMMING ALL OF OLD SACRAMENTO, RATHER THAN JUST PROPERTY AND BUILDINGS OWNED BY STATE PARKS, SEEMS TO HAVE CREATED CONFUSION AND CONCERNS. A RECENT PROPOSAL TO CREATE TWO STATE PARKS HAS ALSO RAISED MANY QUESTIONS THAT NEED TO BE DISCUSSED AND RESOLVED.

WE RECOMMEND THAT STATE PARKS SEEK MORE INPUT AND FEEDBACK FROM KEY PARTNERS, STAKEHOLDERS AND THE PUBLIC BEFORE SENDING A PROPOSED GENERAL PLAN AND EIR TO THE CALIFORNIA STATE PARKS COMMISSION FOR ADOPTION.

cont. 19-12

THE STAFF AND BOARD OF THE CSRM FOUNDATION ARE COMMITTED TO WORKING WITH STATE PARKS, AECOM, AND OTHER STAKEHOLDERS AND PARTNERS ON THIS GENERAL PLAN, WHICH WILL IMPACT NOT ONLY US AND MANY OTHERS, BUT FUTURE GENERATIONS.

SINCERELY,

Kathy Daigle

KATHY DAIGLE
EXECUTIVE DIRECTOR

5

Letter 19 Response	Kathy Daigle, Executive Director California State Railroad Museum Foundation July 16, 2012

19-1 State Parks is pleased to hear the many components of the General Plan that are supported by the California State Railroad Museum Foundation (CSRMF) and hopes to provide explanation and address the concerns of the CSRMF in the comments that follow.

19-2 The reasons for proposing two State Parks is addressed in Master Response 3. Recognition of the unique nature of each unit, with different missions, focuses, and programs led to the idea that perhaps creating separate and distinct state historic park units would allow the development of the Gold Rush themes to grow, with its own dedicated sponsors. The proposed change was suggested as an internal management strategy, with both parks continuing to be managed by State Parks. The change was not intended to affect the existing operation of the district or interpretation of the interwoven history of the Gold Rush and railroad to Sacramento.

After further consideration and discussion of concerns regarding the Preliminary General Plan with Old Sacramento project partners, the two park scenario will no longer be pursued. Instead, OSSHP will remain one State Park, divided into five management zones, as addressed in Master Response 3.

19-3 As addressed in 19-2, OSSHP will remain one park unit, with opportunities to interpret the area's interconnected history and events as "layers of history."

19-4 The Big Four Building is recognized to have interpretive opportunities for commerce and transportation. Both may be interpreted as part of the concept of the layers of history in OSSHP. Please refer to Master Response 5 for a summary of the building's significance, General Plan proposals regarding the Big Four Building, and revisions that clarify and address the future use of the Big Four Building. Also, the need for a visitor center in OSSHP will be emphasized with future location to be determined, but will be disassociated with Gold Rush themes or interpretation that could compete with development of the Sacramento History Museum.

19-5 The details on the operation of dinner trains on the Sacramento Southern railroad have not yet been worked out and would be further developed in future project-level plans. Use of the term, "concessions" in State Park General Plans, refers to any commercial activity or service, provided within a State Park or State Recreation Area. It is not necessarily intended to define or assume the future approach of how or who should provide the services described in the General Plan. That level of information is not yet known at thus time and will be developed as part of future management plans, associated with the development of projects or programs in the General Plan. Many concessions proposed in the General Plan relate to interpretation of historic commercial uses that could very well be operated by the CSRMF or other partners, if determined to be feasible. Clarification of the definition of a

concession has been added to the introduction of Goals and Guidelines for Concessions on page 4-54, as described in Chapter 5.

19-6 Please refer to Master Response 4A regarding proposals for the Gold Rush Visitor Center and concerns of competing with the Sacramento History Museum.

19-7 Please refer to Master Response 10.

19-8 State Parks agrees with the comment that this proposed staffing recommendation is inconsistent with the level of detail typically included in a General Plan. Please also refer to Master Response 4C.

19-9 State Parks has no control over project boundaries outside its ownership. Clarifications regarding the General Plan's approach, ownership boundaries in Old Sacramento and State Parks' authority outside its planning boundaries are provided in Master Response 8.

19-10 Park operation guidelines have been revised, as addressed in Chapter 5. The intent of these guidelines is to suggest opportunities where coordination on common management issues or goals should be considered, especially the coordination of future General Plan programs with other activities in Old Sacramento. No specific management guidance or change for Old Sacramento will be proposed. Any future management changes to the district will be subject to the same process, currently required by partners in Old Sacramento.

19-11 The public outreach effort attempted to take in different perspectives while still being functional. Various form of outreach, including stakeholder meetings, plan representation from the CSRMF on the project Advisory Committee, and three public workshops were conducted over the course of the planning process. Many meetings were held at the request of various groups. Though we cannot amend what has passed, the State Parks Planning Team remains committed to addressing the concerns of its project partners and stakeholders on the General Plan. Meetings were held with Old Sacramento project partners during the response to comments period of the planning process to seek resolution and address major issues and concerns on the Preliminary General Plan prior to bringing the General Plan to the State Parks and Recreation Commission for approval. The meetings were helpful in confirming and determining the approach and process for moving forward with regard to future updates to the General Plan and in developing consensus on various programs of the General Plan that were concerns for project partners and stakeholders.

19-12 Please refer to 19-11 and earlier responses. Proposed revisions to the General Plan are addressed in Chapter 5. The planning process for OSSHP is not yet complete and the feedback from project partners and public comments has been further considered and forms. The Preliminary General Plan has been updated to better represent the direction of the leaders, groups, and stakeholders guiding the future development of the Old Sacramento area.

Letter 20 Mary A. Helmich

20

July 15, 2012

Attention Project Manager
Old Sacramento State Historic Park General Plan

Re: Comments on the Proposed General Plan's Old Sacramento State Historic Park General Plan Draft – comments

Here are my general and philosophical concerns:

1) I do not agree with the two-park proposal offered in the draft General Plan. Old Sacramento State Historic Park (OSSHP) and the California State Railroad Museum (CSRM) should remain as one park with two distinct statements of purpose.

   The problem with dividing the park into two entities is that it would create a very awkward division, ignoring the history and development of the Central Pacific Railroad (CPRR) that occurred on the very streets of Old Sacramento—the waterfront, Front Street and I Street and the surrounding buildings. Here was where most of the early construction activities took place. On Jan 16, 1864, the first fatality during CPRR's construction involved the *Gov. Stanford* locomotive on the tracks in front of Nathaniel Dingley's Sacramento Coffee and Spice Mills, illustrating the significant dangers involved in building the CPRR on the streets of Sacramento. 20-1

   There was no real justification offered for this split other than the museum's operation and future connection to a Museum of Railroad Technology in the Railyards. Other parks, like Anza-Borrego Desert State Park operate with a museum. There is just too much history in the streets and early buildings of Old Sacramento related to CPRR beyond the Passenger Station, Freight Depot and Museum of Railroad History to ignore. The current direction of the plan, with its emphasis on the 1860s and 1870s, post-street-raising, makes no sense without a connection to the early railroad and its construction. It was the driver of Sacramento's commerce.

2) This general plan offers an opportunity to unify several other historic Sacramento parks under one umbrella.

   Just as Sonoma State Historic Park includes many related historic units—Mission San Francisco de Solano, the Mexican Military Barracks, Casa Grande, Toscano Hotel and Lachryma Montis, Sacramento, too, has a number of significant historic sites and museums closely related to one another under the umbrella of California State Parks—the California State Indian Museum, Sutter's Fort, Old Sacramento, California State Capitol, Leland Stanford Mansion, California State Railroad Museum and the Governor's Mansion. 20-2

1

Consider how each of these units could be organized as units of one whole—a *Sacramento State Historic Park*. Restructuring them as one park would help to ease some of the management, staffing, funding, promotion, collections, and preservation issues, as well as help to improve efficiency. It might also eliminate operational "silos" that develop over time. Like Sonoma State Historic Park and Angel Island State Park, each unit could retain its separate identity, as well as its non-profit organization, but the department would be able to treat them organizationally as one state historic park. cont. 20-2

3) There are several errors of historical fact in the General Plan. 20-3

4) The proposed plan does not reflect significant input from stakeholders provided in November 2011. 20-4

The following are specific recommendations or comments identified by section page.

ES-1: The Big Four "Building" (a modern term) is actually two/three historic buildings—The Stanford Brothers Store and the Huntington & Hopkins Hardware Store, which have a shared wall. Before being relocated to their present site and later in their history, the buildings were united by one new façade. However upon the buildings' reconstruction on the current I Street site, they were given their earlier multi-building façades to reflect their individuality. Any reference to them should be by the name Big Four Buildings or by their individual names. This problem occurs throughout the document and should be addressed. 20-5

Nathaniel Dingley historically advertised his business as N. Dingley's Sacramento Coffee and Spice Mills not Dingley Steam Coffee and Spice Mill. When the original name is referenced in the document and—not its abbreviation, this name should be used. The name in error occurs throughout the document and should be fixed.

ES-4: 3rd paragraph 2nd line after "scenes, and events of Sacramento" add ", the state and the nation"... This language is needed to connect the ideas to the wider view of history.

Use of the singular term transportation "system" implies all were connected—that was not the case, particularly in Sacramento's early years for steamboats, ferries, stagelines, express companies and freight operations. Please change the word to "networks." 20-6

ES-8 + 9: Repurposing the Big Four Buildings to interpret the Gold Rush story ignores three very important points:

- During Interstate 5's construction, the buildings were saved, moved and reconstructed to serve as monuments to the founders of the CPRR, who were Sacramento businessmen, and to recognize the buildings' significance as CPRR's headquarters, but not to interpret the California Gold Rush. No one appears to have investigated the funding used for the buildings' removal and reconstruction to determine the original intent. 20-7

2

- A Gold Rush interpretive center in the building would be in direct conflict with ongoing plans and activities of the City and the Sacramento History Museum (at the foot of I Street) to focus on Sacramento's early Gold Rush history. The museum has begun revamping its exhibits, focusing them more on the Gold Rush, and now offers walking tours about the era and the effort to raise the early streets of Sacramento starting at the museum.

- The park needs to maintain its Huntington & Hopkins Hardware period-style business. There is no other authentic representation of an early 1860s business in Old Sacramento or in the City of Sacramento for that matter. Historic hardware stores have become a rarity. What the building needs is a new interpretive plan to guide staff and volunteers about the best way to interact with visitors and how to interpret this very vital business dating from Sacramento's early years.

cont. 20-7

ES-9 (and elsewhere in the document): The Big Four Buildings should be considered an integral part of CSRM, just as the Passenger Station and the Freight Depot are. Each tells an important part of CPRR's development story. What is their difference other than the operation of trains? All need new interpretive plans. 20-8

ES-10: The document identified in the 3rd paragraph should be an *Interpretive Master Plan* not Interpretive Prospectus. 20-9

I-15, 16 + 17: A major disconnect in the preparation of this draft plan was in the gathering of comments from the GP Steering and Advisory Committees that were to be compiled by the district superintendent (not AECOM) before the "final" product was to be presented to the PPPC in early November 2011. Some committee members, including city staff, myself and others expressed strong concerns and requested changes in writing, only to be rejected without good reason or explanation, as evidenced by this draft document. I recognize that last November, time was short. However, there has been no follow up since then among stakeholders; no opportunity given for them to review the "final" document or to discuss divergent ideas or opinions; no possibilities presented to reach a consensus. Also, no explanation has been offered as to why different directions were taken, as is the usual case in the development of a state park general plan—at least the ones with which I have been involved. 20-10

2-3, 2nd paragraph: Of equal importance to the Pony Express was the first transcontinental telegraph message sent October 24, 1861 from the B.F. Hastings Building by California Supreme Court Chief Justice Stephen Field to Pres. Abraham Lincoln. In it he assured the president of California's loyalty to the Union. 20-11

2-11: The B.F. Hastings Building also held the offices of California's first railroad—the Sacramento Valley Railroad, including Theodore Judah's offices, along with those of the Alta California Telegraph Co. (absorbed by the California State Telegraph Co. in July 1860). 20-12

3

2-11, 4th bullet point: Instead of "The restored and relocated" change the wording to "The relocated and reconstructed…" 20-13

2-13, last paragraph: The word should be "construction" of Interstate 5, not "reconstruction". 20-14

2-13, last paragraph: Creation of the Old Sacramento Historic District was spurred by the construction of Interstate 5 through Sacramento's downtown and was largely responsible for many of the buildings being preserved. 20-15

2-21, Table: "Visitor services" are not facilities, but activities. Integrate the listed activities on the box to the right with the appropriate facilities listed in the boxes above. 20-16

2-30: It appears the very tall palm trees that were originally part of the Railyards' historic landscape planting were overlooked in the survey. (Note: This was one of Walter P. Gray III's interests. While ill, he collected their seeds and grew seedlings from them for replanting on the site in the future.) 20-17

2-43, last paragraph: What is missing from the description is a listing of the kinds of businesses operating on Front Street. I would suggest adding:

Early businesses on Front Street offered an array of goods and services, including: general and wholesale merchandise, miner's supplies, restaurants, ice cream, saloons, gambling, books and newspapers, real estate, auctions, a theater, boarding house, hotels, coffee and spices, exchange brokers, bank, jewelry and watches, butcher and fish markets, boots and shoes, a library, nursery stock, seeds, and agricultural implements. (Helmich and Spear, 1989: 18-25) 20-18

(From reference: Mary A. Helmich and Pauline G. Spear, *A Gold Rush Merchant's Manual Or, How to Appear as a Mid-19th Century Store in a 21st Century World,* Sacramento, Calif.: Office of Interpretive Services, California Department of Parks and Recreation, 1989)

2-44, paragraph 2: Kerosene did not become a common fuel source until the mid-1860s. Whale oil and camphene (Leland Stanford and his brothers produced camphene in the Bay Area) would have been used as fuel oil before then. 20-19

2-45, 2nd paragraph: Old Sacramento's waterfront and the nearby Goss and Lambard Sacramento Iron Works (now the location of CSRM) were also important sites where locomotives and railroad cars were reassembled for CPRR after their shipment from Eastern manufacturers and before development of the shops (now the Railyards). 20-20

2-45, 2nd paragraph: Early on, CPRR installed a turntable on Front Street near I Street to facilitate railroad equipment movement. 20-21

4

2-47, chart: The Dingley Building should be referenced as N. Dingley's Sacramento Coffee and Spice Mills. Nathaniel Dingley's early 1850s operations were on Front Street—not on this building's site. This building should have an 1859 date. Its construction followed a fire in 1858.

The B.F. Hastings Building dates should also include: first California railroad offices (Sacramento Valley Railroad) – 1854; Pony Express terminus – 1860-61; first transcontinental telegraph – 1861; Calif. Supreme Court – *date*? 20-22

If the Transcontinental Railroad's ground breaking is included in the chart, certainly the original CPRR right of way on Front and I Streets should be included as well. 20-23

2-47, below the chart: In describing the N. Dingley's Sacramento Coffee and Spice Mills, it should be noted somewhere in the paragraph that when the building and its façade were restored, its historic canopy was not reconstructed. 20-24

2-51, chart: Please use the names Stanford Brothers Store and Huntington & Hopkins Hardware Store to explain the Big Four Buildings in the chart. 20-25

2-51, 1st paragraph below chart: Note in the text for the Big Four Buildings that they were constructed from architectural elements and bricks taken from the original disassembled structures on Interstate 5's right of way. What could not have been used because of deterioration was replicated. (The employment of the building's original materials sets this building apart from other reconstructions in the state historic park.) 20-26

2-52, 2nd paragraph, end of 4th line from bottom on right: "The Big Four House…"? Shouldn't it be "Buildings"? 20-27

2-53: The Connecticut Mining & Trading Company historically operated wholesale and retail merchandise businesses in the building. 20-28

2-53, last paragraph: Insert the words after "beneath the…" add the words "fill covering" to clarify the sentence. 20-29

2-54, Footings and Sites in the 1849 Scene: According to state archeologist Jeanette Schultz, there has been a considerable amount of archeological work done on the half block, with many of the historic building lots almost completely exposed. 20-30

2-54, Historic Landscape…: Palm trees planted by the railroad should be included in discussions about the historic landscape established by CPRR and the Southern Pacific Railroad. 20-31

2-55: CSRM's collection of rolling stock, array of railroad-related objects, art, archival records, including significant railroad company papers, historic and modern photography, & etc. is nationally and internationally known. These two paragraphs and the chart that follows on the 20-32

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next two pages do not do it justice. Also the chart only focuses on those items that are on display. I do not believe this section follows the department's standard format for collections analyses as to their importance and value to the museum and to the state historic park. It does not examine the various collections' storage or condition. There is no Scope of Collections Statement referenced. A description of the nucleus of the collections that began with the Pacific Coast Chapter of the Railway and Locomotive Historical Society should be included here, as should other significant donations, such as the Thomas Sefton toy train collection, and others. cont. 20-32

What are the needs for the park in terms of collections in the foreseeable future? How are storage needs being met? How would a division of collections be managed, if the park were divided into two entities?

2-56, chart: There are no themes listed under that heading in the chart. The Description of Collections is more about where they are located and less of an explanation about what they are. What categories of items remain in storage? Gold Rush artifacts do not really seem to fit the railroad's interpretive era (Perhaps the source is from Sutter's Fort's collections, but the ages of the artifacts are later?). 20-33

2-65, Auditory Resources: Noise from traffic on the I-5 freeway and I Street Bridge compromise many visitors experiences, when they are unable to hear docents and staff give guided tours outdoors. Amplification is often required. 20-34

2-63, chart: Isn't the 1849 Scene to be renamed Gold Rush and Commerce Area? When will this take effect?

Are the proposed improvements to electrical and water service on the 1849 Scene intended to be temporary measures until the area is built out? I would not like to have too much investment there, if it were to be removed in the near future. 20-35

2-64, chart: Are there any improvements needed to the CPRR Passenger Station with regard to its excursion train operation use? 20-36

2-65, chart: Boardwalks are a challenge to maintain, but they also offer authenticity to the park, which should not be compromised, if at all possible. 20-37

2-65, chart: If the department were to adopt the interpretive period early 1860s to 1870 for the reconstructed buildings at their historic-current grade facing Front Street, across from the Passenger Station, would a cobblestone street solve the problem of appearance, dust and drainage? I believe it would be more period-appropriate (however, that would need to be checked). The cobbles should be installed more closely together, as they were historically, so as not to be ankle-turners, like they are now on the rest of Front Street! 20-38

6

2-66, chart: What about adding telegraph improvements to the list for CSRM, the CPRR Passenger Station and the B.F. Hastings Building for interpretive programs? 20-39

2-68: The so-called interpretive themes identified for RHM are real "snoozers." In this document, it would be worthwhile to update them (reference Sam Ham) using an active voice for now and future interpretive program development. 20-40

2-69, 4th paragraph: The reference to "unpaid staffers" should be restated clearly and unambiguously as "docents."

The generous "We've Been Working on the Railroad" grant from the North American Railway Foundation enabled CSRM to update and make significant exhibit improvements, highlighting the human story of railroads in the museum. It should be noted in this section. 20-41

2-70, chart, B.F. Hastings Bldg.: The description of the bank displays is punctuated to read as if they have been there since 1852!

Doesn't the Old Sacramento Visitor Center have two rooms? 20-42

2-70, chart, 1849 Scene: Within the Skalet jewelry store concession in the Tehama Block is a department-produced exhibit about Gold Rush merchants.

The Eagle Theatre often hosts living history re-enactors. 20-43

2-71, chart: Pluralize references to the Big Four Buildings. Add exhibits to the list of activities for the Stanford Gallery.

Change Dingley's building name. Add to the Activities column, used occasionally for displays. 20-44

2-71, chart: Under the Facilities heading, insert Front Street and I Street and for Activities note as bullets: large outdoor living history events; period-style horse-drawn vehicle rides for visitors; venue for large special events; and displays of historic railroad rolling stock and horse-drawn vehicles. 20-45

2-72, chart: Add to Passenger Station Activities as bullets: living history programs during special events; and period-style restaurant concession (currently not in operation) 20-46

2-74, CSRM Programs and Events: Special events like the '91 and '99 Railfairs, Thomas the Tank Engine, Polar Express, and other special programs, including underwriting necessary railroad preservation work and exhibit development have been made possible through the museum's partner, the California State Railroad Museum Foundation. It is conspicuously absent in this section's narrative. 20-47

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2-75: The park has opportunities to expand interpretation to a wider, more diverse audience.

2-75: Add to the list: *A Gold Rush Merchant's Manual Or, How to Appear as a Mid-19th Century Store in a 21st Century World* by Mary A. Helmich and Pauline G. Spear. Sacramento, Calif.: Office of Interpretive Services, California Department of Parks and Recreation, 1989. This publication was specifically developed for Gold Rush-style concessions operating in Old Sacramento's 1849 Scene. 20-48

2-79, Interpretive Collections: This section should be relocated to pages 2-55 through 2-58, dealing with collections. They all have to be managed, kept clean and stored. 20-49

2-83 + 84: The California Automobile Museum located next to the Sacramento Southern Railroad is missing from the list of nearby historical sites and museums, as is the Elk Grove Historical Museum. Also, the Sacramento Zoo should be included somewhere in this section. 20-50

2-86: The Golden Gate National Recreation Area in the Bay Area should be added to the list for its maritime and Gold Rush interpretation. 20-51

2-89, Park Support and Partnerships: Quote: "Activities and programs taking place within OSSHP are also often supported by CSRM Foundation." The sentence should be modified by adding "..., described in more detail in 2.6.2 Cooperating Associations and Support Groups on the following page." 20-52

2-90, Cooperation Associations and Support Groups: The CSRMF also provides outreach and works cooperatively with CSRM to underwrite publications, special exhibits, railroad equipment restoration, and provides support for special events at other state parks. It has raised and distributed to CSRM, the rest of Old Sacramento SHP and Railtown 1897 SHP about $50 million. The Foundation has also provided advocacy on behalf of CSRM and California State Parks. 20-53

The Sacramento Trust for Historic Preservation was an early proponent of Old Sacramento and a pioneer in building restoration when the area was viewed by many as a skid road.

The Historic Old Sacramento Foundation also supports the operations of the Sacramento History Museum at the foot of I Street, adjacent to CSRM.

2-92, California History Plan: To the 2nd bullet add Gold Rush and Commerce Area, along with CPRR Passenger Station and Freight Depot; to the 3rd bullet add Gold Rush and Commerce Area (City of Sacramento founded on the City Hotel site); to the 4th bullet add the CPRR Passenger Station and CSRM. 20-54

3-5 + 6, Land Use and Visitor Facility Opportunities: As presented, a "Gold Rush Interpretive Center" might be viewed as competition to the Historic Old Sacramento Foundation and the Sacramento History Museum's current and future programs, especially in the Big Four 20-55

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Buildings. Focusing interpretation on the park's below-grade Gold Rush-era resources and representing them as a "Gold Rush Discovery Center" might allay concerns. Introductory exhibits about the site and the era could be displayed in a reconstructed building on the historic-current grade of the Gold Rush and Commerce Area, with archeological exhibits and recreated, evocative environments representative of Sacramento's first businesses presented on their original sites, below the historic-current grade. To tell the story, the area must encompass more than the hollow sidewalks described and interpret more than Sacramento's street raising activities. This was ground zero for gold seekers en route to the mines and the businesses along Front Street were the purveyors of "the stuff that dreams were made of." cont 20-55

3-6: The document is becoming confused or bogged down by the continued use of the old term, "1849 Scene," when the concept is to newly designate it as the Gold Rush and Commerce Area. This should be fixed throughout the document.

There is also confusion about the current grade vs. Gold Rush grade. Designating one as "historic-current grade" and the other as the "original Gold Rush grade" might help. An example of the confusion: Is the goal at the top of the page referencing development on the historic-current grade or on the original Gold Rush grade—it is unclear. 20-56

3-6: Bullet points under the boutique hotel development should promote the idea of expanding the visitor experience with overnight accommodations that are evocative of the Sacramento in its formative years.

Also, the scale of the development should be in keeping with the block and the historic buildings and, as much as possible, relate to the reconstructed buildings' histories. The hotel development should not overwhelm the half block. That would not be period appropriate. As not everyone can afford to stay at a boutique hotel, obviously the experience would be limited to the few who could pay for the privilege. A large-scale hotel development on the block would disenfranchise a majority of park visitors—remember, this is a public park. Also, there are sizeable concerns to be addressed regarding access, parking and trash removal. 20-57

Note: This won't be the quietest place to stay, but neither was Sacramento during the Gold Rush or in the years that immediately followed with the railroads' construction!

3-7: The horse-drawn streetcar line would be a great addition to the state historic park, if not all of the Old Sacramento Historic District. The 1870 Koch birds-eye view of Sacramento shows one traveling along Front Street with tracks down I Street. A streetcar line adds a unique activity to the streets. 20-58

In association with that development, on the historic-current grade of the Gold Rush and Commerce Area should be reconstructed the historic Holmes & Sage Livery Stable that once faced I Street (across from the now Big Four Buildings). Consideration has to be given to the needs of any working animals used for the streetcar operation and here would be a period-

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appropriate place. Also, the building could display historic, horse-drawn vehicles—perhaps even a freight wagon now missing on the streets—to support the transportation theme of the park—that is one of the missing elements in the entire historic district—not just the state historic park. cont. 20-58

The California State Telegraph Office needs to be included in the B.F. Hastings Office. What better way than to connect the park's historic sites for visitors, but by telegraph!

3-9 + 10: A major obstacle for understanding the Gold Rush sites on their original grade is the disarray of its archeology. Excavation work has been done previously by Sacramento State students (collections are with the Center for Sacramento History), as well as California State Parks staff. An effort needs to be made to gather, identify, label, organize, collate and describe the historic resources for any future interpretation or development on the site. 20-59

3-11: "Tell the story of California" may be reaching beyond the space available in Old Sacramento and overreaching the original impetus for the park. There is also another museum in Sacramento, the California Museum, which focuses on California's people and its government. 20-60

Bottom of the page: This is confusing: "Uncover and interpret the historic remains of the city below the 1849 Scene..." Refer to 3-6 comments.

3-12, Railroad and Transportation: The Pony Express was more about communication than transportation. It was put out of business by the transcontinental telegraph. The Pony Express and the California State Telegraph Co. need to have their own heading and bullet points. 20-61

3-12, Blend historic themes seamlessly: Use of the term "beneath the 1849 Scene" has to be changed, it's confusing. Refer to 3-6 comments. 20-62

3-12, Education Opportunities: Referencing a previous chapter, the park has an opportunity to focus the park's educational programming on technology, engineering, math and science, particularly with the development of the Museum of Railroad Technology. 20-63

3-13: There is confusion now with visitors and the existing 1849 Scene (current name) reconstructions, however, that should be resolved by future historic-style development on the site that more nearly complements the history of the adjacent buildings. 20-64

3-14, top paragraph: The discussion about managing and replacing businesses in the historic district—not the state historic park—exceeds the scope and purview of this general plan. 20-65

3-15: Reference comments about cobblestone replacing soil cement made previously, if period appropriate. 20-66

10

4-1: Using the Statement of Purpose to extend the interpretive period "through the 1870s" does not mesh with the historic period of the National Historic Landmark District, which is 1870. It also allows for even more of a disconnection at street level by recreating structures of even greater divergence in eras—identified in the previous section as a problem for the park.

1870 should be the cutoff date for the reconstructed historic environment in the park. The reconstructed CPRR Passenger Station was built originally in 1869 and expanded in the early 1870s. In its reconstruction, the building was brought back to its 1876 appearance in celebration of the country's Bicentennial. It is the only exception in the state historic park (excluding the modern museum buildings). 20-67

4-2, 1st bullet point: Use the date 1849, not "...the founding of early Sacramento in the 1840s."

2nd bullet: A Gold Rush "outpost" would be a mining camp, not Sacramento, which exceeded San Francisco in size in its first years. "City" is a more appropriate term. That was how people identified it from its founding.

5th bullet: Sacramento thrived and grew because it was *the* center for railroad development in California. Adjacent businesses and waterfront activities supported the construction activities of CPRR and other railroads, as well as wholesale and retail activities related to agriculture and its distribution. 20-68

4-3 + 4: See comments on first page.

4-9 +13+14+17+18: The plan's illustrations provided for the half block reflect the buildings on Front, I & J Streets into the 1870s and later, stretching beyond the time frame for the National Historic Landmark District and perhaps misleading the public and park staff about the state historic park's development possibilities.

There is much more promise, rich in interpretive values offered by other, and earlier buildings on those same sites from the late 1850s to the mid-1860s. Many buildings were wood frame—predating the brick structures that were built later on most of the Front Street lots. These earlier buildings would set the state historic park apart from other brick structures in Old Sacramento and would provide a more dynamic visitor experience—one very much in keeping with the early development of Sacramento and the CPRR. Businesses in this area directly contributed to the support of the railroad. Clearly the drawings used are skewed to favor a large-scale, so-called "boutique" hotel and park offices. 20-69

4-12, 4-15: Using a vague 1870s end date does not support the National Historic Landmark District. 20-70

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4-15, B.F. Hastings Building: the transcontinental telegraph line was actually the California State Telegraph Co. (it had absorbed the Alta California Telegraph Co.) at the time of the transmission. 20-71

4-17, N. Dingley's Sacramento Coffee and Spice Mills: The historic canopy over the entrance should be reconstructed to provide much-needed shade. 20-72

4-29: Note previous comments about the Gold Rush Visitor Center in the Big Four Buildings and comments (3-6) about the designation of the levels. 20-73

4-30, OSSHP Guideline FAC-8d: This guideline is counter to the last Steering and Advisory Committee meetings in November, when it was agreed that determining building reconstructions would come later, after there was further study and analyses of all of the sites and structures.

Reconstructing the later, larger building described for offices at Front and I Streets (see illustrations), precludes the development of the Holmes & Sage Livery Stables (described on page 4-17) needed for horses and their safe operation with a streetcar, as well as for the display of appropriate historic vehicles. There are many historic building sites suitable on which to develop office space and exhibits on the half block, but only *one* stable site within the boundaries of the state historic park. 20-74

4-30: Comments about the Big Four Buildings' use as a Gold Rush experience previously noted.

4-37, Guideline CR-4: A caution: Not all State Parks Historians II/III are qualified or have the skills necessary to serve as architectural historians. This is a very specialized skill that is not a subject generally evaluated and tested for by the State Personnel Board. Geographers might also have the appropriate skills and experience. 20-75

4-38, Guideline CR-11: What about digitizing reports or records? 20-76

4-39, Guideline CR-3: Allowing a non-historical compatible building to be built in the Gold Rush and Commerce Area would take away from the historic character of the park and the National Historic Landmark District. 20-77

4-39 + 40, Guideline CR-5, top of page 40: After the words "...will be based on events" add the words "<u>or people</u>". 20-78

4-41, INT-8: Is there a Scope of Collections Statement for the park? The writing is ambiguous. 20-79

4-42, Guideline INT-11b: The word "promotion" should be changed to "<u>production</u>" of high quality interpretive services. 20-80

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4-42, Goal INT-5: The state historic park should focus on interpretive facilities and programs for the years 1849 to 1870, for reasons noted previously. 20-81

4-43, Interpretation Mission: Sacramento was a center for transportation. That is missing from the text. 20-82

4-43, Interpretation Vision: This is not a vision statement. It does not paint a picture of what visitors will see and experience in the fully expressed state historic park. It needs to be rewritten. This also applies to the CSRM Interpretation Vision (4-47) 20-83

4-43, Unifying Theme: This needs rewriting. It should be condensed and more dynamic. Reference Sam Ham's work, as well as the department's *Workbook for Planning Interpretation in California State Parks* for guidance. 20-84

4-43, Primary Themes: Very few of the themes listed meet the department's guidelines. Contact the Interpretation and Education Division for advice on how they should be developed, as well as consult the department's *Workbook for Planning Interpretation in California State Parks*. This also applies to the CSRM primary themes (4-48). 20-85

4-43, Entrepreneurs and Risk-takers: How did the date for interpretation creep up to 1879? What is the basis for its use here? 20-86

4-44+45+46, Secondary Themes: The themes listed do not meet the department's guidelines. Contact the Interpretation and Education Division for advice on how they should be refined, as well as review the department's *Workbook for Planning Interpretation in California State Parks*. This also applies to the CSRM's Secondary Theme (4-48) 20-87

4-46, Interpretation Period: The stated interpretive period spans 1848 to 1870s, but what dates from 1848 in the park? Sam Brannan and others were operating stores outside of Sutter's Fort at that time. The development of the Sacramento's Front Street parcels really began in 1849. The Gold Rush peaked in 1854 not 1852. And, while the fire of 1852 contributed to a growing movement toward brick building materials, many of the Front and I Street buildings remained wood into the mid- to late-1860s. 20-88

The plan proposes modifications to the CPRR Passenger Stations and Freight Depot to return them to their 1873 appearance. Is this the end date?

All of the explanation provided in the plan is not necessary for describing the Interpretive Periods. Most users of the GP in the future will want to know what dates apply to a particular site. Old Sacramento State Historic Park should have more than one set of primary interpretive periods, given the nature of the resources. A suggestion: 20-89

- *1849 - 1852* for the original Gold Rush grade, encompassing the initial Gold Rush to the Sacramento fire of 1852

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- *1854 - 1870* for the historic-current grade buildings on I, Front and J Streets, the B.F. Hastings Building, N. Dingley's Sacramento Coffee and Spice Mills, and the Big Four Buildings, encompassing Sacramento's early industrial and commercial development from the development of California's first railroad to the completion of the Transcontinental Railroad (NHLD designated period) cont. 20-89
- *1873* for the CPRR Passenger Station and Freight Depot.
- *1854 – present* for RHM and RTM

Another Primary and Secondary period could be added for the Walnut Grove Branch line with its later-era rolling stock. 20-90

4-47, Interpretive Significance: This needs some work, including dropping the words "The Mission of CSRM..." which is the lead in for the Mission Statement. 20-91

4-51, Guideline O&M-1: The vision for developing the Gold Rush and Commerce Area extends beyond the Gold Rush period. Why limit the new cooperating association to this era? Why not have it encompass the Gold Rush and Sacramento's early commerce? 20-92

4-54, Guideline CON-2: Doesn't this go beyond the scope of this general plan? 20-93

4-60, top of page: Shouldn't the reference be to a horse-drawn streetcar? Not horse car loop. This needs to be fixed elsewhere in the document. 20-94

4-60, Goal CIRC-1: On a "parallel track," facilities should to be planned in regard to the care and maintenance of animals used with the horse-drawn streetcar. 20-95

4-61, Guideline ACC-3: Reference previous comments regarding decomposed granite, cobblestones and wooden boardwalks. 20-96

4-61, Guideline PARK-6: How about installing bicycle racks on the platform of the restored Freight Depot? 20-97

Thank you for giving me the opportunity to comment on the draft document.

Sincerely,

Mary A. Helmich
Interpretive Programs Manager, Retired
California State Parks
Advisory Committee Member

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Letter 20 Response

Mary A. Helmich
July 15, 2012

20-1 Please refer to Master Response 3 for the original reasoning for proposing two parks and the updated direction of the General Plan to maintain OSSHP as one state historic park.

20-2 Future organizational changes such as unifying several other Sacramento area state historic parks will be considered by State Parks in the future, if deemed appropriate for the management direction of these parks.

20-3 Errors concerning historical fact have been corrected, as part of updates responding to public comments, based on available historic documentation. Interpretive issues, arising from different uses of names or facts, however, must be addressed in a future Interpretive Master Plan.

20-4 Meetings with project partners have taken place to address common concerns stated during the public review of the Preliminary General Plan/Draft EIR. Many of the common concerns are addressed in the Master Responses. The outcome of these follow-up meetings was a better understanding of the key issues of State Parks' project partners and general consensus on updates to several controversial plan proposals that will better address the desired future direction of the General Plan.

20-5 The term "Big Four Building," which was more commonly used throughout the Preliminary General Plan/Draft EIR has been changed to Big Four Buildings throughout the document. The General Plan describes the building as comprised of multiple buildings, as noted. "N. Dingley's Steam Coffee and Spice Mill" is currently the patented name used in OSSHP. General Plan references have been updated to reflect this name or Dingley Spice Mill Building, for short. The use of different names, developed over time, for historic buildings in OSSHP should be addressed in the *Interpretive Master Plan for OSSHP*, as recommended in OSSHP Guideline INT-8 of the Preliminary General Plan.

20-6 Revisions to page ES-4, third paragraph, second line, have been incorporated. Please refer to Chapter 5 for specific language revisions.

20-7 Please refer to Master Response 5 for updates regarding use of the Big Four Buildings. There are no proposed changes to the operation of the Huntington and Hardware period-style business. Descriptions on page ES-8 and ES-9 have been clarified and updated accordingly. Please refer to Chapter 5 for the specific changes incorporated.

20-8 Please refer to Master Response 5. The Interpretive Master Plan for OSSHP will be the opportunity to reexamine and explore future uses of park facilities.

20-9 Use of "Interpretive Prospectus" has been replaced with "Interpretive Master Plan."

20-10 Since the time of this comment, the General Plan has been updated to address particular issues and concerns expressed in response to public circulation of the Preliminary General Plan. These updates reflect the consensus direction of State Parks and its partners and leaders, sharing in the operation and development of Old Sacramento. Please refer to Chapter 5 for the specific revisions.

20-11 Reference to the significance of the first transcontinental telegraph message from the B.F. Hastings Building, as the most direct method of east-west communication following the Pony Express, has been added to the description of the Pony Express Trail as a national resource. The second paragraph on page 2-3, after reference to the B.F. Hasting Building as the western terminal of the Pony Express, now includes the following sentence:

"Of equal significance, the first transcontinental telegraph message was sent by California Supreme Court Chief Justice Stephen Field to Abraham Lincoln in October 1861 to assure the president of California's loyalty to the Union…"

20-12 The description of the historical use and previous tenants of the B.F. Hastings Building is addressed on page 2-48, describing historical resource in the study area and thus, not described in the noted section, regarding existing land uses.

20-13 The 4th bullet point on page 2-11 has been revised as noted. Refer to Chapter 5 for specific language revisions.

20-14 The description on page 2-13 has been revised as noted. Refer to Chapter 5 for specific language revisions.

20-15 The description has been revised as noted. Incorrect references to the Big Four Buildings as a restoration project will be verified throughout the document to clarify that the Building is a historic reconstruction, as identified on page 2-51, Table 2-8.

20-16 As noted in the comment, the last row of Table 2-4, describing visitor services, has been incorporated into the respective facility descriptions where they apply. Refer to Chapter 5 for proposed plan revisions.

20-17 The description of Natural Resources on page 2-30 is intended to describe existing site conditions, not historic landscape features.

20-18 The section noted describes the history of OSSHP and is intended to provide an overview of the history of the area. Details listing the kinds of businesses operating on Front Street are inconsistent with the level of information provided throughout the General Plan. These details are more appropriate to be developed in a future Interpretive Master Plan or future project plan for the Gold Rush and Commerce Block.

20-19 The description on page 2-44 has been revised to strike out kerosene as a used light source, as noted by the comment.

20-20 Description of the Old Sacramento waterfront and Goss and Lambard Sacramento Iron Works as sites where locomotives and railroad cars were reassembled has been added to the description for the section on "Railroad Development" on page 2-45. Please refer to Chapter 5 for specific revisions.

20-21 Description of the installation of a turntable on Front Street, near I Street to facilitate railroad equipment movement has been added to the second paragraph on page 2-45, as addressed in Chapter 5.

20-22 Please refer to Response 20-5 for references to the Dingley Building. Table 2-7, page 2-47, has been updated to also indicate 1859 as the date of the present building's restoration, as noted by the comment. Refer to the revisions in Chapter 5.

20-23 Table 2-7, page 2-47 is intended to list historic resources on national, state, and/or local registers. The original CPRR right-of-way on Front and I Street is not listed on any historic registers in our research.

20-24 Page 2-48, description of the Dingley Building has been revised to note when the building was restored, its historic canopy shade structure was not constructed. Refer to the revisions in Chapter 5.

20-25 Table 2-9, page 2-51 has been revised to add in parenthesis the: "(Stanford Brother Store and Huntington & Hopkins Hardware Store)," after "Big Four Buildings," as addressed in Chapter 5.

20-26 This description has been added as noted in the comment and addressed in Chapter 5.

20-27 The NHL listing uses: "Big Four House," therefore the description has not been revised as noted.

20-28 The information noted in the comment has been added to the description of the Connecticut Mining and Trading Company, as addressed in Chapter 5.

20-29 As noted in the comment, the first sentence in the last paragraph of page 2-53 has been revised as follows: "Archaeological resources have the potential to be present throughout the OSSHP planning area, including along the banks of the Sacramento River, site of Historic Sutter's embarcadero; beneath the <u>fill covering</u> the 1849 Scene;..."

20-30 Information noted.

20-31 The description of historic landscapes on page 2-54 summarizes existing site resources that are available for interpretation, not historic landscape features that once existed on

the site. This information and detail should be addressed in a future Interpretive Master Plan for OSSHP.

20-32 Chapter 2 provides a brief summary of collections, as appropriate to the level of information required in State Park General Plans. Please refer to the more detailed discussion of collections included in Appendix D, pages D-21 through D-33 for additional information regarding the collections. No Scope of Collections has been prepared for OSSHP.

20-33 Please refer to 20-32.

20-34 The section on Auditory Noises on page 2-65 has been updated to identify noise from Interstate 5 and the I Street Bridge as an issue to the visitor experience and that tour guides leading groups in OSSHP often must carry noise amplification devices. Refer to Chapter 5 for specific revisions to the section.

20-35 Chapter 2 describes existing conditions, thus references are to the current name as the 1849 Scene. Chapter 4 defines the proposed programs and uses envisioned in the General Plan, including development of the 1849 Scene block as the Gold Rush and Commerce area. Proposed improvements, described in Table 2-10, on page 2-63, are facility management recommendations, based on existing site conditions that were provided for information, prior to the development of the Plan goals and guidelines in Chapter 4, and organized by State Park General Plan format guidelines.

20-36 Please refer to 20-35. Proposals for use of the CPRR Passenger Station for excursion train operation are General Plan proposals and thus, are not addressed in the existing conditions chapter.

20-37 Existing conditions information, provided in Table 2-10 are based on the input and observations of State Park's facilities staff and facility operational needs, provided for project information, and do not represent a Plan recommendation.

20-38 The information is noted and will be the subject of future investigations, as noted in plan proposals and Guideline ACC-3 in Chapter 4.

20-39 Please refer to 20-37, above.

20-40 Please refer to Section 4.4.4 for the proposed interpretive themes for the General Plan. Interpretive themes identified in Chapter 2 are the existing interpretive themes that have been developed for the California State Railroad Museum.

20-41 Revisions to page 2-69 have been made, as suggested by the comment, and addressed in Chapter 5.

20-42 Table 2-11, description of the current use of the B.F. Hasting Buildings has been revised as follows to clarify the information: "Concession with interpretive displays celebrating

the heritage of the bank, which has been opened ~~since~~ in 1852." Description of the Old Sacramento Visitor Center has been revised to: "~~One room~~Visitor information facility with historic artifacts from the State Parks collection including a stagecoach, representing mid-19th century history."

20-43 As suggested by the comment, an exhibit about Gold Rush merchants in the Skalet Jewelry store in the Tehama Block building has been added to Table 2-11 to the list of current uses/activities on the 1849 Scene.

20-44 In Table 2-11, as suggested, "museum exhibits" has been added to the list of current uses/activities in the Stanford Gallery of the Big Four Buildings and "occasional displays" has been added to the list of current uses/activities in the Dingley building. Please refer to 20-5 for references to building names to be updated throughout the General Plan.

20-45 The suggested addition of Front Street and I Street has been added to Table 2-11, including the following bullets under the column of current uses/activities:

- "Outdoor living history events
- Period-style horse-drawn vehicle rides
- Venue for large special events
- Occasional events displaying historic railroad rolling stock and horse drawn vehicles"

20-46 In Table 2-11, as suggested, "living history programs during special events" has been added to the list of current uses/activities in the Passenger Station. Period-style restaurant concession is not a current use, but a future plan use that is addressed in Chapter 4.

20-47 The section on the California State Railroad Museum Program and Events, on page 2-73, has been revised to clearly acknowledge the California State Railroad Museum Foundation as a key partner in programs and facilities operated by the California State Railroad Museum, including their role in underwriting railroad preservation work and exhibit development, as well as operation of other interpretive and educational programs described in the section. Thomas the Tank Engine has been added to this section as another of the special events operated by the CSRM, as suggested by the comment. Please refer to Chapter 5 for the specific changes.

20-48 The "*Gold Rush Merchant's Manual or How to Appear as a Mid-19th Century Store in a 21st Century World*" document, prepared by the Office of Interpretive Services of the California Department of Parks and Recreation in 1989, is a publication developed for Gold Rush-style concessions operating on Sacramento's 1849 Scene," has been added to the list of Print Publications on page 2-74.

20-49 While the suggestion to move the section on Interpretive Collections into the section of Collections, beginning on page 2-54, is a good suggestion, the change will not be made

as the chapter has been formatted to be consistent with the guidance of the California State Parks Planning Handbook (2010), which specifies information to be addressed in each section of the General Plan. References to Interpretive Collections, in Section 2.5, have been added to the section on Collections on page 2-54. Please refer to Chapter 5 for the specific changes.

20-50 Description of the California Auto Museum and Sacramento Zoo can be found in Section 2.1.2, under "Local Area Museums and Attractions." However, to provide more clarification in the General Plan, Sections 2.1.2 and 2.5.1 have been coordinated so information about the same facility is described in one section and reference. Please refer to Chapter 5 for the updates to these sections. The Elk Grove Historical Museum has been added to the list of Nearby Historical Sites and Museums, as suggested.

20-51 The Golden Gate National Recreational Area has been added to the list of national facilities on page 2-86, for its interpretive connections to OSSHP. Please refer to plan revisions in Chapter 5.

20-52 As suggested for the section on Park Support and Partnerships, on page 2-89, the last sentence of the first paragraph has been revised as follows: "Activities and programs taking place within OSSHP are also often supported by the California State Railroad Museum Foundation, described in more detail in Section 2.6.2, "Cooperating Associations and Support Groups."

20-53 Section 2.6.2, "Cooperating Associations and Supporting Groups," description of the California State Railroad Museum Foundation, Sacramento Trust for Historic Preservation, and Historic Old Sacramento Museum Foundation has been revised to incorporate the information, provided in the comment. Please refer to Chapter 5 for the specific changes.

20-54 As suggested by the comment, additional existing facilities have been added to the themes described. The second through fourth bullets have been revised as follows:

- involving trade and commerce–B.F. Hastings Building, ~~and~~ Huntington Hopkins & Co. Hardware Store, 1849 Scene, and CPRR Passenger Station and Freight Station;

- governing–the B.F. Hasting Building's historic State Supreme Court Chambers, 1849 Scene (the City of Sacramento was founded on the City Hotel site);

- supporting society–the B.F. Hastings Building as terminus of the Pony Express and overland telegraph, CPRR Passenger Station, and CSRM."

20-55 Chapter 3 includes the initial list of issues and potential project opportunities to be addressed in the General Plan, as expressed by State Parks planning staff, stakeholders and the public early in the planning process. This should not be confused with General

Plan recommendations, which are included in Chapter 4. The comment discusses programs that were developed following this analysis. These discussions are applicable to Chapter 4.

20-56 While the confusion is understandable, use of the Gold Rush and Commerce Area is introduced and becomes effective as part of General Plan recommendations and concepts in Chapter 4. Earlier analysis, represented in Chapters 2 and 3 employ the existing names used in OSSHP. Reference to the goal and terms noted in the comment on page 3-6 was not found. However, the General Plan has been checked to consistently use the terms, "current grade" to describe the existing, higher street grade of OSSHP and "original Gold Rush grade" to describe the Gold Rush-era street grade, before the streets in Old Sacramento were raised.

20-57 The scale of development should be in scale with the block and historic building and relate to the building history. These concepts have been addressed in the guidelines in Chapter 4 for the development of the Gold Rush and Commerce area. As suggested, the description in the last bullet point on page 3-6 has been revised by adding the following language: "Expand the visitor experience by providing overnight accommodations that evoke a historic use/experience, consistent with Sacramento in its formative years."

20-58 Please see 20-55.

20-59 The suggested issue has been added to the description of the issue of "Interpretation of Cultural Resources," in the issues and analysis section for Cultural Resources on page 3.9. Please refer to Chapter 5 for the specific revisions.

20-60 Please refer to 20-55. The last bullet point on page 3-11 has been changed to read as follows: "Uncover and interpret the historic ~~remains of the city beneath the 1849 Scene~~ resources of the original Gold Rush grade that have been buried under the 1849 Scene."

20-61 As suggested in the comment, the theme heading for Gold Rush, on page 3-11, has been changed to "Gold Rush Commerce and Communication" and the following bullet points have been added:

- Enhance interpretation of OSSHP as the western terminus of the Pony Express and an early form of express mail service and communication.
- Interpret the history and significance of the California State Telegraph Company.

20-62 The sentence has been clarified as follows: "… tie the buried ~~Gold Rush commercial~~ history of the original Gold Rush ground level, ~~beneath~~below the grass area of the 1849 Scene, to the river as the drop-off location for…"

20-63 As suggested in the comment, a fourth bullet point has been added under Educational Opportunities on page 3-12 that states: "Develop the Railroad Technology Museum to

provide visitors with educational programming on technology, engineering, and math and science."

20-64 This comment noted has been addressed throughout Chapter 4 of the General Plan. Please refer to Chapter 5 for the specific language changes.

20-65 The first bullet point on page 3-14 has been removed.

20-66 The last bullet point under Park Maintenance opportunities on page 3-15 has been removed and replaced with the following bullet point: "Consider using period-appropriate, pedestrian- and ADA-friendly cobblestones to replace the soil cement in OSSHP."

20-67 The period of significance has been revised to identify periods of significance for each management zone, associated with interpretation of the historic resources in OSSHP. Refer to Chapter 5 for the revisions to the "Interpretation Period to OSSHP," page 4-15 in Section 4.4.4 of the General Plan. The National Register of Historic Places nomination for the Old Sacramento Historic District notes "the pioneering era of the city's history—about 1840 to 1870." This same period has been identified as the period of significance for the Gold Rush and Commerce Zone.

The period of significance for OSSHP may also be further revisited in the Interpretive Master Plan for OSSHP.

20-68 To ensure consistency with information, presented in the Historic Background, page 2-43 of the Preliminary General Plan, the first bullet point on page 4-2 has been clarified as follows: "<u>the importance and role of the confluence of the Sacramento and American on the town location and settlement of Sacramento, named after the Sacramento River, in 1849</u>."

The second bullet point has replaced the term, "outpost" with "city," as suggested.

The fifth bullet point has been revised to: "the beginnings of a thriving shipping and <u>railroad</u> distribution center supporting and serving a productive agricultural region."

20-69 The plan illustrations are conceptual, based on input informed from a study of the historic development on the site, prepared by State Parks and technical advisors on the General Plan. These illustrations have been moved into the appendix with other earlier plan concepts which were developed in support of the General Plan outreach process, and replaced with historic images and photos included in the study. Further interpretive studies and future project plans for the Gold Rush and Commerce Area are needed before more accurate illustrations can be provided for this area.

20-70 Please refer to 20-67.

20-71 As noted by the comment, the second sentence in the description for the B.F. Hastings Building has been revised as follows: "The Alta Telegraph Company, later becoming the California State Telegraph Company (serving the first transcontinental telegraph line)…"

20-72 The comment suggests the historic canopy over the entrance of the Dingley Spice Mill Building should be reconstructed to provide shade. The following sentence has been added to the description of the Dingley Spice Mill Building, following the last sentence on page 4-17: "The historic canopy over the building's entrance should be reconstructed to provide shade."

20-73 Please refer to Master Response 5 regarding the use of the Big Four Buildings and to 20-56 regarding the description of levels on the Gold Rush and Commerce Block.

20-74 OSSHP Guideline FAC-8 does not indicate the period of buildings to be reconstructed on the Gold Rush and Commerce Block, as this information is not yet known and requires further study. Please refer to Master Response 7 for additional information on the Gold Rush and Commerce Block.

20-75 Guideline CR-4 specifies a State Parks architectural historian. This classification was requested to be included in the General Plan by State Parks personal and is intended to reflect the level of experience desired for the study.

20-76 Guideline CR-11 has been revised, as follows, to incorporate the suggestion: "Continue to develop, maintain, and enhance the archive of historic and ethnographic documents, reports, research materials, and artifacts pertinent to resources and interpretive programs and themes in OSSHP~~ and CSRM~~ such as digitizing reports or records."

20-77 Guideline CR-3 has been revised as follows: "Where accurate reconstructions are not possible due to lack of adequate documentary or physical evidence, either no building will be built or the uses of the site may be interpreted with signage~~a non-historical compatible building will be built~~.

20-78 Guideline CR-5 on page 40 has been revised as noted in the comment. Please refer to Chapter 5 for the specific revisions.

20-79 There currently is no Scope of Collections Statement for the park. Guideline INT-8 has been revised as follows: "Develop a Scope of Collections Statement, addressing each of the management zones in OSSHP."

20-80 The word "promotion" has been changed to "provision" of high quality interpretive services.

20-81 Please refer to Response 20-67 and revisions in Chapter 5 of this Final EIR.

20-82 "Transportation" has been identified in the description of the interpretive mission for OSSHP, as addressed in Chapter 5.

20-83 This is intended to be the vision for interpretation, not to be confused with the park vision, described in Section 4.1.1.

20-84 The themes were developed by State Park interpreters, historians, and leaders in the Capital District. These remain unchanged in the General Plan. Input on interpretive themes should be addressed in future plans or in the future Interpretive Master Plan for OSSHP.

20-85 Please refer to 20-84.

20-86 Reference to the date 1879 on the bottom of page 4-43 has been revised to 1870, consistent with the period of significance to be used in interpreting the Gold Rush and Commerce Zone.

20-87 Please refer to 20-84.

20-88 Please refer to 20-67 regarding the interpretation period.

20-89 The description of events helps clarify the complexity of the interpretive periods in OSSHP and address the intent of the comment and thus, have not been revised as suggested.

20-90 Please refer to 20-89. Additional layers of detail should be addressed in the Interpretive Master Plan for OSSHP.

20-91 The lead in for the mission statement has been removed, as suggested.

20-92 Please refer to Chapter 5 for the updates to Guideline OM-1. The guideline has been revised to encompass both the Gold Rush and Sacramento's early commerce.

20-93 Guideline CON-2 has been revised as addressed in Chapter 5; it now only applies to OSSHP.

20-94 Please refer to Master Response 6, regarding the horse car route. The term horse car has been replaced with horse-drawn streetcar throughout this General Plan.

20-95 As noted in the comment, OSSHP Guideline CIRC-2 has been revised as follows: "Ensure pedestrian, passenger, and animal safety by identifying appropriate locations for boarding the horse-drawn streetcar~~stops and dedicated pedestrian crossings~~, dedicated gathering areas for groups, crossing the horse-drawn streetcar line, and ensuring the care and maintenance of animals used with the horse-drawn streetcar."

20-96 Please refer to updates to Guideline ACC-3 in Chapter 5 and to 20-66 above.

20-97 Guideline Park-6 has been revised as suggested. Please refer to Chapter 5.

Letter 21 Land Park Community Association

21

July 15, 2012

Petra Unger
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

Re: Comments on Draft Environmental Impact Report for the Old Sacramento State Historic Park and California State Railroad Museum General Plan

Dear Ms. Unger:

Land Park Community Association is a non-profit 501-c-3 corporation formed to represent the interests of the Land Park neighborhood and to help protect and preserve the features, assets and amenities of William Land Park. The Land Park area includes more than 8,000 residential units and LPCA's membership numbers more than 400 households and businesses in the Land Park Neighborhood. These comments are submitted on behalf of the association.

Summary of Comments. LPCA is concerned about the lack of analysis in the DEIR of effects that could result from the proposal to extend the Steam Excursion Train to the Sacramento Zoo with a stop and off-loading facility at Sutterville Road, and the proposal to have excursion train service from the Pocket/Meadowview area to Hood to the extent that it relates to the movement of rolling stock and equipment along the rail corridor passing through the Land Park and South Land Park Hills neighborhoods to the proposed remote embarkation point to the South. The proposed excursion train extensions have the potential for significant noise, traffic, aesthetic, air quality and park maintenance impacts on the Land Park neighborhood and William Land Park. We believe that the report understates and generalizes the extent of the use of the rail corridor for extended activities and ignores potential significant impacts to William Land Park that will result from the increase in visitors to the park arriving from Old Sacramento on the excursion trains. 21-1

The City of Sacramento has virtually ceased maintenance of William Land Park and its physical condition has deteriorated to the point that each incremental expansion of park usage geometrically increases the negative impacts on its condition and facilities.

More than two years ago, LPCA formed the Land Park Volunteer Corps, which is an organization which performs with volunteer labor, many maintenance functions in William Land Park that the city no longer undertakes.

Accordingly, in addition to a more specific estimate of the number of excursion trains that and would passengers they will bring to the Zoo, there must be further analysis of how much rolling stock and equipment will be moved through residential neighborhoods South of Interstate 5 overcrossing, and how many additional visitors arriving at the zoo by train would also be expected to use other facilities and amenities. The report must then prescribe mitigation for the incremental burden on maintenance of the park necessitated by the additional usage, and provide the funding for maintenance and any necessary capital improvement that is needed to accommodate these additional users. Such funding should be contributed to the Land Park Special Revenue Account for use in maintaining and providing improvements to William Land Park. 21-2

Chapter 2, Existing Conditions. The description on page 2-61 fails to include a description of the Sacramento Southern right of way as it passes through densely populated established single family residential neighborhoods from the I-5 overcrossing, south through the Land Park neighborhood and then through the South Land Park Hills and South Land Park neighborhoods until it crosses Pocket Road, where the land uses become rural. North of Pocket Road, the land uses are heavily urbanized, and the right of way borders many single family residential homes. Adjacent to the zoo, between Sutterville Road and Riverside Blvd., the track is elevated and passengers have a clear view into the yards and residences below the levee upon which the elevated tracks are located. There are grade crossings with flashing lights and crossing gates at Sutterville Road and South Land Park Drive. The existing conditions section only generally describes William Land Park and emphasizes the zoo's features while ignoring the popularity of other amenities in the park, such as Fairytale Town, Funderland and numerous picnic areas, which in combination draw hundreds of thousands of visitors every year, most heavily during the Summer months when the Steam Excursion Train is in regular operation. The omission of the description of existing conditions invites the report later to ignore the impacts of the Steam Excursion Train on William Land Park and the dense residential neighborhoods through which the Sacramento Southern right of way passes. 21-3

Section 2.3 merely states that sounds generated by the excursion train vary as the train passes through urban and suburban areas to the delta. In addition to imparting no information about the nature of the sounds from existing operations (train whistles, crossing bells, engine acceleration, coupling and uncoupling of cars from the steam engine at The Baths) it plainly misstates existing conditions. In fact, trains have not run on the Sacramento Southern corridor South of Sutterville Road through residential neighborhoods since the line was abandoned in 1978, a period of more than 30 years. Along this line, for the past three-plus decades, there have been no railroad related sounds on this section of track. In addition, no regular maintenance has been done along this right of way for many years and the track and roadbeds will need significant repair or reconstruction in some locations. This brief paragraph on page 2-62 need correction and expansion to reflect the true facts. While some of the issues are recognized in the issue statement in Section 3.2.1 on page 3-4, there is no recognition of existing conditions based upon the fact that the rail right of way has not been used for decades by trains. 21-4

Chapter 5: Environmental Analysis

Section 5.3.2. The first paragraph generalizes the number of trips generated by the existing Steam Excursion Train. During the six-month period of regular operation, April to September, there are scheduled daily trips, on weekends, frequent daily trips during Spring and Fall, the Polar Express trains during November and December which run three or 4 days a week in the late afternoons and evenings, and other unscheduled trains, all of which trips now terminate and .return at the Baths bypass tracks on the levee West of I-5. Appendix A, page 17 notes that the crossings counted at Capitol Mall during 2010 were 1,306, or an average of 4 trains daily year round. This analysis is insufficient and misleading. The crossings must be weighted to reflect heaviest usage during the April to September period when regular service is ongoing. Four daily trains on weekends alone generate 60% or more of the crossings at Capitol Mall. None of these trains reach Sutterville Road, and none cross the road or South Land Park Drive. 21-5

Notably, the Sutterville Road and South Land Park Drive crossings were not study locations, and there is no analysis in Appendix A of traffic effects at those crossings. Federal and State rail regulations require that crossing gates, which exist at both locations today, must be lowered when trains are approaching, are in close proximity to the street, or are crossing. On busy Spring and Summer weekends, traffic stopped at the Sutterville Road/Land Park Drive/Del Rio Road intersection is often heavy enough at peak times to back up on Sutterville Road all the way to the crossing. Requiring traffic to wait at crossing gates while passengers disembark and board at the Zoo will have additional effects. These need to be analyzed. The number of trains could increase in the future if the demand for daily trains rises.

There is also no analysis as to the construction and use of a new platform at the rear of the zoo, which must include facilities to accommodate passengers with disabilities under ADA. The location has the potential for pedestrian, bicycle and vehicular conflicts. Nor does the DEIR provide any analysis as to the land use and facility impacts of the extension of trains to the zoo which would idle on the right of way directly above existing single and multi-family residences adjacent to the foot of the railroad levee. 21-6

Section 5.6, Impact Aes-2. This analysis does not address the invasion of privacy of the yards and residences along the railroad embankment. While some vegetation along the embankment is present, there are gaps and areas where the vegetation allows unobstructed views from trains into the residences below. Trains off-loading and boarding passengers will idle at the proposed zoo platform for ten to 15 minutes or longer at each trip. The impacts on homeowners from persons on the trains being able to view the rear yards and residences below are not analyzed. The current state of maintenance of the vegetation on the embankment is virtually nonexistent, and future maintenance, although mentioned is not assured. 21-7

Impact Aes-3. The Polar Express trains often run at and after dusk during November and December. If they proceed as far as the zoo, the frequency would be more than indicated in the analysis. Moreover, lighting the platform at the zoo at night for security reasons, would have a direct, significant impact on nearby homes. 21-8

Section 5.6.2 – Air Quality

Impact AQ-3. The report fails to analyze the effect of extending train trips to the zoo on the two little league baseball diamonds adjacent to the railroad right of way North of Holy Spirit School. These ball fields are frequently in use on Spring and Summer weekends when the proposed extension trains are scheduled to stop at the zoo and idle directly above them. The report fails to include any discussion of pollutants' effect on the use of these ball fields. Nor is there any analysis of pollutants' effecton on the residential areas between Sutterville Road and Pocket-Meadowview Road despite the need to move rolling stock and equipment between the shops in Old Sacramento and the proposed embarkation point at the proposed Meadowview Road/Pocket Road platform. 21-9

Impacts AQ-3 and AQ-4 also appear to be limited only to diesel emissions, and do not appear to distinguish between the levels of emissions from passing locomotives vs. locomotives idling at the zoo for a measurable period of time. Steam Excursion Trains in the past have been fueled not only by diesel, but by other combustible fuels which can produce heat for steam, such as wood or coal. The limitation of the analysis to diesel emissions is unwarranted unless a mitigation measure prohibits the use of other dirtier fuels. 21-10

Impact AQ-5 does not include any analysis of Greenhouse Gas emissions from Steam Excursion Train operations at all and is therefore deficient. 21-11

Section 5.6.9 – Noise

Impact Noise-3. The number of daily trains on weekends is inconsistent with other sections and seemingly incorrect.

The location of noise measurements is nonsensical. Table 5-3 measures noise immediately adjacent to I-5 at the Baths on the West side of I-5 where the track is elevated above, and immediately adjacent to the freeway with no sound walls present. The excursion train to the zoo would idle at grade at the Sutterville Road crossing, which is approximately 0.3 miles from I-5 and is not directly exposed to the traffic noise from the freeway. Noise from trains arriving at, leaving from and idling on the railroad levee at the Sutterville Road grade crossing should have been measured. The noise impacts are not accurately indicated by the data collected for the report and no noise measurements were apparently taken at any of the affected residences. 21-12

Impact Noise-6. The number of daily trains on weekends is inconsistent with other sections and seemingly incorrect. In some sections the use is estimated at 4 trips, at others 6 and here a maximum of 8 trips daily. The inconsistency of the use of varying numbers of trips is unexplained and subjects all the analysis to doubt. 21-13

Section 5.6.10 – Public Services.

This section is limited to impacts on public safety services (police and fire) and ignores the impacts of additional visitors to William Land Park. As stated in the summary above, the city has virtually ceased most regular maintenance of the parks in the City of Sacramento, and is currently performing limited maintenance of William Land Park. The incremental expansion of park usage will have negative impacts on the condition of the park and its various facilities. Intensifying the use of the park by new visitors who arrive at the zoo from Old Sacramento by train will cause further impacts. There should be an analysis of the impact on the park of additional visitors and mitigation should be required, such as payment for maintenance into the Land Park Special Revenue Account if there is a finding of significance. 21-14

Section 5.6.11 – Transportation. The section is inadequate in that it fails to include any analysis of the traffic impacts of the Steam Excursion Train on key crossing locations South of Capitol Mall including at a minimum, Sutterville Road. The Sutterville crossing is equipped with warning signage, crossing arms, warning bells and flashing lights. However, there is no analysis of potential impacts on traffic on Sutterville Road when trains are idling at the proposed Sutterville Road platform while passengers disembark and returnees to Old Sacramento board. State and federal regulations require that the crossing arms be lowered across Sutterville Road while trains are approaching and idling at the proposed zoo platform. The DEIR contains no analysis which would exempt or excuse the excursion trains from these regulations. On busy weekends during Spring and Summer, it is quite common for traffic to back up from the Sutterville Road/Land Park Drive/Del Rio Road intersection to the crossing and beyond. If the crossing arms are lowered for 15 minutes, there would clearly be impacts affecting the I-5 freeway ramps at Sutterville Road. (See, by contrast, page 5-75, which comments on the Capitol Mall crossing.) 21-15

Bicycle Facilities and Pedestrian Circulation The report fails to consider the lack of an entrance at the zoo for pedestrians once they have disembarked from the train. There is a developed walkway that is of inadequate width for pedestrians and cyclists that is adjacent to the zoo along Sutterville Road between Land Park Drive and the rail right of way. It is too narrow to accommodate both pedestrians and bicycles simultaneously. We understand that the zoo intends to use this walkway as an access route to the zoo through a proposed entrance near the rear of the giraffe exhibit. The paved walkway at this location is approximately three to four feet wide. A photograph is attached to illustrate. There is a bicycle lane on Sutterville Road to which commences just to the west of the rail crossing. At that point the lane diverts eastbound bicyclists to this same narrow walkway adjacent to the zoo. The proposed platform and access to the zoo along Sutterville Road will conflict with the use of bicycles along the same pathway, in conflict with the policies of the City's General Plan. 21-16

Conclusion.

The Draft Environmental Impact Report is deficient in its analysis of the impacts of the proposal to extend the Steam Excursion Train to the Sacramento Zoo in the several respects outlined in these comments. While LPCA has taken no position with respect to whether or not the proposed extension of the Steam Excursion Train should be approved, the potential impacts from the extension must be analyzed more fully than they have been analyzed in this document and any impacts found to be significant mitigated.

Yours very truly,

Steven P. Belzer
Chair, Parks Committee
Land Park Community Association (LPCA)
PO Box 188285
Sacramento, CA 95818

Pedestrian walkway along the north side of Sutterville Road adjacent to the zoo, just east of the railroad crossing.

Letter 21 Response	Steven P. Belzer Land Park Community Association July 15, 2012

21-1 Excursion Train 1 was analyzed in the EIR at the project level. Excursion Train 2 was analyzed at the program level based on the level of project information available at the time the Preliminary General Plan was prepared. This analysis also included occasional train movements on the segment of track between the Zoo and the Meadowview area, which would only occur for maintenance and repair of trains or track and anticipated to be seasonal, infrequent, and intermittent. Significant impacts were identified with respect to operational noise and land use compatibility, while impacts related to air quality, traffic, and aesthetics were found to be less than significant. The City of Sacramento's maintenance of William Land Park is not under the control of State Parks and concerns related to this maintenance should be addressed to the City directly.

21-2 Please refer to Master Response 9 for a summary of information on excursion train movements and estimated numbers of passengers/potential visitors to the zoo and possibly other facilities of William Land Park (such as Fairy Tale Town or Funderland) over the course of a year. It is not known at this time how many people may chose to visit facilities other than the zoo, so an exact number cannot be provided at this time, nor could potential impacts from these visitor be quantified. Likewise, an analysis of exactly how much rolling stock and equipment will be moved through neighborhoods south of the zoo and north of Meadowview is not known at this time. However, because these trips would be for track repair/maintenance and equipment repair only and thus would be expected to be few and infrequent. No regular train traffic is planned for this segment of the ROW.

21-3 Sections 2.2.1 (Land Use) and 2.3.4 (Aesthetic Resources) of the Preliminary General Plan have been revised to provide more information on the existing conditions along the Sacramento Southern Railroad right-of-way through neighborhoods in Land Park. Please refer to Chapter 5 for the specific changes incorporated.

Refer also to Master Response 9 for a summary of information on the excursion train operation. Specific aspects of the SSRR right-of-way and excursion train service are also described in various sections of the General Plan, with respect to associated resource values, including Section 1.2, describing general characteristics of the existing excursion train right-of-way; Section 5.3, describing the proposed land uses and facilities; Section 2.3.1, describing existing environmental conditions: topography, soils, plant life and special status plants, animal life and special status wildlife; Section 2.3.3, describing historical background and cultural and historical resources; Section 2.4, describing operations and maintenance; Section 2.5, describing interpretation and education resources, demographics, and issues and opportunities; Section 2.6.1, describing volunteers and cooperating associations; Section 3.2, describing parkwide issues;

Section 4.3.3, describing the proposed Excursion Train Management Zone; Section 4.4 addressing applicable goals and guidelines; Section 5.6, describing environmental impacts and mitigation measures; Section 5.7, describing CEQA considerations; and Section 5.8 describing alternatives to the proposed plan.

21-4 Section 2.3 on auditory resources has been revised to describe sounds associated with the current operation of the excursion train from Old Sacramento to the Sacramento Zoo, as addressed in Chapter 5. The environmental setting section for noise on page 5-61 of the Draft EIR provides additional information on noise in the planning area, including sensitive receptors. The impact discussion of long-term noise related to rail operations on page 5-65 of the Draft EIR provides a detailed description of the types of noise that could be expected, when noise would be generated, and how often it would be heard. This discussion also provides the results of baseline noise measurements with and without trains conducted in support of the General Plan EIR, provides mitigation to reduce operation related noise, and reaches the conclusion that operations-related noise is significant and unavoidable. Though trains have not run south of Sutterville Road for many years, they are a previously existing land use in the area.

21-5 The number of trains and operation periods used for the analysis in the EIR are based on real data for the current excursion train from 2010. The analysis assumes the same frequency and rider numbers for Excursion Train 2. They are not based on the assumption of year round operations. Neither of the excursion trains would cross Sutterville Road or Land Park Road. Any movement of trains between the Pocket-Meadowview area (northern terminus of Excursion Train 2) and the Zoo (southern terminus of Excursion Train 1) would be for occasional track maintenance or to move cars or engines from Excursion Train 2 back to Old Sacramento for servicing. These events would be expected to be very infrequent, would take place during the week (not on busy summer weekends) and timing of these events would be entirely within State Parks authority; thus, they could be timed to avoid peak traffic hours or other periods that may be unfavorable for certain reasons. Because the frequency of these train movements is not known at this time, it is impossible to analyze the impact beyond the program level, as presented in Chapter 5.

21-6 A small platform to help passengers embark and disembark from the train would be needed in the right-of-way at the rear of the zoo. This area is located between the tracks and the back fence of the zoo and is not open to vehicle, bicycle, or pedestrian traffic; thus there would be no impacts to exiting traffic. Impacts to adjacent residents are analyzed in the air quality and noise sections of the EIR. Impact Noise-4 specifically makes findings related to land use, which are found to be significant and unavoidable, due to the inherent noisy nature of trains. Similarly, Impact Noise-3 related to long-term noise levels for rail operation, is found to be significant and unavoidable though some feasible mitigation measures to reduce the severity of the impact are available. Excursion trains are no longer than a few rail cars; therefore, the number of residences that would be immediately adjacent to an idling train is relatively small. In addition,

there is substantial vegetation in this area of the ROW that helps shield views of the neighboring residences.

21-7 Section 5.6.1 of the Draft EIR analyzes impacts to aesthetics resources resulting from proposed implementation of the General Plan according to the CEQA environmental checklist criteria and concludes that the proposed plan will not change existing scenic vistas. Views into private backyards from the excursion trains are not subject to CEQA analysis as they do not present a physical change in the environment. Passengers taking Excursion Train 1 from OSSHP to the Zoo would pass by the residence in question on the train and then disembark on the zoo side of the track, opposite from the residences in question. Views of the residences are partially screened by existing vegetation and there are no plans for removal of existing vegetation. While views into backyards may be perceived as undesirable by the local residents, they are not a new or unexpected circumstance, as the railroad tracks have existed in the area for a long time, in many instances predating adjacent residences.

21-8 The Polar Express runs to the "Baths" area, where trains stop at the "north pole," which is set up at this location by State Parks for the special holiday trains. Polar Express trains do not run to the Zoo. The number of trains analyzed in the EIR includes all Polar Express runs. There are no plans for nighttime operations of excursion trains to the Zoo. Any trains would have to arrive at the Zoo a substantial amount of time before the Zoo closes to allow passengers to visit the Zoo during normal opening hours and to take their return train to Old Sacramento.

21-9 Please refer to response 17-28 regarding the air quality analysis. As stated in response 17-28, the worst case scenario for sensitive receptors close to the track was modelled. The baseball diamonds are located approximately 1000' away from the track (please refer Exhibit 5-1 on page 5-25 of the draft EIR) and thus impacts to users of these baseball diamonds would be less than those to closer sensitive receptors.

21-10 Diesel emissions were chosen for the model as they represent the most commonly used fuel type for the excursion trains. There are no plans to use wood or coals fired steam engines for the excursion trains.

21-11 Impact AQ-5 includes additional greenhouse gas emissions from expanded excursion train operations – please refer to the bottom of page 5-26 of the Draft EIR.

21-12 Noise measurements of the train could not be taken at Sutterville Road because trains do not currently run past this location. The location near I-5 and the existing train was chosen because both contribute substantially to current noise levels. The number of trains and hours of operation assumed for Impact Noise-3 are the same as those assumed for other impacts. Currently there are 6 round trips a day. Extending to the Zoo, would add additional 4 rounds trips daily (which also equals 8 one way trips).

21-13 Impact Noise-6 does not mention specific numbers of round trips and thus, cannot be inconsistent with the numbers mentioned in other sections.

21-14 As mentioned in 21-2, people arriving on the excursion train would be expected to go to the Zoo, Fairy Tale Town, and Funderland and would pay to take the train. The expansion of the excursion train is not expected to influence the number of visitor to other areas of William Land Park. Concerns about the upkeep and maintenance of William Land Park should be addressed with the City of Sacramento.

21-15 Expansion of Excursion Train 1 to the Zoo would not require crossing Sutterville Road; therefore, this is not specifically addressed in the transportation analysis. Because trains would not be crossing Sutterville Road, options are available that would preclude crossing gates from needing to be lowered during the approach of trains, or during loading/unloading. The only trains that would cross Sutterville Road would be trains working on the track south of the Zoo or trains from Excursion Train 2 returning to Old Sacramento for servicing. The frequency cannot be predicted at this point, but is expected to be very low and these train movements could be timed to avoid peak traffic periods. They would not occur on weekends.

21-16 All applicable design guidelines and laws and regulations will be taken into account when designing and building the platform to disembark from the train. If conflicts with existing plans or land uses are identified at the time plans for the platform move forward, they will be addressed analyzed at the appropriate level of environmental review and addressed in cooperation with the Zoo and the City (if applicable). This would involve any issues related to current vs. future anticipated pedestrian and bicycle circulation.

Letter 22 Robert E. Baxter

22

July 16, 2012

Petra Unger, Project Manager
AECOM
2020 L Street, Suite 400
Sacramento, California 95811

Hard copy sent via USPS

Dear Ms. Unger:

As a private individual, a resident of the State, and someone who is interested in the future of California State Parks, I have reviewed the draft General Plan and hereby submit the following comments:

Chapter 4 - The Plan

Page 4-12; Gold Rush and Commerce Block
The area referred to as the "grassy slope along the east side of Front Street" provides an important function in Old Sacramento. It's the only a recreational open space in Old Sacramento covered with lawn and partially shaded by trees. It's used as a lunch break area for thousands of school children during the spring and fall when elementary schools throughout the State take field trips to Old Sacramento and the State Railroad Museum. The large lawn, picnic tables and shade trees provide an ideal area for the school groups to break, eat lunch and take a much needed recess from the instructional tours they do. The lawn is also popular with hundreds of visitors to Old Sacramento, including the CSRM, as a place for recreational activities, resting, and a place to picnic throughout the year. Yet surprisingly, there is no consideration or discussion given to the current use of the area. The proposed use would completely eliminate the recreational open space for both school groups and visitors of Old Sacramento. Furthermore, elimination of the open lawn area contradicts Guideline FAC-11 under "Visitor Amenities" on page 4-28, as well as "preserving open space" stated in the first sentence on page 3-6. This is a very significant change to the current land use and the loss of public open space needs to be addressed in the draft General Plan (DGP). 22-1

Page 4-15; BF Hastings Building
There is no mention of a 650-square foot retail/office space within the BF Hastings Building. The space is currently occupied by a single employee of the Capital District which is not an efficient use of the space. The space is at a prime location for a retail business in Old Sacramento and has the potential to earn revenue for State Parks if it is leased to private enterprise. 22-2

Page 4-29; Visitor Experience and Facilities; OSSHP Guideline FAC-4
Consider expanding the note "Improve bike trails" to include widening, resurfacing, regrading, and realigning in order to clarify the scope of improvements needed to 22-3

Ms Petra Unger
July 16, 2012
Page 2

upgrade the trail to current standards. Furthermore, consider changing the term "bike trail" to "recreational trail" to provide a more accurate description of the facility and the type of use it receives. cont. 22-3

Page 4-30; Visitor Experience and Facilities; OSSHP Guideline FAC-8d
Consider including the staff office located in the B.F. Hastings Building as being merged with the other District offices being relocated to the second floor of the future multi-use building. 22-4

Chapter 5 – Environmental Analysis

Page 5-4; Summary of Alternatives Considered; Areas of Known Controversy
The third bullet point: "Underutilized and undefined open space in the Gold Rush and Commerce Block." As a lawn-covered open space, the area is neither underutilized nor undefined. The area is popular and frequently used by visitors to Old Sacramento and school groups on fields trips for recreational activities, rest and a place to picnic. School groups, especially in the spring and fall, depend on this recreational open space as a place for the students to break, eat lunch and have a recess from the instructional tour of Old Sacramento and the Railroad Museum. The recreational open space is clearly defined by the lawn, the shade trees, and the picnic tables The Summary of Alternatives Considered in the DGP should be revised to accurately describe the current use of this area as a recreational open space that receives considerable amount of public use. 22-5

Page 5-5; Proposed Land Use and Facilities; Gold Rush and Commerce area
The first bullet point: There's no mention of what becomes of the "grassy knoll" currently being used as a public recreational open space when the block is developed with gold-rush era commercial buildings. The DGP should include a discussion about how the loss of the recreational open space that will be mitigated. 22-6

Page 5-12; Environmental Effects Eliminated from Further Analysis; Recreation
As stated above, the proposed Gold Rush and Commerce area would eliminate a significant existing recreational resource that visitors and school groups use on a year-round basis. To include the statement "Therefore, further discussion of this topic is not required" is erroneous. The section should be revised to include discussion about the loss of this recreational asset to both the State Park and Old Sacramento. 22-7

Page 5-13 and 14; Aesthetic Resources; Significant Criteria
The third bullet point states "substantially degrades the existing visual character or quality of the site and its surroundings". As stated above, the argument can be made that the loss of open space does indeed degrade the existing visual character of the 22-8

Ms Petra Unger
July 16, 2012
Page 3

site. Therefore, the topic must be addressed in the EIR and not dismissed or ignored. cont. 22-8

Page 5-15; Impact Analysis; Impact Aes-2: Degradation of the Existing Visual Character or Quality of the Site and its Surroundings.
The proposed Gold Rush and Commerce area is to be developed in the area current used as open space - the "grassy area" as it's referred to in this section of the DGP. The proposed development consists of constructing new buildings that will rise two stories above the adjacent street levels, and approximately three stories above Commonwealth alley. This development would eliminate the both the recreational open space and the view-lines crisscrossing the area. Just one example is the existing view-lines from J Street and Commonwealth Alley northwesterly to the Sacramento History Museum and the riparian riverfront beyond. This view would be completely eliminated by converting the recreational open space to a block of buildings. 22-9

Furthermore, the development would either block, obscure, or degrade existing window-views that each of the buildings fronting the alley now have. Most likely, the occupants of the buildings who now enjoy the views across the recreational open space to the riverfront would prefer not to lose the views they now have. Therefore, the statement "alteration of views is not considered an adverse effect on any scenic vista" is inaccurate. The Environmental Analysis as written is flawed.

Page D-29, Appendix D; B.F. Hastings Building.
There is no mention of the approximately 650-square foot room located on the ground floor that is currently being used as office space for State Parks' personnel. For accuracy and completeness, the DGP should include the office space and discussion of what is envisioned for the space. 22-10

I sincerely appreciate the opportunity to review the draft General Plan. I hope my comments will help to improve this important planning document.

Regards,

Original signed by:

Robert E. Baxter
7496 Rio Mondego Drive
Sacramento, CA 95831

Letter 22 Response — Robert E. Baxter, July 16, 2012

22-1 In the Preliminary General Plan/Draft EIR, current use of the 1849 Scene and open space lawn was briefly summarized in Section 2.2.1, "Parkwide Land Uses" and in Table 2.10 of Section 2.4.1, "Facilities Management". It was also described in Section 2.2.2 on page 2-20 and in Table 2-4 describing visitor uses and recreational resources, including community events occurring on the 1849 Scene and picnic and gathering space functions. However, descriptions of the existing use of the open space lawn have been more explicitly described in these sections now and in the description of the Gold Rush and Commerce Zone on page 4-12. Please refer to Chapter 5 for specific updates to these sections. Please also refer to Master Response 10, regarding addressing the loss of open space and interpretation of the resource values of the 1849 Scene.

22-2 Thank you for the information. The office space within the B.F. Hastings Building has been added to the description of the B.F. Hastings Building on page 4-15, as follows: "The Well Fargo History Museum and a 650 square foot office space, used by the Capital District, now occupy ~~a portion of~~ the first floor of the building.

22-3 As suggested, OSSHP Guideline FAC-4 has been revised to state: "Work with the City and other agencies to improve ~~bike~~recreational trails along the Sacramento River, including widening, resurfacing, regrading, and realigning trails, as needed on State-owned property between the I Street Bridge and J Street."

22-4 As suggested, OSSHP Guideline FAC-8d, on page 4-30, has been revised to include the office space in the B.F. Hastings Building, as part of plan proposals to consolidate State Park office spaces on the Gold Rush and Commerce Block. Please refer to Chapter 5 for the specific language added.

22-5 The third bullet point under the section of Area of Controversy on page 5-4 has been revised to: "Use and Interpretation of the Gold Rush and Commerce Block."

22-6 Please refer to Master Response 10.

22-7 While the space would change significantly, future specific plans for the area would ensure that open space is incorporated, and additional open space is already available at various locations throughout Old Sacramento, and more will become available at the Railyards in the near future. Thus we believe it is appropriate to eliminate recreational resources from further analysis.

22-8 The analysis of impacts to aesthetic resources uses criteria from the state CEQA guidelines. While many people may enjoy looking at an open space or green lawn, these resources do not represent a "scenic resource" by itself.

22-9 Please refer to 22-8. There are few windows looking out onto the green space; while it is true that some people may prefer the view of a green lawn to that of a building, the lawn itself is not an aesthetic resource. Furthermore, the many guidelines in the General Plan would ensure that the design of any buildings would be consistent with current design guidelines and would not degrade any views, though views from windows could certainly change.

22-10 Appendix D, description of the B.F. Hastings Building on page D-29 has been revised to also identify the office space for the Capital District, located on the ground floor of the building, as addressed in Chapter 5.

Letter 23 Sacramento Fire Department

23

From: "Tunson, King" <ktunson@sfd.cityofsacramento.org>
Date: July 17, 2012 1:15:20 AM GMT+02:00
To: "'petra.unger@aecom.com'" <petra.unger@aecom.com>
Subject: CA State Parks-Railroad Museum GP & EIR Public Review

Petra,

I've had a chance to review the DEIR for the above referenced EIR and have some comments/corrections relative to Public Services and Traffic and Transportation sections of the document.

Public Services:

According to the DEIR, The Sacramento Metropolitan Fire Dist provides fire and emergency services to Old Sacramento OSSHP, and CSRM. The Old Sacramento State Historic Park And CSRM are within the City of Sacramento Fire Department service area. The Sacramento Fire Department provides fire/medical services to the City of Sacramento as well as Old Sacramento. 23-1

Transportation/Traffic:

According to this section, the General Plan will have **less than significant impacts** to Traffic and Transportation. Per exhibit 4-2 Preferred Concept Plan, it shows temporary closure on I St. between 2nd St and Commonwealth Alley, a horse car loop that runs west of the Commonwealth Alley and south on Front St as well as bollards that run in the Commonwealth alley and I and Front St. The proposed plan limits fire access to existing structures located along I and Front St as well as the new proposed structure. Per 2010 California Fire Code, Section 503.1.1; *Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.* Clear access must be maintained at all times with the exception of gates and barriers that cross fire access roads. These items must be reviewed/approved and installed to the satisfaction of the fire department. 23-2

As stated above, the proposed plan creates limitations to fire/medical access and will need to be mitigated within the EIR.

King Tunson
Plan Review-Fire Prevention
Sacramento Fire Department
300 Richards Blvd, 2nd Floor
Sacramento, Ca 95811
Office (916) 808-1358
Fax (916) 808-4776
email: ktunson@sfd.cityofsacramento.org

Letter 23 Response	King Tunson Sacramento Fire Department July 28, 2012

23-1 The Environmental Setting in Section 5.6.10, second paragraph on page 5-70 has been corrected to indicate: "The Sacramento Fire Department provides fire and emergency services to OSSHP," as noted in the comment. Please also refer to Chapter 5.

23-2 State Park will comply with all Fire Code regulations and coordinate with the Sacramento Fire Department on facility improvements that may affect fire apparatus access. I Street is no longer proposed to be closed to vehicular access during the day, as addressed in Master Response 2. The horse car route has been reconsidered and limited to State Park property, as addressed in Master Response 6. Any new bollards would be installed in a way that would not create a barrier to fire or medical access.

Letter 24 Delta Protection Commission

24

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

July 16, 2012

Pati Brown
California Department of Parks and Recreation
111 I Street
Sacramento, CA 95814

Subject: Old Sacramento State Historic Park and California State Railroad Museum General Plan
SCH#: 2010092068

Dear Pati Brown:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on July 13, 2012. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2010092068) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

STATE OF CALIFORNIA – NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., Governor

DELTA PROTECTION COMMISSION
2101 Stone Blvd., Suite 210
West Sacramento, CA 95691
Phone (916) 375-4800 / FAX (916) 376-3962
Home Page: www.delta.ca.gov

7/13/12 late

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Contra Costa County Board of Supervisors
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Yolo County Board of Supervisors
Cities of San Joaquin County
Cities of Contra Costa and Solano Counties
Cities of Sacramento and Yolo Counties
Central Delta Reclamation Districts
North Delta Reclamation Districts
South Delta Reclamation Districts
Business, Transportation and Housing
Department of Food and Agriculture
Natural Resources Agency
State Lands Commission

July 13, 2012

State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

Subject: Old Sacramento State Historic Park and California State Railroad Museum Preliminary General Plan and Draft Environmental Impact Report (SCH # 2010092068)

To Whom It May Concern:

Delta Protection Commission (Commission) staff have reviewed the *Old Sacramento State Historic Park and California State Railroad Museum Preliminary General Plan and Draft Environmental Impact Report* and are providing these comments. The Old Sacramento State Historic Park and California State Railroad Museum (excluding the Sacramento Southern Railroad Area) both lie outside of the Primary Zone of the Delta and therefore are not subject to consistency requirements with the Commission's Land Use and Resource Management Plan (LURMP) for the Primary Zone of the Delta. As these facilities aim to educate the public about the region's history there is potential compatibility with the proposed Sacramento-San Joaquin Delta National Heritage Area, which the Commission is currently finalizing a feasibility study for. Commission staff are interested in further discussion with California Department of Parks and Recreation regarding this potential collaborative opportunity between our efforts. 24-1

The use of the Sacramento Southern Railroad Area is supportive of a number of plans which have recently been completed or are currently being conducted by the Commission including the *Economic Sustainability Plan for the Sacramento-San Joaquin Delta*, the *Feasibility Study for a Sacramento-San Joaquin Delta National Heritage Area*, and the *Great California Delta Trail Blueprint Report for Sacramento, San Joaquin, and Yolo Counties*. Therefore the Commission is supportive of plans for this facility, as long as activities are consistent with the LURMP as a significant portion of the 16 miles of railroad right of way does cross through the Primary Zone of the Delta. Policies supportive of the recreational use of the Sacramento Southern Railroad area relate to the appropriate planning and development of existing public recreation and access areas; the encouragement of new regional recreational opportunities, and the preservation of the Delta's rich cultural heritage in public/private facilities. While agriculture and agriculturally supporting uses are promoted as the primary land uses in the primary zone, recreation land uses are supported in appropriate locations where conflicts with agricultural land uses or other beneficial land uses can be minimized. Therefore if the use of the Sacramento Southern Railroad has the potential to conflict with adjacent agricultural uses, 24-2

State Clearinghouse
July 13, 2012
Page Two

the Final General Plan and Environmental Impact Report must explain how these conflicts will be minimized. cont. 24-2

Thank you for the opportunity to provide input. Please contact the Commission office at (916) 375-4800, if you have any questions about the comments provided herein.

Sincerely,

Michael Machado
Executive Director

Letter 24 Response	Michael Machado Executive Director Delta Protection Commission July 13, 2012

24-1 Thank you for the comment. State Parks looks forward to opportunities to coordinate and collaborate with the Delta Protection Commission on educating the public about the history of the Sacramento-San Joaquin Delta, as part of future implementation or operation of the proposed excursion train experience from Pocket-Meadowview area to Hood or as part of proposals to develop a Sacramento River and Delta Museum, if pursued in the future.

24-2 The excursion train line from the Pocket-Meadowview area to Hood is intended to provide a recreational opportunity that promotes education about the Sacramento Delta and provides nature viewing, while limiting disturbance to agricultural uses or other sensitive habitat areas along the excursion train right-of-way. Additional planning and environmental study is needed to consider the project feasibility and impacts of the excursion train line. State Park will coordinate with the Delta Protection Commission on future plans and environmental studies for the excursion train line from the Pocket-Meadowview area to Hood.

Letter 25 Friends of the Sacramento River Parkway

25

Friends of the Sacramento River Parkway

(Supporting public access and recreation along the Sacramento River)

July 23, 2012

VIA E-MAIL (petra.unger@aecom.com) AND U.S. MAIL

Petra Unger, Project Manager
AECOM
2020 L. Street, Suite 400
Sacramento, CA 95811

Re: Old Sacramento State Historic Park General Plan:
Comments re Proposed Bikeway Alternative Concepts, Possible Errors

Dear Ms. Unger:

I write on behalf of the Friends of the Sacramento River Parkway ("FSRP"). First, let me apologize that this letter comes after the formal deadline for submission of comments on the Old Sacramento State Historic Park General Plan. Nevertheless, we hope that you and the Department of Parks and Recreation (the "Department") will be able to consider these comments. We have just become aware of some issues that may need attention.

FSRP'S INTEREST

FSRP (formerly Friends of the Sacramento River Greenway) is an unincorporated association of individuals who seek the completion of the Sacramento River Parkway, a plan endorsed by the City of Sacramento 37 years ago and reaffirmed 15 years ago, for a multi-use trail on the Sacramento River levee. More immediately, FSRP is lobbying for and researching the means to complete the Parkway through Sacramento's Little Pocket and Pocket neighborhoods where two detours through busy city streets, neighborhoods, and confusing trails through greenways and along canals stifle use of the Parkway.

FSRP has gathered documentation and evidence showing that the current system of private fences and gates that block completion of the Parkway in the Little Pocket and Pocket neighborhoods is antithetical to the public interest. The private fences create and exacerbate risks to these neighborhoods and impose numerous detriments on other

25-1

19 Northlite Circle, Sacramento, California 95831. Tel. (916) 205-3822. Fax (916) 427-2460

residents. We have submitted comments in this regard to the Central Valley Flood Protection Board and the Department of Water Resources. These issues are probably not germane to our discussion here. Therefore, we do not dwell further on these issues, but we would be happy to provide further information or copies of our comments upon request.

FSRP has also provided comments to the Delta Protection Commission in support of its planning for the Great California Delta Trail, and we do believe those comments are relevant here. The Commission in March approved the alignment of the Delta Trail with the Sacramento River Parkway, and we expect that signs will be installed soon designating the Parkway as the Delta Trail.

The Delta Trail will be a continuous recreational corridor linking the San Francisco Bay Trail system to the Sacramento River trails. However, the vision will be seriously shortchanged if the Parkway continues to elude completion. Without the Sacramento River Parkway as a link to the American River Parkway and other regional and municipal trails, much of Sacramento's populace will lack a bicycle and pedestrian-friendly path to the Delta Trail. This will discourage utilization of the Delta Trail, or encourage users to drive cars to access points, eroding some of the environmental benefits that recreational trails promise. cont. 25-1

COMMENTS

Support for Proposed Bikeway Alternative A

We commend the drafters of the General Plan for Proposed Bikeway Alternative A, and we offer our strong endorsement of this alternative. For the reasons stated in the General Plan, we agree that moving access from I Street to J Street for the northern stretch of the Parkway is a much-needed improvement. We also favor Alternative A's idea of having both a trail through Old Sacramento and an alternate commuter trail skirting some of the area.

We are especially supportive of locating a continuing trail on the railroad right-of-way through Old Sacramento. We presume that you considered realigning the tracks or asking the city to cut back the boardwalk to provide sufficient room for the trail on the river side of the tracks but found that such a plan would be impractical or infeasible. Obviously, keeping the trail on one side of the right-of-way without a need to cross the tracks twice would be safer and more convenient, and a trail on the river side of the tracks would likely discourage pedestrian use. Nevertheless, so long as a continuous, dedicated Class I trail will exist through Old Sacramento, you have FSRP's strong support. 25-2

This approach is also important for the sake of consistent planning. As we understand the Department's *Recreation Proposal for the Sacramento San Joaquin Delta and Suisun Marsh*, the Delta Trail will become an integral link between recreational facilities, parks, and other points of interest. A bikeway alternative that carries all bicycle traffic around

Old Sacramento would be inconsistent with this vision and would fail to recognize Old Sacramento as the most critical link in the regional park system. Old Sacramento is and always should be a hub for access in the region. The best way to accomplish this is a Class I trail into and through Old Sacramento, like that envisioned in Alternative A. cont. 25.2

Possible Errors

We wish to highlight some possible errors or misunderstandings that may have made their way into the General Plan. If our understanding is incorrect, we apologize in advance, but believe it is important that we share our understanding.

We note that the General Plan refers repeatedly to the American River Parkway Plan. (OSSHP General Plan at 2-20, 2-98, and 5-59.) The General Plan states: "OSSHP includes a segment of the Sacramento River and riverfront between K Street and the I Street Bridge, including a half mile of the American River Bike Trail." (*Id.* at 2-20.) The General Plan further states: "The *American River Parkway Plan* does not address areas south of the *Discovery Park Area Plan* area; the extension of the parkway and associated improvements proposed in this General Plan, therefore, can be viewed as supplemental to the *American River Parkway Plan*." (*Id.* at 2-98.) Indeed, we agree with the first part of this statement and can find nothing in the American River Parkway Plan that provides for the trail from Tiscornia Park/Jibboom Street to Old Sacramento. 25-3

In fact, the trail from the Jibboom Street Bridge to Old Sacramento is the Sacramento River Parkway, as provided in the Sacramento River Parkway Master Plan of 1975 and the updated Sacramento River Parkway Plan of 1997. (We will gladly provide copies and citations on request.) Failing to recognize this distinction could unnecessarily complicate future planning as the Department attempts to coordinate with the County of Sacramento, which is the primary jurisdiction overseeing the American River Parkway, rather than with the City of Sacramento, which is the jurisdiction overseeing the Sacramento River Parkway. If nothing else, public perception may be incorrect if the General Plan fails to incorporate this distinction.

In addition, FSRP believes that the General Plan may be confusing the two Parkways and, in turn, may further confuse the public. The General Plan states: "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." (OSSHP General Plan at 1-1.) We are not aware of any formal designation of either Parkway or any part thereof as the "Sacramento-American River Bike Trail." We believe that "Jedediah Smith Memorial Trail" is the designation for the American River Parkway trail alone. The American River Parkway Plan appears to support this conclusion: "The Jedediah Smith Memorial Trail is the primary recreational trail and runs along the entire length of the Parkway. It connects Discovery Park to Folsom Lake and provides an important bicycle commuter route." (American River Parkway Plan (2008) at 96.) 25-4

Finally, though this is not an error, FSRP would prefer to see greater emphasis on the description of both the American River Parkway and Sacramento River Parkway trails as multi-use trails. While they are designed as bicycle trails, they serve walkers, hikers, dog-walkers, joggers, and runners – including competitive running events. Failing to emphasize these multiple benefits may cause a great many would-be users to discount the advantages of these community assets. 25-5

* * * *

If you have questions or would like any additional information, please do not hesitate to contact Jim Houpt, an FSRP member who has been the primary author of FRSP's positions. You can reach Jim by phone at (916) 396-7239, or by e-mail at jhoupt@houptlaw.com.

We thank the Department and the drafters of the General Plan for their excellent work. We also offer our advance gratitude if you are able to consider these comments despite their tardiness.

Very truly yours,

Anne Rudin

Anne Rudin
Former Mayor, City of Sacramento
And Founding Member, FSRP

Letter 25 Response	Anne Rudin Former Mayor, City of Sacramento Friends of the Sacramento River Parkway July 23, 2012

25-1 State Parks has been and will continue to coordinate with the City of Sacramento to address bike trail connections through Old Sacramento that represent a current gap in the completion of the Sacramento River Parkway and planned Delta Trail recreational corridor.

State Parks witnesses and faces similar issues of private fences and gates encroaching into the SSRR excursion train right-of-way and use of the maintenance road along the excursion train track for recreational vehicle or trailer access. Solutions to these issues will need to be addressed with the community during future planning for Excursion Train 2 and any planned bike routes along the excursion train right-of-way.

25-2 State Parks continues to work with the City of Sacramento to address bike trail connections. However, the overall bike trail network through Old Sacramento will be determined by the City, as addressed in Master Response 1. A commuter bikeway route is planned along Second Street, as addressed in the City's Bikeway Master Plan. Further study by the City is needed to determine the course of the recreational bikeway along the Sacramento River due to space constraints along the boardwalk; however, a continuous shared multi-use path is planned along the Sacramento River through Old Sacramento.

25-3 Thank you for input on possible errors in the General Plan. Corrections clarifying the extent of the Sacramento River Parkway and multi-use trail from the American River Parkway and associated Jedediah Smith Memorial Trail have been made, as addressed in Master Response 1 and the updates in Chapter 5 of this document.

25-4 Corrections to the extent and location of the Jedediah Smith Memorial have been made in the General Plan, as addressed in Master Response 1 and the updates in Chapter 5 of this document.

25-5 As suggested, the descriptions of the trails along the American River Parkway and Sacramento River Parkway have been revised and now refer to them as multi-use trails, better reflecting the variety of uses and users these trails serve.

Letter 26 Department of Toxic Substances Control

26

Department of Toxic Substances Control

Linda S. Adams
Acting Secretary for
Environmental Protection

Deborah O. Raphael, Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Edmund G. Brown Jr.
Governor

July 16, 2012

Via E-mail

Petra Unger
Project Manager
AECOM
2020 L Street, Suite 400
Sacramento, California 95811
petra.unger@aecom.com

DTSC COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OLD SACRAMENTO STATE HISTORIC PARK AND CALIFORNIA STATE RAILROAD MUSEUM GENERAL PLAN

Ms. Unger:

Department of Toxic Substances Control (DTSC) has reviewed the May 30, 2012 Draft Environmental Impact Report (EIR) for the Old Sacramento State Historic Park (OSSHP) and California State Railroad Museum (CSRM) General Plan, State Clearinghouse Number (SCH#) 2010092068. Although DTSC was not included in the distribution list of reviewing agencies for the Notice of Preparation and Draft EIR, DTSC appreciates the opportunity to review and comment on the Draft EIR and is eager to participate and provide information to facilitate the implementation of the California Environmental Quality Act process at the site.

Part of the CSRM includes the Railroad Technology Museum (RTM) that is located in the Central Shops Study Area at the Railyards. Since DTSC is providing lead regulatory oversight for the cleanup of contaminated soil and groundwater at the Railyards, our review focused on the aspects of the Draft EIR related to the historical and ongoing remedial measures at the Railyards.

Hazardous Waste Remediation

The section in the Draft EIR titled "5.6.6 Hazards and Hazardous Materials" described the "Environmental Setting" of the Railyards and included an "Impact Analysis" of "Risk of Public Exposure to Hazardous Materials during Transport, Use, Disposal, or Accidental Release during Project Construction and Operation." 26-1

Ms. Unger
July 16, 2012
Page **2** of **2**

The "Environmental Setting" included a brief discussion of historic operations, hazardous releases, and DTSC oversight. DTSC and Regional Water Quality Control Board are currently reviewing the Remedial Action Plan (RAP) for the Central Shops Study Area and South Plume Groundwater Study Area. The Final EIR may need to incorporate the RAP since it would be the decision document describing the remedy in the area where the RTM will be located. cont. 26-1

The "Impact Analysis" describes compliance with federal, state and local regulations related to hazardous materials. However, specific risks related to the abatement and use of RTM shall also be discussed. This may be accomplished by incorporating specific conditions related to cleanup practices that were described in the November 2007 Railyards Specific Plan Final EIR (SCH# 2006032058). 26-2

The Final EIR should also discuss the groundwater and soil remediation in the "Geology, Soils, And Seismicity" and "Hydrology and Water Quality" sections. 26-3

Abatement of Historic Buildings

The Draft EIR states that the CSRM will be subject to clean-up of contamination and are being rehabilitated under the Secretary of the Interior's Standards for Rehabilitation of Historic Buildings. Although not explicitly stated in the Draft EIR, among these standards includes a consideration of mandated code requirements, including the abatement of lead paint and asbestos.

Several historic buildings within the Central Shops Study Area have already been cleared of lead and asbestos. Specifically, the buildings were Car Machine Shop, Planning Mill, Car Shop 3, Blacksmith Shop, Paint Shop, and Privy. The abatement activities occurred between 2009 and 2010 under the prior property owner, Thomas Enterprises, Inc., and regulatory oversight of DTSC. Parts of the RTM include the Boiler Shop and Erecting Shop. These buildings may need to undergo similar abatement, as also required under the Railyards Specific Plan Final EIR. 26-4

DTSC looks forward to receiving the Final EIR for a complete review of the specific issues related to remediation of contamination at the site. As the Draft EIR project proceeds, and if you have any questions regarding site investigation and remediation, please contact me at (916) 255-3601 or Ruth.Cayabyab@dtsc.ca.gov. 26-5

Sincerely,

Ruth Cayabyab

Ruth Cayabyab
Project Manager
Brownfields and Environmental Restoration Program

Letter 26 Response	Ruth Cayabyab Project Manager Department of Toxic Substances Control July 16, 2012

26-1 The Remedial Action Plan will be implemented during any future actions at the Railyards that would be implemented over the lifespan of the General Plan.

26-2 Any conditions specific to clean-up practices that were prescribed as part of the 2007 Railyards Specific Plan Final EIR are already being implemented. However, to specifically state the necessity of these conditions, the following has been added to the Environmental Setting Section for Hazards and Hazardous Materials on page 5-51 of the EIR:

"Project Specific Conditions

In November 2007 the Department of Toxic Substances Control (DTSC) certified the Railyards Specific Plan Final EIR (FEIR) (SCH# 2006032058). The FEIR contains specific conditions related to cleanup practices at the Railyards property that are currently being implemented as cleanup moves forward. Specifics about the cleanup in the area around the proposed Railroad Technology Museum are detailed in the Central Shops Remedial Action Plan (RAP), adopted by DTSC, and currently being implemented. For those portions of the Railyards that will be on State Park property once the land transfers are complete, State Parks will implement the specific cleanup measures that are applicable under the terms of the Central Shops RAP with regards to hazardous materials, water quality, and soils."

26-3 The following sentence has been added to the "Geology, Soils and Seismicity" and the Hydrology and Water Quality Sections of the EIR: "Any site specific conditions prescribed as part of the Railyards Specific Plan EIR and associated Remedial Action Plan the apply to those parts of the property ultimately in State Parks ownership will also be implemented."

26-4 State Parks is aware of the required abatement actions that will need to be implemented prior to the RTM opening to the public.

26-5 The FEIR will be submitted to DTSC for informational purposes and State Parks will continue to work closely with DTSC once plans for the RTM move forward.

Letter 27 Crocker Art Museum

CROCKER
art museum

27

July 10, 2012

Ms. Petra Unger, Project Manager
AECOM
2020 L Street, Suite 400
Sacramento 95811

Dear Ms. Unger:

The Crocker Art Museum recently reviewed the *Old Sacramento State Historic Park and California State Railroad Museum General Plan and EIR*. We understand the opportunities inherent in establishing two park districts to focus on the distinct historical experiences represented in Gold Rush and railroading history. As it happens, both parks will have rich connections to the Crocker Art Museum and its founding by Judge E.B. and Margaret Rhodes Crocker. We look forward to collaborating with the parks in the coming years as they explore ways to enhance visitor facilities and programmatic experiences.

In addition, we very much support the opportunities to expand the current excursion train service with stops, among others, at the Crocker Art Museum and Sacramento Zoo, along with the expanded natural history focus in the rail section from Pocket/Meadowview neighborhood to Hood. As a whole, these added attractions will promote an attractive "critical mass" of experiences for visitors and Sacramento area residents, and should benefit cultural partners in the region through expanded tourism and regional investment. 27-1

We very much value the important cultural resources addressed in the plan and their importance to this community, and look forward to next steps in the planning and implementation process.

Sincerely,

Lial A. Jones
Mort and Marcy Friedman Director

cc: Patti Brown
Paul Hammond
Randy Roberts

216 O Street Sacramento, CA 95814 tel 916.808.7000 fax 916.808.7372 crockerartmuseum.org

Letter 27 Response	Lial A. Jones Mort and Marcy Friedman Director Crocker Art Museum July 10, 2012

27-1 Thank you for the letter of support on the proposed programs and opportunities of the General Plan to collaborate with local museums, organizations, and attractions in Sacramento, such as the Crocker Art Museum, to expand the experiences, education, and tourism of the cultural, historic, and natural resources in the region. State Parks looks forward to future collaborations with the Crocker Art Museum as the OSSHP General Plan moves forward.

Letter 28 Tim Castleman

28

-----Original Message-----
From: timcastleman@gmail.com [mailto:timcastleman@gmail.com] On Behalf Of Practical Cycle Tim
Sent: Wednesday, August 08, 2012 1:49 PM
To: Unger, Petra
Cc: Chris McSwain; Jordan Lang; Cassidy Castleman; Liz Brenner
Subject: Comment on Old Sacramento State Historic Park - General Plan

Please include this comment on the Preliminary Old Sacramento State Historic Park - General Plan:

Text on page 4-11 states that "I Street would be abandoned as a physical bike trail/railroad crossing and trail traffic would be routed to other locations"

This closure would adversely affect a large number of current users and should only be implemented AFTER the existing bike path from the I Street underpass to J street is improved to accomodate pedestrian and bike traffic similar to the Promenade portion south of Tower Bridge, including construction of a safe and convenient crossing for both pedestrians and cyclists over the train tracks at J Street into Old Sacramento. 28-1

I thank you in advance for including this comment in the planning process.

--
Tim Castleman
Practical Cycle
114 J Street
Sacramento, CA 95814
916-706-0077
http://www.PracticalCycle.com

Letter 28 Response	Tim Castleman Practical Cycle August 8, 2012

28-1 Bike trail crossings of I Street will not be eliminated or discouraged from bicycle use until a safe, alternative bike route has been developed. Please refer to Master Response 1 for corrections and clarifications regarding bike and recreational trails through OSSHP.

Letter 29 California State Lands Commission

STATE OF CALIFORNIA EDMUND G. BROWN J 29 r

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

CURTIS L. FOSSUM, *Executive Officer*
(916) 574-1800 FAX (916) 574-1810
California Relay Service From TDD Phone **1-800-735-2929**
from Voice Phone **1-800-735-2922**

Contact Phone: **(916) 574-1900**
Contact FAX: **(916) 574-1885**

August 13, 2012

File Ref: SCH #2010092068

Petra Unger, Project Manager
AECOM
2020 L Street, Suite 400
Sacramento 95811

Subject: Preliminary General Plan/Draft Environmental Impact Report (EIR) for the Old Sacramento State Historic Park and the California State Railroad Museum, Sacramento County

Dear Ms. Unger:

The California State Lands Commission (CSLC) staff has reviewed the subject General Plan/Draft EIR for the Old Sacramento State Historic Park (OSSHP) and the California State Railroad Museum (CSRM) project (Project), which is being prepared by the California State Parks (State Parks). State Parks, as the public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The CSLC will act as a trustee agency because of its trust responsibility for projects that could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the public easement in navigable waters. Additionally, because the Project involves work on sovereign lands, the CSLC will act as a responsible agency.

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

29-1

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion

or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

After review of the information contained in the General Plan/Draft EIR, the CSLC staff has determined that the portion of the proposed project in the Sacramento River between the I Street Bridge and J Street is over lands that are subject to a 49-year Master Lease PRC 7001.1 between the city of Sacramento and the CSLC. The Lease expires on June 30, 2035. This permitted use of the State sovereign land is for the use and maintenance of docks, walkways, access ramps, floating vessels, and any other structure necessary for and appurtenant to the development of the Lease area and for the mooring of vessels. Authorization from the city of Sacramento and approval of a sublease from the CSLC would be required for any improvements or new construction within this Lease area. cont. 29-1

Project Description

The 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). The Project evaluates properties owned by 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.

The General Plan/Draft 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. Implementation of the General Plan/Draft EIR would improve the visitor experience to Old Sacramento, bring park and visitor facilities and infrastructure to current code standards, and strengthen public-private partnerships. 29-2

CSLC staff understands that the Project would include the Sacramento Riverfront area, which is located between the I Street Bridge to the north and J Street to the south. Proposed improvements to this area include the development of a new dock for the display of historic ships, operation of a water taxi, and boat moorage and enhancements.

Environmental Review

CSLC staff requests that State Parks consider the following comments on the Project's General Plan/Draft EIR:

General Comment

1. Programmatic Document: Because the Project is being proposed as a "Programmatic" rather than a "Project-level" EIR, the CSLC expected the Project to be presented as a series of distinct, but related, sequential activities (i.e., particular proposed actions). The State CEQA Guidelines[1] section15168, subdivision (c)(5) states that a program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible, not only to reduce subsequent review obligations, but also to ensure potential cumulative impacts are adequately analyzed. In addition, in order to avoid the improper deferral of mitigation, a common flaw in program-level environmental documents, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, § 15126.4, subd. (b)). 29-3

   The CSLC staff is concerned that as currently written, the General Plan/Draft EIR does not clearly spell out either the distinct, feasible measures that would be incorporated in any later tiered document, or a series of steps that would be taken to determine the appropriate measures for a future specific project under the Program; instead relying on less specific "goals" and "guidelines." As such, the General Plan/Draft EIR should make an effort to distinguish between what activities and their mitigation measures are being analyzed in sufficient detail to be covered under the General Plan/EIR without additional Project specific environmental review, and what activities will trigger the need for additional environmental analysis (See State CEQA Guidelines, § 15168, subd.(c)).

Biological Resources

2. The General Plan/Draft EIR identifies many special-status plant or wildlife species that may occur within the Project area; however, it does not attempt to quantify potential impacts to special-status species due to the implementation of Project components (such as the construction of the new pier on the Sacramento River). The "mitigation" proposed for *Impact Bio-1: Adverse Effects on Special-Status Species within Old Sacramento State Historic Park* includes Goal NR-1, which is comprised of guidelines, many of which defer mitigation to future regulatory agencies (see General Comment above). CSLC staff recommends 29-4

[1] The State "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

that additional analysis be done to further determine potential impacts due to the proposed Project, and more adequate mitigation proposed. cont. 29-4

Climate Change

3. Greenhouse Gases: A greenhouse gas (GHG) emissions analysis consistent with the California Global Warming Solutions Act (AB 32) and required by the State CEQA Guidelines should be included in the General Plan/Draft EIR. This analysis should identify a threshold for significance for GHG emissions, estimate the level of GHGs that will be emitted as a result of ultimate "build-out" of all the Projects included in the programmatic analysis, determine the significance of the impacts of those emissions, and, if impacts are significant, identify mitigation measures that would reduce them to less than significant. 29-5

   The General Plan/Draft EIR does not attempt to quantify emissions for construction of the various Project components, but states that "Because of the relatively small square footage and acreage of proposed development, construction emissions would not be expected to substantially contribute to regional GHG emissions." CSLC staff suggests that the General Plan/Draft EIR include more analysis of construction-related impacts due to GHG emissions, particularly on components that would require extensive construction, such as developing the Gold Rush and Commerce area and additional structures within the Sacramento Southern Railroad area.

Cultural Resources

4. Submerged Resources: The General Plan/Draft EIR should evaluate potential submerged cultural resources in the Project area. The CSLC maintains a shipwrecks database, available at http://shipwrecks.slc.ca.gov that can assist with this analysis. The database includes known and potential vessels located on the State's tide and submerged lands; however, the locations of many shipwrecks remain unknown. Please note that any submerged archaeological site or submerged historic resource that has remained in State waters for more than 50 years is presumed to be significant. 29-6

5. Title to Resources: The General Plan/Draft EIR should also mention that the title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the CSLC. The recovery of objects from any submerged archaeological site or shipwreck may require a salvage permit under Public Resources Code section 6309. An historic properties evaluation, conducted pursuant to the Code of Federal Regulations, section 106, should be made as well, to determine any potential terrestrial cultural resources in the project areas where construction can occur. CSLC staff requests that State Parks consult with Senior Staff Counsel Pam Griggs at the contact information noted at the end of this letter, should any cultural resources be discovered during construction of the proposed Project. 29-7

Petra Unger Page 5 August 13, 2012

Thank you for the opportunity to comment on the General Plan/Draft EIR for the Project. As a responsible and trustee Agency, the CSLC will need to rely on the Final EIR for the issuance of any amended lease as specified above and, therefore, we request that you consider our comments prior to adoption of the General Plan/EIR. Please send additional information on the Project to the CSLC staff listed below as plans become finalized.

Please send copies of future Project-related documents, including an electronic copy of the Final General Plan/EIR, Mitigation Monitoring and Reporting Program (MMRP), Notice of Determination (NOD), CEQA Findings and, if applicable, Statement of Overriding Considerations when they become available, and refer questions concerning environmental review to Cynthia Herzog, Environmental Scientist, at (916) 574-1310 or via e-mail at Cynthia.Herzog@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Senior Staff Counsel Pam Griggs at (916) 574-1854 or via email at Pamela.Griggs@slc.ca.gov. For information concerning leasing requirements, please contact Reid Boggiano, Public Land Management Specialist, at 916-574-0450 or by email at reid.boggiano@slc.ca.gov. 29-8

Sincerely,

Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
Reid Boggiano, LMD, CSLC
Cynthia Herzog, DEPM, CSLC
Jim Frey, Legal, CSLC

Letter 29 Response	Cy R. Oggins, Chief Division of Environmental Planning and Management California State Lands Commission August 13, 2012

29-1 The comment notes that the portion of the project in the Sacramento River between the I Street Bridge and J Street is over lands subject to a 45-year Master Lease between the City of Sacramento and the California State Lands Commission (CSLC) that expires on June 30, 2035 for maintenance of docks, walkways, access ramps, floating vessels, and any other structure appurtenant to development of the lease area for mooring vessels. This description has been added to Section 2.2.1 of the General Plan. Any planned improvements or construction along the Sacramento River will be coordinated with the City of Sacramento and the CSLC.

29-2 As stated in the comment, OSSHP General Plan proposed improvements located in the jurisdiction of the CSLC include development of a dock for display of historic ships, the operation of a water taxi, boat moorage, and interpretation of sunken ships in the river, in coordination with the City and the CSLC.

29-3 Please refer to Master Response 12 regarding the scope of State Park General Plans and future environmental review.

29-4 Specific impacts to special-status species cannot be quantified at this time, as there are not enough project specific details available at this time for those aspects of the General Plan that would result in physical changes to the environment and thus have the potential to affect special-status species (if present). The NR goals and guidelines provide guidance on how to evaluate these impacts and how to mitigate for adverse effects, if present.

29-5 Details of future construction are not known at this time. Once known, these details will be quantified and analyzed as part of future environmental review. The EIR quantified and analyzed emissions for those aspects of the project known at the project level at this time, such as the extension of Excursion Train 1 to the Zoo. The EIR team also met with a representative from the Air Resources Control Boards to ensure that our approach to the analysis was accurate and acceptable.

29-6 The database was reviewed during preparation of the General Plan, but did not contain detailed information on all the ships that may be in the Sacramento River in the vicinity of OSSHP. State Parks is well aware of the historic significance of any shipwrecks in the river and will ensure adequate environmental review and evaluation once specific plans that could affect these resources move forward.

29-7 The following language has been added to the guidelines pertaining to cultural resources:

"**OSSHP Guideline CR-1a:** Coordinate with the California State Lands Commission (CSLC) regarding any submerged cultural resources or cultural resources on tidal lands that may be subject to CSLC jurisdiction. Determine the need for any salvage permits or other permits related to these resources and obtain permits as necessary, prior to project implementation."

29-8 State Parks will continue to coordinate with CSLC on planning aspects related to resources under CSLC's jurisdiction.

CHAPTER

5

RECOMMENDED CHANGES TO THE GENERAL PLAN

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CHAPTER 5: RECOMMENDED CHANGES TO THE GENERAL PLAN

This chapter details revisions to the Preliminary General Plan/Draft EIR for OSSHP made subsequent to its public release and review. Revisions include changes made to incorporate the responses to comments detailed in Chapters 3 and 4 of this document and changes resulting from revisiting general planning considerations such as specific concepts included in the Preliminary General Plan and suggested park classification. Revisions to text are shown with a strikethrough or underline. Text that has a ~~strikethrough~~ has been deleted from the Preliminary General Plan/Draft EIR. Text that has been added is presented as single underlined. Global changes are summarized at the beginning of the section. The Final General Plan may include additional minor revisions to ensure accuracy of information presented in the Plan or incorporate comments made by the Parks and Recreation Commission.

Text revisions and changes to the previously circulated document are organized by section and page numbers as they appeared in the Preliminary General Plan/Draft EIR. The changes shown in this chapter reflect changes to wording that will appear in the Final General Plan. Adjustments to numbering and formatting of the Preliminary General Plan document are incorporated as a result of changing from the concept of two separate state historic parks, OSSHP and CSRM, described as a concept in the Preliminary General Plan to maintaining OSSHP as one state historic park, comprising five distinct management zones. This change mostly affects the organization of Chapter 4 of the General Plan in which goals and guidelines for OSSHP and CSRM have been reorganized and reordered into the respective management zones to which they apply and have been renumbered.

GLOBAL CHANGES APPLICABLE TO ALL CHAPTERS OF THE GENERAL PLAN

- All references to the creation of two state historic parks, “OSSHP and CSRM,” have been removed. References to “OSSHP and CSRM” throughout the General Plan and EIR have been replaced with “OSSHP” or “park.”
- The title for the General Plan has been changed from “Old Sacramento State Historic Park and California State Railroad Museum General Plan and EIR” to “Old Sacramento State Historic Park General Plan and EIR.”
- General Plan programs primarily address Old Sacramento State Historic Park. Descriptions throughout the Plan addressing programs, facilities, or changes within “Old Sacramento” have been revised to focus solely on “OSSHP” properties and facilities and provide clarifications on when coordination or the role of others is integral to implementing a General Plan concept.
- Separate discussions, including goals and guidelines for OSSHP and CSRM in Chapter 4 of the Preliminary General Plan have been reorganized into parkwide goals and guidelines and goals and guidelines for each of the five management zones, planned for OSSHP, including:

- Gold Rush and Commerce Zone;
- Riverfront Zone;
- Railroad History Zone;
- Railroad Technology and Shops Zone; and
- Excursion Railroad Zone.

Thus, where goals and guidelines have been added or deleted, they have been renumbered accordingly and organized under the appropriate management zone.

- References to the "Sacramento-American River Bike Trail" have been corrected to clarify and make appropriate references to either the Sacramento River Parkway and Multi-Use Trail or the American River Parkway and associated Jedediah Smith Memorial Trail.

- References to the "Big Four Building" or "Big Four Complex" have been replaced with "Big Four Buildings," when the reference includes the Dingley Spice Mill Building. Other proposed revisions to building names, not addressed as part of the General Plan, may be resolved in a future Interpretive Master Plan for OSSHP.

COVER

- The image of the horse-drawn streetcar on the front cover of the General Plan has been replaced with an image of Central Pacific Railroad No. 1: "Governor's Stanford," a steam locomotive displayed in the Railroad History Museum.

EXECUTIVE SUMMARY REVISIONS

General Revisions

- Corresponding changes to the chapters of the General Plan have been reflected in the Executive Summary.

ES.1

- **Park Description, First Paragraph on page ES-2** has been revised as follows:

  "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, which is owned by State Parks and includes permanent easements granted by the City and others, from Old Sacramento to Hood on the historic Walnut Grove branch line…"

- **The section on Two Park Classification (page ES-2)** has been retitled, "Park Classification and has been revised, as follows:

"OSSHP shall remain a state historic park, with opportunities to interpret the significant resources ~~on the site~~within the park, including Gold Rush-era structures; the river and surrounding habitat and embarcadero; ~~and~~ railroad facilities and artifacts; as well as, the story of the City's development and contributions to California and the nation's history."

- **The section on "Significance and Purpose of Both Parks" (page ES-2-ES-3)** has been retitled, "Park Significance and Purpose." The separate statements of purpose for OSSHP and the CSRM (page ES-3) have been combined into one, and the paragraphs on page ES-3 has been revised as follows:

  "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 collect, preserve, study, restore, reconstruct, exhibit, 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~~ 1870~~s~~; 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; and the~~ir~~ impacts of these activities on cultural and natural resources in the development of the city, region, state, and nation…"*

  The remaining paragraphs of Section ES.1, on page ES-3, discussing the distinction of OSSHP and CSRM, have been deleted.

ES.3

- **The title "Two Park Vision" (page ES-2-ES-3)** has been retitled "Park Vision" and the first paragraph of the section has been revised as follows:

  "~~In support of~~ Consistent with the purpose for OSSHP ~~and the CSRM~~, the park vision describes the desired future outcome ~~expressing what OSSHP and the CSRM represent and their~~ role~~s~~, and significance of OSSHP~~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 CSRM~~ offers visitors a unique experience, focusing on broad themes that allow visitors to draw meaning from their own personal interpretation…"

- **Second paragraph, first sentence (page ES-4)** has been revised as follows:

  "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, people, and events of Sacramento, the state, and the nation as "layers of history."

- **Select bullet points in the second paragraph (page ES-4)** have been revised as follows; other bullet points remain unchanged:
  - "the importance and role of the confluence of the Sacramento and American Rivers ~~in the founding of early Sacramento in the 1840s~~ on the town location and settlement of Sacramento, named after the Sacramento River, in 1849;
  - the growth of an 1850s Gold Rush ~~outpost~~ city and bustling commercial center serving an influx and diverse ~~cosmopolitan~~ mix of miners and prospectors, many of whom would settle the region and bring with them their cultural traditions and values;
  - the center of ~~a~~ busy transportation ~~system~~ networks supplying goods and agricultural commodities and connecting the northern California Gold Rush camps…
  - (new fourth bullet point) Sacramento's significance and achievements in communication and transportation development, serving as the main terminus for Sacramento River shipping, the Sacramento Valley Railroad, the western terminus of the Pony Express, the first transcontinental telegraph and the first Transcontinental Railroad, and the location of stations for the Central Overland mail and other early stage lines;
  - the beginnings of a thriving shipping and railroad distribution center supporting a productive agricultural region;…
- Sacramento's evolution as a City and the state's political center of government."
- **The first paragraph on page ES-5** has been revised as follows:

  "~~CSRM~~The railroad components of OSSHP bring~~s~~ to life the dynamic history and technology of railroads and tell the story of their role in connecting California to the rest of the nation and North America, interpreting the…"

- **The last paragraph on page ES-5** has been revised as follows:

  ~~Together CSRM and OSSHP, depict Sacramento's critical role in communication and transportation development.~~ Facilities, 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 communication, engineering, and transportation visionaries. ~~Both~~The park~~s~~ offers visitors a ~~different perspective of~~ place to experience~~ing~~, understand~~ing~~, and discover~~ing~~ the rich history, resources, and artifacts of the area and ~~its~~the stories of the people, changes, and events that have contributed~~ion~~ to the growth and development of the city, the region, California, and the nation. Exhibits, programs, and interpretive media represent the themes of the ~~each~~ park and help visitors ~~create~~draw relevant meaning and personal connections ~~to~~ between history and their own experiences and lives. Thus, establishing OSSHP as a meaningful and inspiring place to be remembered, valued, and visited often by generations to come.

ES.4

- **Paragraphs Three Through Five (page ES-6)** has been revised as follows:

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

  The General Plan ~~will~~ addresses the needs and opportunities to improve the visitor experience to ~~Old Sacramento~~OSSHP by strengthening interpretive programs and events and adding new facilities or improving existing facilities to make the experience at OSSHP ~~and CSRM~~ interactive ("visual, audi~~o~~ble, and memorable"). A horse-drawn streetcar ~~loop~~demonstration line, outdoor display of historic trains and boats, a Gold Rush ~~interpretive center~~experience, 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 balancing preservation of the park's historic character and meeting the challenge of serving peak ~~these~~ demands during special events. General interest was expressed for providing a variety of activities and uses, ranging from more historic interpretive facilities~~,~~ and ~~to~~ park concessions ~~opportunities~~, ~~and~~ to recreational opportunities on the river or on the excursion train. ~~It~~ The General Plan also encourages ~~the addition~~ coordination of gateways, directional, and interpretive signage improvements, enhancing visitor amenities and programming, and circulation improvements to connect the experience of OSSHP~~, CSRM,~~ and Old Sacramento to ~~other nearby~~ local area parks, museums, cultural destinations, and attractions in Sacramento.

- **First Paragraph (page ES-7)** has been revised as follows:

  "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~~ Attracting additional volunteers and increased private financial support, and engaging existing project partners will be key components needed to implement the General Plan and the successful development and operation of new park facilities and programs, ~~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 CSRM, is proposed for OSSHP to help~~ containing a restored focus ~~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~~ Similarly, ~~both OSSHP and CSRM need to work in~~ State Parks must work in coordination with stakeholders in Old Sacramento and the Central Shops District to help create a ~~unifying~~ cohesive overall vision ~~and identity~~ for each of these areas ~~districts and~~that balances historic and business goals and interests with visitor needs."

ES.5

- **First Paragraph (page ES-7)** has been revised as follows:

  "The General Plan establishes the long-range purpose and vision for OSSHP~~ and CSRM~~. ~~Land use areas~~Management zones 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 CSRM~~. ~~Two land use areas~~ Five management zones are identified for OSSHP: the ~~Sacramento~~ Riverfront ~~area~~ Zone, ~~and~~ Gold Rush and Commerce ~~area~~Zone,~~. Land use areas defined for CSRM include the~~ Railroad History ~~area~~Zone, Railroad Technology and Shops ~~area~~Zone, and ~~Sacramento Southern~~ Excursion Railroad ~~area~~Zone. Goals and guidelines in the General Plan describe how the purpose, vision, and management intent for the overall park and specific management zones are to be achieved. ~~They~~Goals and guidelines 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 future development and management plans."

- **The section title, "Land Use Areas for OSSHP" (page ES-7)** has been replaced with "Management Zones for OSSHP."

- **The section on Sacramento Riverfront Area (page ES-7)** has been retitled, "**Riverfront Zone**." Description of proposed improvements to the Riverfront Zone has been revised as follows:

  "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~~ including ~~bank~~landscape enhancements ~~of~~ along 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~~ improve public safety and ~~improve~~ ADA accessibility; ~~consistent design and programming~~ and coordination of interpretive exhibits for the river, envisioned to contribute to the community's vision for~~that are coordinated and connect to~~ a future interpretive trail system along the Sacramento River ~~bike trail~~Parkway, as ~~envisioned~~ proposed in the *Sacramento Riverfront Master Plan* (City of West Sacramento and City of Sacramento 2003). Any improvements or enhancements along the river shall be planned and implemented in coordination with the City, who currently holds a 49-year master lease (through 2035) from the California State Lands

Commission for the portions of the proposed project in the Sacramento River, between the I Street Bridge and J Street…"

- **The section on Gold Rush and Commerce Area (page ES-8)** has been retitled, "Gold Rush and Commerce Zone." Description of proposed improvements to the Gold Rush and Commerce Zone has been revised as follows:

  "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~~ a transitional area between the Railroad History Museum and Sacramento History Museum to interpret ~~the~~ Gold Rush ~~story~~ commerce and railroad themes and the use and significance of the Big Four Building through time. 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 opportunities to display the archaeology and artifacts found on-site and expand the facilities visited on the existing Old Sacramento Underground Tours that interpret ~~guided and self-guided~~ ~~archaeological tours of~~ the city's original street elevation and street raising; 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 also proposed to be relocated ~~to~~within 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 museum~~s,~~ or 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~~ Additionally, historic methods of transportation in use in Sacramento in the 19th century will be displayed through the operation of a period-style horse-drawn streetcar ~~loop~~ demonstration ride ~~through the streets of Old Sacramento,~~ in the Gold Rush and Commerce Zone, recreating the experience of this early form of public transit that preceded the invention of the street and cable cars.

- **The information on Railroad History and Technology Area section (page ES-9)** has been divided into two different sections that focus on the resources of the "Railroad History Zone" and "Railroad Technology and Shops Zone." The description of these management zones has been revised as follows:

  Railroad History Zone

  "The Railroad History ~~and Technology area~~Zone tells the story of the railroad—its history, innovation, role in transforming the region and the West, and as an 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 and the RHM~~,~~ and turntable.

Improvements to the Railroad History Zone ~~and Technology area~~ include improvements to the RHM~~, with~~ and 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~~ terminus to the Passenger Station to include an expanded boarding area, restaurant concession, and restroom~~ improvement~~s; and 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.

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. Visitors will ~~gain an understanding and appreciation~~get a glimpse of the history and evolution 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 history, themes, and rail-related transportation technology."

Railroad Technology and Shops Zone

The Railroad ~~History and~~ Technology ~~area~~ and Shops Zone tells the story of the railroad from the perspective of the engineers and artisans that restore and repair the historic locomotives and passenger cars and through interactive exhibits that explain the science, engineering, and innovation in railroad technology. This area includes artifacts, interpretive collections, and railroad equipment and facilities, including the proposed Railroad Technology Museum (Boiler Shop, Erecting Shop, turntable, transfer table, and firing line) on the Railyards property.

Improvements to the Railroad ~~History and~~ Technology ~~area~~ and Shops Zone includes the development of a new RTM at the historic Railyards site to expand the exhibit space and railroad themes of the CSRM. This Railroad Technology ~~Complex~~ Zone will add a focus on science and engineering themes and include interactive exhibits that explore ~~locomotive~~ railroad technology and demonstrate the process for maintaining and restoring historic locomotives and freight cars. 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 science and engineering behind ~~history and evolution of~~ innovations in railroad and rail-related transportation technology.

- **The section on Sacramento Southern Railroad Area (page ES-9)** has been retitled, "Excursion Railroad Zone." No other changes are proposed to this section.

ES.6

- **Section ES.6, Plan Implementation Issues (page ES-10)** has been revised as follows:

  "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*~~Interpretive Master Plan, preparing a Historic Properties Management Plan/Historic Properties Treatment Plan, and developing site-specific development or management plans for new facilities~~, to determine how those programs and facilities will relate to the existing surroundings~~. Examples of plan facilities and programs that will require additional study, if and when pursued, include:

  - Physical improvements to the Riverfront Zone, including new docks, display of sunken ships, interpretive signage, landscape enhancements, and other visitor amenities or improvements;
  - Redevelopment of the 1849 Scene as the Gold Rush and Commerce Block, a reconstructed commercial area and archaeological underground experience;
  - All components, including facilities, track upgrades, crossings, and etc., associated with Excursion Train 2;
  - Planned bike trail, following the excursion train route through South Land Park to Freeport;
  - Addition of tracks for regular operation of a horse-drawn streetcar demonstration line in OSSHP;
  - Removal of latter additions to the Freight Depot and new train display tracks, proposed to be added in front of the Freight Depot;
  - Reconfiguration of the tracks serving the Passenger Station so as to support boarding and operation of excursion trains;
  - Development of a visitor center in OSSHP; and
  - Other planned facilities or programs that involve changes to the physical environment of the park…"

CHAPTER 1 REVISIONS

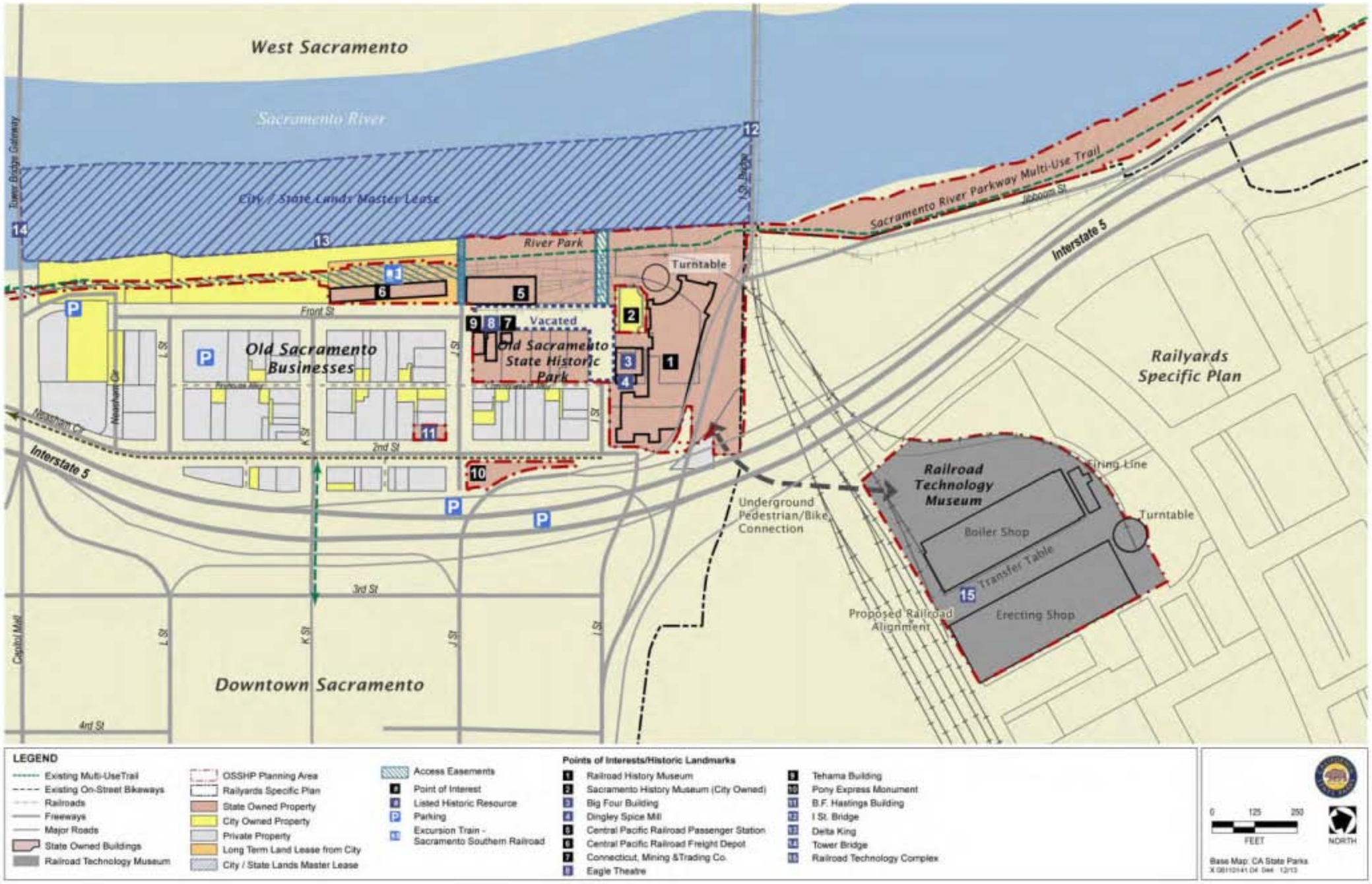
- **Chapter 1, Second Paragraph (page 1-1)** describing the separate classification of OSSHP and CSRM has been removed in its entirety.
- **Section 1.1, Second Paragraph (page 1-1)** has been revised as follows:

  "Access into Old Sacramento/OSSHP is provided from I-5, off the J Street exit. Primary entrance into Old Sacramento/OSSHP occurs at the intersection of 3rd and I Streets. Other access points into Old Sacramento are at Front Street and Capitol Mall, including vehicular garage access to the Tower Bridge parking structure and at Neasham Circle, via O Street,

from the 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 Sacramento River Parkway Multi-use Trail ~~Jedediah Smith Memorial Trail (commonly known as the Sacramento American River Bike Trail)~~ terminates at OSSHP, with plans for and provides recreational and commuter bike access along the Sacramento River and into Downtown Sacramento.

- **Exhibit 1-2 (page 1-5)** has been updated to reflect the appropriate property ownership context in Old Sacramento, based on the information in the ownership exhibit provided by the City in their comment letter. Refer to the revised exhibit that follows.
- **Section 1.2, First Sentence (page 1-7)** has been revised as follows: "OSSHP ~~and the CSRM~~ is located within and part of Old Sacramento, a major~~, in connection with more than 50 historic buildings in Old Sacramento form a unique urban park and~~ attraction in Downtown Sacramento…"
- **Section 1.4, First Sentence (page 1-9)** shall be revised as follows: "OSSHP ~~including the CSRM and Old Sacramento~~ has~~ve~~ been and will continue to be a rich historic and cultural resource…"
- **Section 1.5, Second Sentence (page 1-9)** shall be revised as follows: "The General Plan pertains to OSSHP~~ and the development of CSRM as a separate State Historic Park unit~~."
- **Section 1.8.1, Classification (page 1-14)** shall be revised to delete the second sentence in the section. The General Plan will not be proposing the separate classification of the California State Railroad Museum State Historic Park.
- **Section 1.8.2, Stakeholder Meetings (page 1-15) and Table 1-1 (page 1-18),** references to the "Planning Commission" shall be corrected to "Planning and Design Commission."

Exhibit 1.2: Planning Context in Old Sacramento and the Sacramento Railyards



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CHAPTER 2 REVISIONS

General Revisions

- **Section 2.1.1, "Regional Land Uses," last sentence (page 2-1)** has been revised as follows:

  "OSSHP~~, Old Sacramento, and the Sacramento riverfront are~~ is a significant cultural, recreational, park and open space resource~~s for~~ in Downtown Sacramento, with opportunities to connect the Sacramento River Parkway multi-use trail through Old Sacramento and fill a critical gap in the regional bicycle transportation network, providing connections between the Cities of West Sacramento and Sacramento and the upriver and downriver sections of the Sacramento River multi-use trail. ~~and have~~ Additionally, the park has potential to be a greater attraction and amenity for Sacramento, ~~while connecting to~~ as a reminder of the city's historic roots as a Gold Rush commercial river port and railroad town, and an opportunity to connect to future improvements along the Sacramento riverfront."

- **Section 2.1.2, "Recreational Resources," second paragraph (page 2-3)** description of the Pony Express Trail has been revised to add the following sentence after the third sentence:

  "Of equal significance, the first transcontinental telegraph message was sent by California Supreme Court Chief Justice, Stephen Field to Abraham Lincoln in October 1861, to assure the president of California's loyalty to the Union…"

- **City and County Parks and Recreation Resources, Description of the American River Parkway and Additional Description of the Sacramento River Parkway (page 2-5)** has been revised/added as follows:

  "The **American River Parkway** is a long, linear park and recreation area that includes the 32-mile American River Bike Trail, which begins ~~in Old Sacramento on the Sacramento River, follows both banks of the American River~~ at the confluence of the Sacramento and American Rivers~~,~~ and extends to Folsom Lake, along the American River. The parkway also includes ~~a 32-mile bike and multi-use trail with~~ opportunities for fishing, boating, rafting, picnicking, golfing, and guided nature~~al~~ tours. The parkway is a regional attraction enjoyed by more than 5 million visitors annually (Sacramento County Parks 2013) and provides opportunities to connect to the Sacramento River Parkway.

  The **Sacramento River Parkway** is a planned 17 mile linear greenway, with a multi-use trail that begins at the confluence of the Sacramento and American Rivers and travels through Sacramento along the east bank of the Sacramento River to Freeport Bridge in Freeport. Implementation of the bike trail segment occupied by OSSHP/Old Sacramento is needed to fill a current gap connecting the upriver and downriver sections of the Sacramento River Parkway Multi-use Trail.

  Several waterfront parks are ~~also~~ located along or accessible from the Sacramento ~~and American~~ River Parkway~~s, accessible from the~~ Multi-use~~river~~ T~~t~~rail ~~along the American River Parkway and include~~including, from north to south: Discovery Park and Tiscornia Park along

the confluence of the Sacramento and American Rivers, Robert Matsui Waterfront Park on Jibboom Street, and Riverfront Park and Waterfront Park ~~with~~in Old Sacramento.

- **City and County Parks, Tiscornia Park (page 2-6)** description has been revised as follows to identify bike trail access to the Two Rivers Trail and Sacramento River Parkway Multi-Use Trail: "…The park includes beach access and bike trail access to the Two Rivers and ~~American River Bike Trail~~Sacramento River Parkway Multi-Use Trail."

- **City and County Parks, Robert Matsui Waterfront Park (page 2-6)** has been revised as follows: "**Robert T. Masui Waterfront Park** on Jibboom Street along the Sacramento River is one of the destination attractions along the ~~Sacramento-American River Bike Trail~~ Sacramento River Parkway Multi-Use Trail…"

- **City and County Parks, Riverfront Park (page 2-6)** description has been revised as follows: "… The park is accessible from a trail that slopes down to the river from the Sacramento River ~~Bike~~Parkway Multi-Use Trail, as it enters Old Sacramento."

- **Exhibit 2-2 (page 2-7)** has been revised to be consistent with Sacramento's Bikeway Master Plan, identifying 2nd Street as a Class III bikeway to Front Street. K Street is identified as an off-street trail, from 2nd Street to 4th Street.

- **Section 2.2.1, "Parkwide Land Uses," paragraph 1 (page 2-10)** and Exhibit 1.2 has been updated to describe existing property ownership in Old Sacramento and existing facilities in OSSHP. The following description has been added to update the first part of the paragraph:

  "OSSHP, including the CSRM, covers approximately 14 acres of State Parks lands in the northern portion of Old Sacramento. Though the broader Old Sacramento Historic District appears as one connected area, the district is owned by a mix of private property owners, the City, and State (i.e. State Parks and California State Lands Commission), as shown in Exhibit 1.2. Easements between State Parks and the City are provided along I and J Streets and other crossings of the excursion train line. The City grants the State a permanent easement for the excursion train right-of-way area through Old Sacramento on their property and a long-term master lease on the parcel occupied by the Freight Depot. The Freight Depot building, itself, however, is State owned. The CSLC has jurisdiction on submerged lands and navigable waterways, including the portion of the project in the Sacramento River, between I Street Bridge and J Street that abuts State Park property. The City has a master lease with the CSLC through June 2035 for the use and maintenance of docks, walkways, access ramps, floating vessels, and any other structure appurtenant to development of the lease area for mooring vessels. Coordination with the City and CSLC is necessary for any proposed future improvements along the OSSHP riverfront. Similarly, State Park owns Riverfront Park and has a maintenance agreement with the City for the park's maintenance. State Parks is in the process of acquiring the Central Shops buildings for the development of the Railroad Technology Museum, as part of future land swap negotiations, in connection with the Railyards development.

  In addition, as described in Section 2.6, a number of business groups, historic organizations, non-profit partners, and other entities help fund and operate activities and programs that

take place in OSSHP including the California State Railroad Museum Foundation, Historic Old Sacramento Foundation, Old Sacramento Business Association, Sacramento Trust for Historic Preservation, Sacramento Convention and Visitors Bureau, the City of Sacramento, Downtown Sacramento Partnership, and the Sacramento Association of Museums. Due to the complex ownership patterns and entities involved in the operation and management of Old Sacramento, planning in OSSHP must happen in coordination and collaboration with the various entities and partners in Old Sacramento.

- **Section 2.2.1, "Parkwide Land Uses," fourth bullet point (page 2-11)** has been revised to: **"**The ~~restored and~~ relocated and reconstructed **Big Four Building**s ~~-~~interpreting Huntington, Hopkins & Company Hardware Store; Stanford Hall; and CPRR headquarters from the early 1860s to the mid-1870s…"

- **Section 2.2.1, "Parkwide Land Uses," last paragraph (page 2-12):** The first and second to the last sentence have been revised, as follows to provide additional information on the Sacramento Southern Railroad:

  "In addition to the existing land uses in OSSHP, the planning area for ~~CSRM~~OSSHP includes an existing railroad right-of-way, owned by State Parks and others, formerly used by the Sacramento Southern Railroad between 1908 and 1977…

  South of the former Riverside Baths site, the track passes over Interstate 5, through ~~into a~~the ~~heavily~~ residential ~~area~~neighborhoods of Land Park, South Land Parks Hills, and South Land Park, until crossing Pocket Road, where the land become rural. ~~for approximately 4.5 miles, including~~This segment of the right-of-way includes lands owned by RT~~,~~. Adjacent to the Zoo, between Sutterville Road and Riverside Boulevard, the track is elevated, with views of backyard fences and in some areas, views of yards and residences that are located below the levee. ~~An e~~Existing at-grade crossing and crossing gates with flashing lights are present at Sutterville Road and South Land Park Drive. North of Pocket Road, urban land uses, including single family residential homes, are closely bordered by the SSRR right-of-way. ~~to~~ Leaving the Pocket-Meadowview neighborhood, the track comes into the town of Freeport at MP 8.5, where it again joins the Sacramento River and parallels the river to MP 10.1…"

- **Section 2.2.2, last paragraph (page 2-13)** has been revised to replace the terms: "reconstruction of Interstate 5" with "construction of Interstate 5."

- **Table 2-2 (page 2-15) and Table 2-4 (page 2-21)** have been revised to correct inaccurate references to the American River Bike Trail to the Sacramento River Parkway Multi-use Trail, as an access point into OSSHP and as a visitor activity. Additionally 2nd Street has been added as an access point for motor vehicles and bicycle/pedestrian access in Table 2.2.

- **Section 2.2.2, Travel Distribution Patterns (page 2-16)** has been updated to include the following section describing bike travel through OSSHP.

  "Bicycle travel through OSSHP serves the several types of bicycle users: 1) commuters accessing the Sacramento River Parkway multi-use trails from the upriver and downriver neighborhoods to Downtown Sacramento and West Sacramento; 2) recreational riders

traveling between the upriver and downriver sections of the Sacramento River Parkway multi-use trail; and 3) utilitarian riders traveling to businesses, entertainment venues, historic points of interest, and other destinations in Old Sacramento."

- **Section 2.2.2, Parking (page 2-17)** has been updated to add a description for existing bicycle parking in OSSHP.

  "Public bicycle parking in OSSHP is currently available in the courtyard space between the Dingley Spice Mill Building and the Railroad History Museum. Employee bicycle parking is also available in the courtyard area of the Railroad History Museum."

- **Table 2-4 (page 2-21)** has been revised to remove the row on visitor services and incorporate the applicable information into the applicable visitor activity column, corresponding to the facilities they apply to, including: 1) visitor information/orientation and restrooms to the Railroad History Museum; 2) visitor information/orientation to the Eagle Theater; 3) restrooms at the Freight Depot; and 4) restrooms at the Passenger Station.

- **Central Pacific Railroad (page 2-45)**, description in the second paragraph has been revised to include the following sentence before the last sentence of the paragraph: "During this time, the turntable on Front Street, near I Street was installed to facilitate railroad equipment movement. Trains…"

- **Table 2-7, B.F. Hastings Building (page 2-47)**, under the column "Year Built/Year of Event," adds, "(Restored to 1859 appearance)."

- **Dingley Steam Coffee and Spice Mill (page 2-48)** description has been updated to add the following sentence after the first paragraph: "…damage. When the building was restored to its 1859 appearance, its historic canopy was not constructed…"

- **Table 2-8, Big Four Building (page 2-51)** has been revised to Big Four Buildings and added in parenthesis: "(Stanford Brothers Store, Huntington Hopkins & Co. Hardware Store, and CPRR Boardroom)."

- **Section 2.3.3, Archaeological Resources (page 2-53)** the first sentence has been revised as follows: "Archaeological resources have the potential to be present throughout the OSSHP planning area, including along the banks of the Sacramento River, site of historic Sutter's Embarcadero; beneath the fill covering the 1849 Scene;..."

- **Section 2.3.4 (page 2-61)** description of the SSRR right-of-way has been updated with the following description:

  "The SSRR right-of-way traverses the Sacramento River levee through commercial, industrial, and suburban residential areas of the City and rural portions of Sacramento County to the town of Hood (Photos 10, 11, and 12). The sequence of visual resources along the right-of-way ~~range from suburban to rural agricultural, and natural landscapes~~ consists of: 1) upon departure from

the CPRR Freight Depot, the Old Sacramento boardwalk, riverfront structures, historic buildings and parks in Old Sacramento; 2) views of the Sacramento River, the Riverfront Promenade, landmark Tower Bridge, and Crocker Art Museum along the railroad right-of-way segment from Capitol Mall to Front Street; 3) commercial, residential, and industrial uses adjacent to Interstate 5 and across the river to West Sacramento to the Miller Park Marina; 4) dense vegetation and open space, paralleling Interstate 5 through the Baths turn around stop; and then, crossing the bridge over Interstate 5; 5) vegetated right-of-way area with views of back yard fences east of the tracks and park and community facilities (Sacramento Zoo and Holy Spirit Parish School) west of the tracks, from the levee embankment of the train tracks between Riverside Boulevard and Sutterville Road; 6) commercial shopping center and office backyard lots, densely vegetated right-of-way, residential back yards and side yard fences and crossings at Sutterville Road, South Land Park Drive, Fruitridge Road, and 35th Avenue from Sutterville Road to 35th Avenue; 7) a narrow track right-of-way and sparse landscaping adjacent to residential development paralleling Park Village Street between 35th Avenue and 14th Street; 8) views paralleling Freeport Boulevard of commercial and residential yards and vacant lots, with major crossing at Florin Road and Pocket-Meadowview Road, between 14th Street to the Interstate 5 crossing; 9) views of agricultural lands, rural residential areas , and the Bartley Cavanaugh Golf Course, along the Sacramento River and Freeport Boulevard through the Freeport area; 10) views of the Sacramento River Delta lakes, water bodies, rural landscape, natural habitat areas, and agricultural lands traveling inland on a secondary levee to Hood-Franklin Road; 11) bridge crossing at Hood Junction; and 12) ending in the small, rural community of Hood, next to the Sacramento River."

- **Auditory Resources, fourth sentence (page 2-62)** has been revised to add the following information: "Ambient noises in OSSHP come from traffic sounds of the surrounding I-5 and I Street Bridges and ~~sounds~~ from the Amtrak's Capitol Corridor trains, which can affect the visitor experience of OSSHP and often requires tour leaders, providing guided tours of OSSHP, to carry sound amplification systems…"

- **Auditory Resources, last sentence (page 2-62)** has been revised as follows: "Sounds associated with the excursion train operation from Old Sacramento to Baths include train whistles, crossing bells, and the hum of the train engines as it travels and turns around on the right-of-way. Excursion train service has not operated on the segment from Baths to Hood since the excursion train line was abandoned over 30 years ago and thus, are a concern for residents located along the right-of-way. Noise sensitive receptors, including residences, places of worship, and other land uses exist along the excursion train right-of-way."

- **Section 2.5.1, Previous and Current Interpretation and Education (page 2-69),** in the third paragraph, second sentence, the term "unpaid staffers" has been replaced with "volunteer docents." The following sentence has also been added: "The 'We've Been Working on the Railroad' grant from the North American Railway Foundation enabled the Railroad History Museum to update and make significant exhibit improvements in 2005, highlighting railroading's human face, focused on those who performed work, day in and day out, on the railroad."

- **Table 2-11, B.F. Hastings Building (page 2-70)** the first bullet point description of the current use of the B.F. Hastings Building has been revised to: "Concession with interpretive displays celebrating the heritage of the bank, which opened ~~since~~ in 1852." The second bullet point has been revised to: "~~One room~~Visitor information facility with historic artifacts from the State Parks collection including a stagecoach, representing mid-19th century history."

- **Table 2.11, 1849 Scene (page 2-70):** the following has been added to the first bullet point of current uses/activities: "and exhibit about Gold Rush merchants in the Skalet Family Jewelers store in the Tehama Block Building."

- **Table 2.11, Big Four Buildings (page 2-71)** description of current uses/activities in the Stanford Gallery has been revised to include "museum exhibits;" description of the Dingley Spice Building has been revised to include "occasional displays."

- **Table 2.11, Central Pacific Railroad Passenger Station (page 2-72)** description of current uses/activities has been revised to include "living history program during special events."

- **Table 2.11 (page 2-72)** has been updated to include the Front Street and I Street right of way, including the following bullets under current uses/activities:

  - "Outdoor living history events
  - Period-style horse-drawn vehicle rides
  - Venue for large special events
  - Occasional events displaying historic railroad rolling stock and horse-drawn vehicles"

- **California State Railroad Museum Program and Events (page 2-73)**, first sentence has been revised as follows: "Interpretive and educational programs take place at various facilities operated by the CSRM and supported by the California State Railroad Museum Foundation, a cooperating association for State Parks and a non-profit, public benefit corporation, providing funding for the ongoing support of numerous interpretive and educational programs, railroad preservation work, and exhibit development." The second paragraph in the same section has been revised to include Thomas the Tank Engine as another special event at the CSRM.

- **Print Publication (page 2-74):** the list of publications has been updated to also include the "*Gold Rush Merchant's Manual or How to Appear as a Mid-19th Century Store in a 21st Century World*, prepared by the Office of Interpretive Services of the California Department of Parks and Recreation in 1989."

- **Local Facilities, Nearby Historical Sites and Museums, California Museum (page 2-84)** has been revised as follows: "The **California Museum for History, Women and the Arts**~~, in Sacramento,~~ is operated by a 501(c)3 non-profit, and housed in the State of California Archives building located at the Archives Plaza light rail stop at 10th and L Streets, ~~and is operated by the Secretary of State's office. It is located~~ approximately one mile southeast of

OSSHP. ~~It~~ The museum was created as a public showplace for contents of the California State Archives in 1998 and focuses on California history and culture, untold stories that reflect California's diverse population and culture, and ~~contains~~ exhibits ~~pertinent to California's history~~ that highlight the contributions of women to California, along with historic moments and people and places that make the "Golden State" unique~~,~~. Signature exhibits at the museum include the California Hall of Fame, honoring the achievements and stories of Californians that transcend the boundaries of their field and embody the spirit of California."~~with a special emphasis on significant persons in the state's history. It is also the repository for official state documents."~~

- **Regional Facilities, Railtown 1897 State Historic Park (page 2-84)** has been revised as follows: "Railtown 1897 State Historic Park in Jamestown, CA is operated by the ~~California State Railroad Museum Foundation, a 501(c)3 charitable organization and cooperating association with~~ California State Parks ~~that also supports the California State Railroad Museum~~, with the support of several advocacy groups including the California State Railroad Museum Foundation, which have helped fund important restoration projects. The State Historic Park ~~houses~~encompasses the historic shops and roundhouse of the Sierra Railway and combines interpretation of railroad history and the state's industrial heritage with film history…"

- **National Facilities (page 2-86)** has been revised to include the following description of the Golden Gate National Recreation Area.

  "The **Golden Gate National Recreation Area** is a broad area stretching from northern San Mateo County to Marin County that encompasses shoreline and coastal preserve areas; diverse recreational facilities; and interprets two hundred years of history: from Native American culture, as a Spanish Empire frontier and Mexican Republic to the area's maritime history, California Gold Rush history, and the growth of San Francisco."

- **Section 2.6.2, Cooperating Associations and Supporting Groups (page 2-90)** descriptions of the California State Railroad Museum Foundation , Sacramento Trust for Historic Preservation, and Historic Old Sacramento Museum Foundation has been revised, as follows:

  - "…CSRMF also provides outreach and collaborates with CSRM to underwrite publications, special events, railroad equipment restoration, and provides support for special events at other State Parks. It has raised and distributed millions of dollars to CSRM and the rest of OSSHP and Railtown 1897, and has provided advocacy on behalf of CSRM and California State Parks.

  - The Sacramento Trust for Historic Preservation, representing the pioneering families of Sacramento, was an early proponent of Old Sacramento, a pioneer in building restoration when the area was viewed by many as skid row, and the founding organization responsible for ~~CSRM and~~ OSSHP and the Sacramento History Museum in the 1970s~~, representing the pioneering families of Sacramento~~.

- The Historic Old Sacramento Foundation focuses on historically compatible programming that expands the interpretive capabilities of OSSHP~~.~~ and supports the operation of the Sacramento History Museum, at the foot of I Street."

- **Section 2.7.1, Systemwide Planning (page 2-92)** second through fourth bullet points have been revised as follows:

  - "involving trade and commerce–B.F. Hastings Building, ~~and~~ Huntington Hopkins & Co. Hardware Store, 1849 Scene, and CPRR Passenger Station and Freight Station;
  - governing–the B.F. Hasting Building's historic State Supreme Court Chambers, 1849 Scene (the City of Sacramento was founded on the City Hotel site);
  - supporting society–the B.F. Hastings Building as terminus of the Pony Express and overland telegraph, CPRR Passenger Station, and RHM."

- **Section 2.7.2, Regional Planning** has been updated to add the following descriptions:

  "**California Department of Water Resources Flood Control Mandates**

  The California Department of Water Resources' (DWR's) Division of Flood Management, through its Central Valley Flood Planning Office, and the FloodSAFE Program Management Office are carrying out DWR's FloodSAFE California program, in partnership with local, regional, State, tribal, and federal agencies with the goal of creating a sustainable, integrated flood management and emergency response system throughout California.

  In the planning area, DWR maintains the levees in Maintenance Area 9, between Sutterville Road and Courtland in accordance with U.S. Army Corps of Engineers requirements. DWR also has the supervisory role over the Sacramento River Flood Control Project, which is a State and Federal flood control project.

  DWR has completed and the Central Valley Flood Protection Board (CVFPB) has adopted the Central Valley Flood Protection Plan (CVFPP). The CVFPP states that for urban areas, in accordance with Senate Bill 5 (SB 5), at least a 200-year level of protection will have to be provided by 2025. The current level of protection in the south Sacramento area is substantially below this goal, and the flood control system has significant deficiencies, as described in the *Flood Control System Status Report* (FCSSR) (DWR 2011). DWR has also developed engineering criteria, which are presented in *Urban Levee Design Criteria* (ULDC) (DWR 2012)."

- **Section 2.7.3, Regulatory Influences of the General Plan** has been updated to include the following summary descriptions of additional regulatory influences:

  "**Central Valley Flood Protection Plan**

  DWR prepared the CVFPP, which proposes a State Systemwide Investment Approach (SSIA) for sustainable, integrated flood management in areas protected by facilities

of the SPFC (DWR 2012a). The SSIA includes actions to improve the systemwide flood management, policies, and institutions while providing flexibility to address changing needs and funding scenarios. Environmental conservations strategies are also included in the SSIA.

Urban Levee Design Criteria

ULDC (DWR 2012b) provides engineering criteria and guidance for the design, evaluation, operation, and maintenance of levees and floodwalls that provide an urban level of flood protection (200-year protection) in California, as well as for determining design water surface elevations along leveed and unleveed streams. Implementation of these criteria is mandatory.

Flood Control System Status Report

FCSSR (DWR 2011) describes the physical conditions/current status of the SPFC facilities at a systemwide level. SPFC facilities include levees, channels, and associated flood control structures in the Sacramento and San Joaquin River watersheds. DWR completed the FCSSR to comply with California Water Code Section 9120, which requires DWR to prepare and adopt this report for the SPFC and to identify and describe each facility, estimate risk, and provide recommendations for upgrades. Information compiled in the FCSSR will be used to support core functions and long-term activities of DWR's Division of Flood Management, including emergency response, facility management, and inspections.

CVFPB Regulations, Title 23

Title 23, Waters, Division 1, of the California Code of Regulations describes the authorities and procedures of the CVFPB, including organizations, standards, and procedures for permit applications.

Title 44 of Code of Federal Regulations, Part 65.10

Article (d) of Title 44 CFR Part 65.10 addresses maintenance plans and criteria. It states that for a levee system to be recognized as providing protection from the base flood, maintenance criteria must be established. A maintenance plan must be adopted and provided to the Federal Emergency Management Agency, and all maintenance activities must be under the jurisdiction of a Federal or State agency and must ensure that the stability, height, and overall integrity of the levee and its associated structures and systems are maintained. Article (e) specifies certification requirements related to review of levee system data by a registered professional engineer and submittal of as-built plans.

Senate Bill 5

SB 5 (Machado) requires each city and county in the Sacramento–San Joaquin Valley to amend its general plan within 24 months of the adoption of a specific flood protection plan by the CVFPB. The amendments are to include data and analysis contained in the flood

protection plan, goals and policies for the protection of lives and property that will reduce the risk of flood damage, and related feasible implementation measures. The bill also requires the corresponding zoning ordinances to be updated no more than 12 months after the general plan update and within 36 months of adoption of the plan of flood control."

CHAPTER 3 REVISIONS

- **Section 3.2.1, Visitor Facilities, Last Bullet on page 3-6** has been revised as follows: "**Support a boutique hotel development.** ~~Encourage people to stay overnight and support the businesses within OSSHP and the Downtown Central Business District.~~Expand the visitor experience by providing overnight accommodations that evoke the historic use/experience, consistent with Sacramento in its formative years."
- **Section 3.2.3, Cultural Resources (page 3.9):** Under the issue of Interpretation of Cultural Resources, the following description has been added to the end of the paragraph:

  "While previous excavation has been done on the 1849 Scene, more work and effort is needed to gather, identify, label, organize, and describe the underground historic resources of the 1849 Scene for future interpretation or development of the site." Additionally, a new Cultural Resource opportunity bullet point has been added: "**Survey and document the Underground Resources of the 1849 Scene.** Continue to survey, organize, and enhance the archive of historic documents, reports, research, and artifacts pertinent to the future interpretation of the 1849 Scene."
- **Section 3.2.4, Interpretation and Education (page 3.11),** the last bullet point and heading has been revised to:

  "**Gold Rush Commerce and Communication**

  Uncover and interpret the historic ~~remains of the city beneath the 1849 Scene~~ resources of the original Gold Rush-era ground level that has been buried under the 1849 Scene to provide a glimpse of the area's history."

  The following additional bullet point has been added:

  - Enhance interpretation of OSSHP as the western terminus of the Pony Express, an early form of express mail service and communication.
  - Interpret the history and significance of the California State Telegraph Company.
- **Section 3.2.4, first major bullet point (page 3-12)**, the second sentence has been revised as follows: "For example, tie the buried ~~Gold Rush commercial~~ history of the original Gold Rush ground level, ~~beneath~~below the grass area of the 1849 Scene, to the river as the drop-off location for…"
- **Section 3.2.4, Educational Opportunities (page 3-12)**, the following fourth bullet point has been added: "Develop the Railroad Technology Museum to provide visitors with educational programming on science, technology, engineering, and math."

- **Section 3.2.5, Park Operations and Management, First Bullet on page 3-14** regarding managing the types of businesses in Old Sacramento has been deleted.
- **Section 3.2.6, Third Major Bullet, Second Minor Bullet (page 3-17)** has been revised as follows: "Keep Front Street between Second Street and Commonwealth Alley open to traffic and parking ~~to the extent necessary~~ to serve Old Sacramento businesses, except, as needed, during special events and within ~~the boundaries of~~ OSSHP."
- **Section 3.2.6, Fourth Major Bullet, First Minor Bullet (page 3-17)** has been revised as follows: "Improve ground surfaces~~, especially the cobbled streets and boardwalks,~~ to make circulation easier and more vehicular-, bike-, and pedestrian-friendly.
- **Section 3.2.6, Fourth Major Bullet, New Minor Bullet (page 3-17)** to be added, as follows: "Encourage traveling to OSSHP by bike by expanding facilities for long-term (employee) parking and short-term (visitor) parking, where appropriate."

CHAPTER 4 REVISIONS

General Revisions

- References to the interpretive period for OSSHP have been revised to reflect different interpretive periods for each management zone, as addressed in Section 4.4.4.
- Separate sections listed in the Chapter describing features pertaining to OSSHP and CSRM have been combined to describe these features as part of OSSHP and one park. Additionally, five management zones are proposed for OSSHP, replacing previously described land use areas for OSSHP and CSRM, described in the Preliminary General Plan.
- Conceptual axonometric illustrations in the Chapter (on pages 4-9, 4-13, 4-15, 4-17, and 4-18) are illustrative of General Plan concepts and have been used for visualization purposes at public outreach workshops. They do not represent final renderings of what has been determined should be implemented in OSSHP. To avoid confusion or the perception that these images are projects to be "approved" with the General Plan, the images have been moved from Chapter 4 to Appendix C to be placed with other public workshop summaries and site concepts.
- **The Chapter 4 introduction paragraph (page 4-1)** has been revised as follows:

  "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 defines management zones for OSSHP, describes the intent and desired visitor experiences ~~at OSSHP and CSRM~~of park facilities, and identifies the goals and guidelines to help ~~each~~ the park achieve ~~their~~ its ~~purpose, vision, and intent~~broader vision to interpret the layered history that exists the planning area. Goals and guidelines respond to known planning issues and provide the foundation for resource protection, future development, and interpretation in OSSHP. ~~They also establish a framework for subsequent planning and development~~decisions that affect the entire Old Sacramento Historic District~~.~~ The General Plan also considers and coordinates with activities in ~~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/Southern Pacific Railroad yards (Railyards) and along the Sacramento Southern Railroad right-of-way in which components of the plan will be developed.~~in which components of CSRM will be developed.~~ Thus, while goals and guidelines in the General Plan only pertain to the facilities and resources in OSSHP, planning,~~ for OSSHP and CSRM requires the support and~~ coordination, and collaboration ~~of~~ with the City of Sacramento (City), private property and business owners, ~~other~~ various agencies, and other stakeholders will continue to be important to the development of OSSHP and specifically emphasized in goals and guidelines that address mutual concerns in Old Sacramento such as, circulation, parking, park activities, and special events~~, and State Park teaming partners, important to the success of both park units and to the development of Old Sacramento and the Central Shops~~."

Section 4.1

- **Section 4.1, Last Sentence (page 4-1)** has been revised as follows: "The statement of purpose and vision for OSSHP ~~and CSRM are provided in the following sections~~ follows."
- **Section 4.1.1 title** has been deleted. The separate statements of purpose for OSSHP and CSRM in Sections 4.1.1 and 4.1.2 have been combined as follows:

Statement of Purpose

The purpose of Old Sacramento State Historic Park is to collect, preserve, study, restore, reconstruct, exhibit, 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 1870; the history and technology of railroads and railroading in California, the West, and the nation from their early beginning through contemporary and future transportation systems; and their impacts on cultural and natural resources in the development of the city, region, state, and nation."

- **Section 4.1.1, Vision (page 4-2 to 4-3)**, certain sections have been revised as indicated, below and the separate vision for the CSRM on page 4-3 is incorporated in the vision for OSSHP:

"OSSHP depicts the people, architecture, historic landscape, scenes, and significance of Old Sacramento as "layers of history."~~"~~ It's layers of history represent~~s~~ and convey~~s~~:…

- "the importance and role of the confluence of the Sacramento and American Rivers ~~in the founding of early Sacramento in the 1840s~~ on the location and settlement of Sacramento, named after the Sacramento River in 1849;

- the growth of an 1850s Gold Rush ~~outpost~~ city and bustling commercial center serving an influx and diverse ~~cosmopolitan~~ mix of miners and prospectors, many of whom would settle the region and bring with them their cultural traditions and values;

- the center of ~~a~~ busy transportation ~~system~~ networks supplying goods and agricultural commodities and connecting the northern California Gold Rush camps…

- (new fourth bullet point) Sacramento's significance and achievements in communication and transportation development, serving as the main terminus for Sacramento River shipping, the Sacramento Valley Railroad, the western terminus of the Pony Express, the first transcontinental telegraph and first Transcontinental Railroad, and the location of stations for the Central Overland mail and other early stage lines;

- the beginnings of a thriving shipping and railroad distribution center supporting and serving a productive agricultural region;…

- Sacramento's evolution as a City and 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 the location of stations for the Central Overland mail and other early stage lines and the first transcontinental telegraph.~~

The railroad components of OSSHP ~~The CSRM~~ bring~~s~~ to life the dynamic history and technology of railroads and tell the story of their role in connecting California to the rest of the nation and North America, interpreting…"

Section 4.2

- **Section 4.2.1 title (page 4-4)** has been deleted.
- **Section 4.2.2 (page 4-5)** has been deleted.

Section 4.3

- **Section 4.3 (page 4-4)** title has been changed from "Land Use Management" to "General Plan Management Zones" and this section has been revised as follows:

  "The ~~land uses~~management zones identified for OSSHP ~~and CSRM were selected~~are established based on the distinct features, resources, geographic location, interpretive characteristics, and the desired visitor experiences and uses ~~for~~ of each ~~park~~zone. The ~~land uses~~management zones in OSSHP will consist of the Sacramento Riverfront ~~area~~ Zone, ~~and~~ Gold Rush and Commerce ~~area~~Zone, ~~. Land uses identified for CSRM include the~~ Railroad History ~~and~~ Zone, Railroad Technology ~~area~~ and Shops Zone, and the ~~Sacramento Southern~~Excursion Railroad ~~area~~Zone. Exhibit 4-1 shows the ~~land use area concepts~~management zones ~~for OSSHP and CSRM~~within the park and the approximate location and extent of each ~~land use area~~management zone. A brief summary of these ~~land~~

~~use areas~~management zones~~,~~ 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 CSRM~~.

Exhibit 4-2, "The ~~Preferred~~ Conceptual Master Plan," shows the 20-year vision concept for the ~~main facilities of OSSHP and CSRM in Old Sacramento and the Central Shops Historic District~~ park 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 coordination with the City and City's Bikeway Master Plan~~the General Plan~~ and are presented in Appendix B, "Proposed Bike Alternative Concepts through Old Sacramento."

- **Exhibit 4.1 (page 4-5)**, that follows this page, has been revised to represent the five management zones within the OSSHP planning area as five distinctly colored zones. Information on gateways, bike routes, views and access, and underground connections have been removed from the diagram.
- **Exhibit 4.2 (page 4-6)** has been revised as indicated in the exhibit that follows. Specific revisions to the exhibit include the following:

  1) removed visitor information references proposed outside the planning area and added an information kiosk at Pony Express Plaza;
  2) limited the path of the horse-drawn streetcar to represent a demonstration line on State Park property;
  3) edited the description of the Gold Rush and Commerce Block to: "Interprets certain period buildings of the ~~1850s-70s~~ commercial scene as they appeared at current street grade and interprets Gold Rush ~~(1848-1852)~~ cultural, historical, and archaeological resources at the site's historic street grade;"
  4) removed reference to a catering kitchen addition at the Railroad History Museum;
  5) removed reference to partial closure of I Street to vehicular access during the day and open in the evenings;
  6) edited description for the Passenger Station to: "Recreates the Passenger Station's original appearance and repurposes it to provide excursion train boarding;"
  7) edited the description for the Freight Depot to: "Returns the Freight Depot to an accurate reconstruction (open column and canopy structure), providing interpretive panels of its historic function for the exchange of railroad freight;"
  8) removed reference to the Sacramento Delta and River Museum in the exhibit;

Exhibit 4.1: General Plan Management Zones

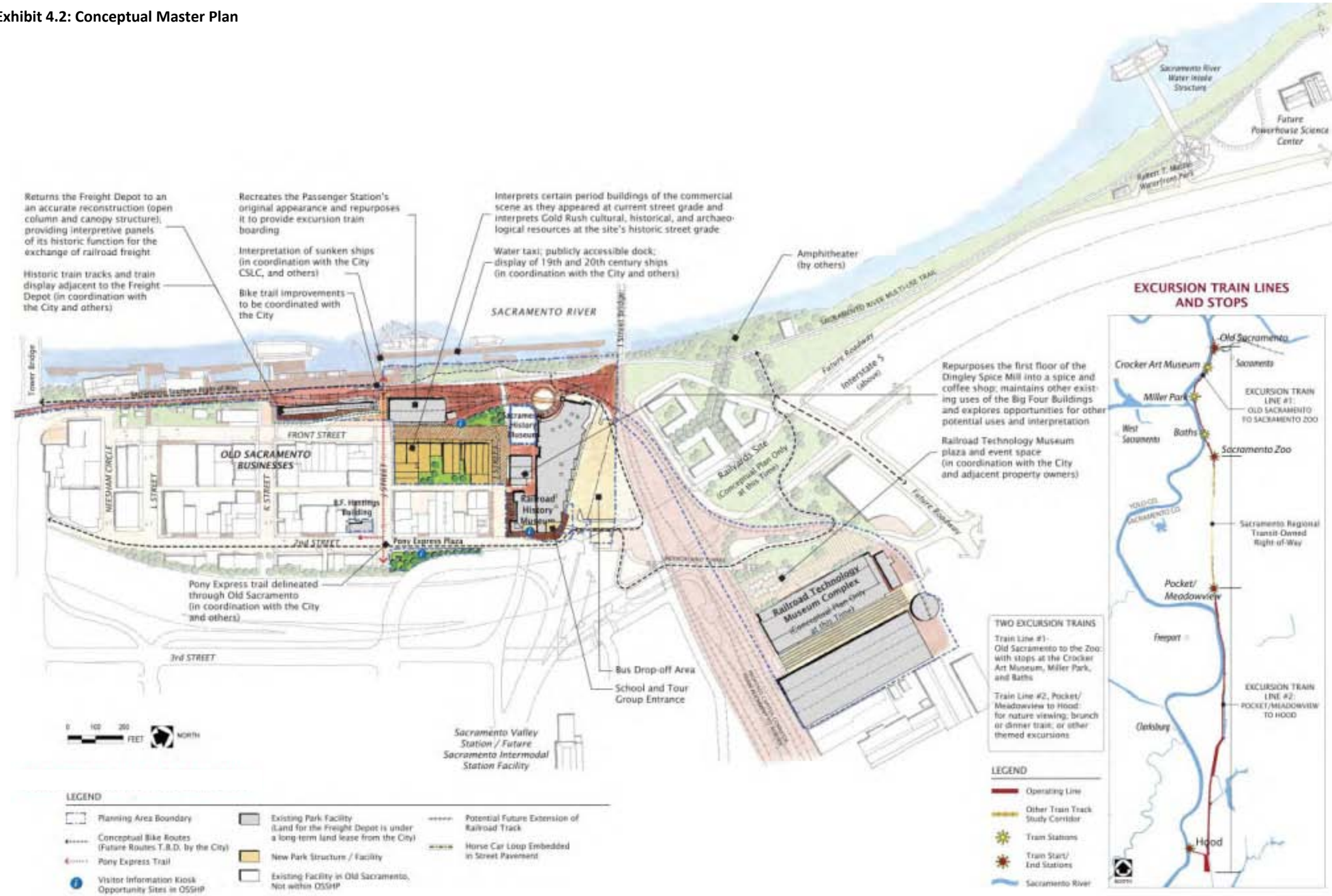
GENERAL PLAN MANAGEMENT ZONES

0 50 100 FEET NORTH

LEGEND

- PLANNING AREA BOUNDARY
- GOLD RUSH AND COMMERCE ZONE
- RIVERFRONT ZONE
- EXCURSION TRAIN ZONE
- RAILROAD HISTORY ZONE
- RAILROAD TECHNOLOGY AND SHOPS ZONE

Exhibit 4.2: Conceptual Master Plan



9) added "(in coordination with the City and others)" after the descriptions of the "Pony Express trail delineated through Old Sacramento," "Water taxi; publicly accessible dock; display of 19th and 20th century ships," and "Interpretation of sunken ships;"

10) edited the description of the historic train display to: "Investigate historic train tracks and train display adjacent to the Freight Depot (in coordination with the City and others);"

11) added to the "Railroad Technology Museum plaza and event space" "(in coordination with the City and adjacent property owners); and"

12) revised description for the Big Four Buildings to: "Repurposes the Dingley Spice Mill to include a spice and coffee shop; maintains other existing uses of the Big Four Buildings and explores opportunities for other potential uses and interpretation."

- **Section 4.3.1, Visitor Gateways and Signage** ~~for OSSHP and CSRM~~ has been revised as follows:

  "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 the park~~OSSHP and CSRM~~, signage should serve the following functions: (1) clearly mark the gateways to ~~Old Sacramento,~~ OSSHP~~,~~ and the ~~areas~~facilities of the ~~CSRM~~park 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 and coordinated with the City and others. ~~or with a v~~Visitor kiosks will~~that~~ provide~~s~~ additional visitor information ~~including~~such as, a map of park facilities and points of interests; sample itineraries~~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 the Sacramento~~American~~ River Parkway system. Gateway monument signs or kiosks are proposed, to be further coordinated with the City, are proposed at the following locations ~~(some potential site locations~~ in the park's planning area, as ~~are~~ shown in Exhibit 4-2):

  - The proposed dock near I Street, where visitors using ~~the~~ water taxis ~~will~~would enter OSSHP ~~Old Sacramento~~ from the Sacramento River
  - The Sacramento River ~~Bike~~Parkway Multi-Use Trail, where it enters OSSHP~~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, in coordination with the City, to guide visitors to ~~the~~ key resources and points of interest within OSSHP, ~~CSRM,~~ Old Sacramento, and the Central Shops Historic District…"

- **Section 4.3.2** has been retitled, "Proposed Land Uses and Facilities," and the introductory Paragraph (page 4-8) has been revised as follows: "The ~~land use areas~~ management zones in OSSHP and their characteristics are summarized in Table 4-1 below. Proposed park facilities and activities, associated with these ~~land use area~~ management zones are also described in this section."
- **Section 4.3.2, Table 4-1 (page 4-8)**
  - Retitled table from "OSSHP Land Use Areas" to "OSSHP Management Zones."
  - Information on the Railroad History Zone, Railroad Technology and Shops Zone, and Excursion Railroad Zone~~s~~ from Table 4-2 has been included in Table 4-1.
  - The combined description for the Railroad History Zone and Railroad Technology and Shops Zone have been separated and placed in the applicable management zones.
  - Under column Riverfront, Cultural Resources Management, reference to "sunken Gold Rush-era ships" has been replaced with "sunken historic ships."
  - Under column Gold Rush and Commerce Block, the Primary Purpose statement has been revised as follows: "Represent historic scenes of ~~Gold Rush-era~~Sacramento's history; ~~the late~~ from 1840~~s1850s~~ to ~~early~~ 1870~~s~~ commercial development…"
  - References in the table to the Sacramento-American River Bike Trail for public access have been revised to Sacramento River Parkway Multi-Use Trail.
- **Section 4.3.2 on Sacramento Riverfront Area (page 4-9):** References to the "Sacramento Riverfront Area" or "Riverfront Area" have been replaced with "Riverfront Zone;" references to Gold Rush-era ships has been replaced with historic ships; and the following revisions are suggested in this section.
  - **Second paragraph (page 4-10)** has been revised to include the following clarification, before the last sentence: "Any improvements or enhancements along the river shall be planned and implemented in coordination with the City, who currently holds a master

lease (through 2035) from the California State Lands Commission for the portions of the proposed project in the Sacramento River, between the I Street Bridge and J Street."

- **Sunken Gold Rush-era Ships (page 4-10):** References in the section and title to "sunken Gold Rush-era ships" have been revised to reference "sunken historic ships," due to the presence and potential opportunity to interpret multiple sunken ships that exist in the area. Interpretive exhibits, described on page 4-10, could highlight the examples of sunken ships, including the *LaGrange* and *Sterling* in use during the early days of Sacramento's embarcadero, as well as historic ships from latter periods that are located along the riverfront, bordered by OSSHP.
- **Riverfront Park, Third Paragraph, First Sentence (page 4-11)** has been revised as follows: "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~~landscape enhancements at appropriate locations along the river should be considered, alongside future uses and interpretation of the park…"
- **Riverfront Park, Last Paragraph (page 4-11)** has been revised as follows:

  "The Sacramento River Parkway Multi-Use~~Bike~~ Trail would be improved in OSSHP from its current terminus near I Street through Riverfront Park to J Street, providing additional bike and pedestrian access through State Park property. The City's Bikeway Master Plan identifies the proposed route of the Sacramento River Parkway Multi-use Trail through Old Sacramento along the Sacramento River. Other additional bike routes through Old Sacramento shall be planned and determined by the City. To improve bicycle and pedestrian safety, enforcement of a ~~abandon~~ "walk-only zone" along I Street, in OSSHP has been proposed, due to the hazard of bikes crossing multiple railroad tracks. This would only be implemented ~~physical bike trail/railroad crossing~~, ~~and~~after alternative bike ~~trail~~ routes have been provided. Bike traffic would be rerouted to other nearby locations, as identified in the Proposed Bikeway Alternative Concepts in Appendix B…"

- **Waterfront Park and California Steam Navigation Company Building (page 4-14)** shall be retitled as, "Potential Sacramento Delta and River Museum." This section has been revised as follows:

  ~~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 recommend~~supports the suggestion to investigate the opportunity to develop a ~~repurposing the California Steam Navigation Company as a potential~~ **Sacramento Delta and River Museum**~~,~~ along the Sacramento River in Old Sacramento or in the park vicinity. C~~c~~onsistent with the goals for interpreting the Sacramento Riverfront area, the Delta and River Museum could interpret the history and environmental conditions of the

Sacramento River and Delta area." ~~However, future improvements to this area would be managed and coordinated with the City.~~

- **Section on Gold Rush and Commerce Area (page 4-12):** References to the "Gold Rush and Commerce Area" has been replaced with "Gold Rush and Commerce Zone." The following revisions have also been incorporated in this section.
  - **First paragraph (page 4-12)** has been revised as follows:

    "The Gold Rush and Commerce Zone~~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~~, dating back to the city's pioneering era, between ~~1848~~ 1840 and ~~the~~ 1870; 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…"

  - **Section 4.3.2, Gold Rush and Commerce Block, Third and Fourth Paragraphs (page 4-15)**, have been revised as follows:

    "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~~Gold Rush period grade level~~ and period~~, before the buildings and streets were raised to their current level to escape the threat of ~~flooding~~floods. This excavated area would focus on conveying the stories and experiences associated with the Gold Rush through archaeological displays, exhibit spaces, flexible event spaces, programs, and facilities that expand upon the underground facilities toured as part of ~~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 for the Gold Rush and Commerce Block~~,~~ to interpret~~ing~~ the story of Sacramento as the gateway to the goldfields and ~~its~~the City's 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 of the City's street raising; or otherwise, other interpretive direction, as appropriate, to be refined in future studies~~ from the period between the 1850s and 1870s~~. This commercial block would reconstruct significant buildings, facades, or interior scenes that previously existed on the particular lot during the selected period of interpretation, based on historic photos and documented evidence, in compliance with the Secretary of Interior's Standards. ~~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~~ A mix of historic and contemporary uses that are consistent with the historic uses of the site, when feasible, are proposed for buildings on the street grade. Potential commercial uses of buildings on the street grade level might include space for period-style concessions, such as a boutique hotel, restaurants, saloons, and stables;~~ and~~ historic activities such as~~, like~~ blacksmithing~~, ~~; and re-creation of interior scenes ~~as well as~~or display of historic furnishings and equipment~~, and horse-drawn vehicles~~. The block~~It w~~could~~ also~~ provide areas for special events and group meetings, and potential space for offices and lodging ~~Part of~~on the second-story building levels ~~would accommodate offices for California State Parks' Capital District staff~~. A flexible o~~O~~pen space area is proposed within the interior and outdoor spaces of the Gold Rush and Commerce Block ~~along the alley would be set aside in the interior of the block, and would to serve as a~~provide space for events, open air performances~~ area~~, gathering, picnicking, and ~~that would allow for the interpretation of the original landscape setting~~ the variety of activities that presently occur in the park."

- **Section 4.3.2, B.F. Hastings Building, first paragraph, second sentence (page 4-15)** has been revised as follows: "The Alta Telegraph Company, later becoming the California State Telegraph Company (serving the first transcontinental telegraph line) ~~and its successor the California Telegraph Company~~ were building occupants…"
- **Section 4.3.2, B.F. Hastings Building, first paragraph, sixth sentence (page 4-15)** has been revised as follows: "The Well Fargo History Museum and a 650 square foot office space, used by the Capital District, now occupy ~~a portion of~~ the first floor of the building."
- **Section 4.3.2, Big Four Complex section title (page 4-16)** has been renamed "Big Four Buildings."
- **Section 4.3.2, Dingley Steam Coffee and Spice Mill (page 4-17)** section has been updated with the following sentence: "The historic canopy over the building's entrance could be reconstructed to provide shade."
- **Section 4.3.2, Horse-Drawn Streetcar ~~Loop~~ Demonstration Line (page 4-17)** has been revised as follows:

  "Horse-drawn streetcars were a common form of public transit during the mid to late 19th-century. The horse-drawn streetcar was gradually phased out in cities, after the

invention of ~~first~~ cable-powered and then electric-powered streetcars. ~~Although p~~Privately operated horse-drawn carriage service is already available in ~~greater~~ Old Sacramento.~~, a~~ A period-style horse-drawn streetcar ~~service~~demonstration line is proposed, ~~likely operated by a concession agreement with State Parks in~~ to be coordinated~~ion~~ with the City of Sacramento and applicable agencies~~,~~ that would follow an ~~loop~~ L-shaped path in OSSHP, ~~along~~ following the existing track embedded on ~~2nd Street, I Street,~~ Front Street, next to the Passenger Station and along new rail track proposed along I Street, from Front Street to Commonwealth Alley~~ and L Street, through Old Sacramento~~. The horse-drawn streetcar ~~would be established~~is proposed as a demonstration line, on State Park property only, would travel on a designated, embedded track in the ground~~street~~. The ~~possible~~ potential 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 a~~n area~~ facility 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~~area during the interpretive period of the park~~ from the Gold Rush to the transcontinental railroad era~~. The Sacramento Southern Railroad excursion train (operated by CSRM) and horse-drawn streetcar ~~route~~ demonstration line through OSSHP ~~looping around the Old Sacramento Historic District~~ would allow visitors the opportunity to experience historic railroad and early streetcar travel firsthand…"

- **Information in Section 4.3.3** has been moved to Section 4.3.2.
- **Section on Railroad History and Technology Area (page 4-20)** has been reorganized into two sections describing the facilities within the management zones of the "Railroad History Zone" and "Railroad Technology and Shops Zone."
- **The section title for the Sacramento Southern Railroad Area (page 4-22)** has been relabeled "Excursion Railroad Zone" and has been revised as follows, to provide additional detail on planned excursion train routes and the potential for the development of a bicycle path along the excursion train right-of-way from Old Sacramento to the Pocket/Meadowview area.
  - **Train Line #1 (page 4-24)** has been revised as follows:

    "Train Line #1 would utilize the existing excursion train route, ~~beginning in~~ from Old Sacramento (with passenger boarding and ticket offices moved to the Passenger Station) to the site of the former Riverside Baths near Land Park and further extend~~ed~~ this ride an additional one-half mile south to the Sacramento Zoo, with proposed additional stops at the Crocker Art Museum, Miller Park, and ~~the site of the former Riverside~~ Baths~~ near Land Park (the current turnaround location)~~. No new tracks would be needed for the operation of this route. Specific details regarding p~~P~~assenger boarding and access at the Zoo would~~ill~~ be determined in close coordination with staff from the City and the Zoo. A small ADA accessible facility to enable passengers to board and disembark from the train would need to be constructed at the Zoo. Only round trip tickets originating in and returning to Old

Sacramento would~~ill~~ be offered. ~~Furthermore, T~~~~t~~his train line could potentially offer a riverboat interface on the riverfront in OSSHP.

Current train service from Old Sacramento to Baths operates on approximately 53 days annually, with a total of 534 round trips (in 2010) and a total of 1,068 train movements. Proposed service to the Zoo would result in an additional 4 trains a day on those 53 days the excursion train operates, for a total additional 212 round trips annually. Current average train ridership was 159 passengers (in 2010) for a total of approximately 85,000 passengers; this would increase by approximately 33,700 passengers per year (assuming an average of 159 passengers on each train)."

- **Train Line #2 (page 4-24)** has been revised as follows:

  "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.

  Train Line #2 would operate on the same 53 days that Train Line #1 operates and would consist of up to 3 trains a day for a total of 159 round trips annually. An estimated annual ridership of 25,281 passengers (assuming an average of 159 passengers on each train) is anticipated. Development of Train Line #2 would require the acquisition of right-of-way from Sacramento Regional Transit, including installation and upgrades to tracks for the excursion train operation and movement of equipment between the Pocket/Meadowview area and the Zoo, where no excursion train service is proposed. Additionally, new ADA accessible boarding and disembarking facilities and potential rearrangement or installation of new tracks for the operation of the excursion trains in Old Sacramento are needed."

- The following paragraph has been added to describe the potential to provide a bike trail along the urban areas of the excursion train right-of-way to Meadowview Road:

  "The Sacramento River Parkway Multi-use Trail currently follows the Sacramento Southern Railroad (SSRR) from the Sacramento Riverfront Promenade at Capitol Mall to an area south of Baths, where the multi-use trail continues south along the river, while the SSRR diverges and crosses I-5 into the Land Park neighborhood. Along the excursion train line, a maintenance and access road exists and/or is required to be developed along the excursion train railroad right-of-way. This access road has the potential to be developed as a multi-use path for bicycles and pedestrians. Preliminary field surveys of the excursion railroad right-of-way suggest a potential opportunity to branch off the existing Sacramento River Multi-Use Trail (at a location to be determined) with a connecting bike path on the excursion train line through the Land Park Community to the Pocket/Meadowview neighborhood. However, further study, community outreach, and environmental analysis is necessary to determine the feasibility, location, and

extent of where the bike paths can be provided along the excursion train right-of-way. Additionally, State Parks will need to collaborate and coordinate with the City, Regional Transit, and the Land Park community to address public access and current issues of illegal encroachments, recreational vehicle access, and concerns of safety and privacy home owners and neighbors along the excursion train right-of-way have regarding the concept."

Section 4.4, "Goals and Guidelines~~ for OSSHP and CSRM~~" (page 4-25) has been reorganized into parkwide goals and guidelines and goals and guidelines for specific management zones. Throughout the section, "Goals and Guidelines for Both Parks" has been retitled, "Parkwide Goals and Guidelines." Goals and guidelines for OSSHP and CSRM in the Preliminary General Plan have been reorganized by the relevant management zones to which they apply. These formatting changes are not indicated in the revisions below, but will be reflected in the updates to General Plan Chapter 4.

Goals and guidelines in Section 4.4 have been revised, as indicated in the sections that follow.

Section 4.4.1: Visitor Experience and Facilities

- **Guideline EXP-3 (page 4-25):** ~~In coordination~~Coordinate with the City of Sacramento, surrounding property owners, and other agencies (~~if~~ where applicable)~~,~~ to ~~identify~~ improve and provide ~~historic~~ district and park gateway signs, 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 (page 4-25):** ~~In coordination~~Coordinate with the City of Sacramento and others~~,~~ to plan and develop a coordinated interpretive signage system ~~to~~ for identifying key historic sites, buildings, landmarks, and landscapes, ~~using~~ including interpretive devices such as historic markers, plaques, signage, or other devices, designed to be compatible with the historic character of Old Sacramento and the Central Shops.
- **Guideline EXP-5 (page 4-25):** ~~In coordination~~Coordinate with the City of Sacramento, HOSF, and others~~,~~ to provide visitor information such as ~~self-guided tour~~ maps and recommended itineraries at clearly marked visitor kiosks. In coordination with the City, HOSF, and others, ~~S~~self-guided tours around OSSHP may consist of a printed map, enhanced by audio programs, or other communication forms accessible via personal cell phones or other ~~available communication technology~~devices.
- **Guideline EXP-8 (page 4-26):** 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.
- **OSSHP Guideline EXP-1 (page 4-26)** to establish a full-time living history and events coordinator position has been removed.

- **OSSHP Guideline OSSHP EXP-4 (page 4-26):** Coordinate and collaborate with the City of Sacramento, State Lands Commission, private boat operators in Old Sacramento, and others on visitor activities and attractions along the river such as guided boat tours, water taxi service, and interpretation of the sunken ~~Gold Rush-era~~historic ships ~~at the foot of J Street~~along the river, adjacent to OSSHP.
- **Guideline FAC-2 (page 4-27):** Coordinate with the City of Sacramento (which administers the portions of Old Sacramento outside State Parks' and private property owners' jurisdiction) and ~~property owners~~the developers of the Railyards ~~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 Historic District."
- **Goal FAC-2 (page 4-27)** has been revised as follows: "Design, construct, and maintain facilities that are comfortable, adequate, and enhance visitor enjoyment of OSSHP and associated management zones~~CSRM, whether within Old Sacramento, the Railyards, or other areas accessed by the excursion train~~."
- **Guideline FAC-4 (page 4-27):** Coordinate with the City of Sacramento and applicable property owners and agencies to provide wayfinding signage to destinations within OSSHP~~, CSRM,~~ Old Sacramento, and areas outside of Old Sacramento (e.g., the Railyards, the Sacramento River Parkway Multi-Use Trail, Crocker Art Museum, California Indian Heritage Center, and the Powerhouse Science Center).
- **Guideline FAC-5 (page 4-27):** Coordinate with the City to plan, develop, and l~~L~~ocate informational signage and kiosks at high traffic pedestrian areas where visitors may easily access information about OSSHP and 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 (page 4-27):** ~~Provide~~ Coordinate with HOSF to 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.
- **Guideline FAC-9 (page 4-28):** Coordinate with the City, other agencies, and/or or private property owners to provide seating, where appropriate, ~~at~~ in park and open space areas~~, transit stops (including stops along the horse drawn streetcar loop),~~ and public facilities in OSSHP, including courtyard or plaza spaces and ~~the~~ riverfront areas ~~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.
- **OSSHP Guideline FAC-1 (page 4-28):** Develop the ~~riverfront~~ Riverfront ~~area~~ Zone along the banks of Riverfront Park, between I Street and J Street, maximizing opportunities 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~~riparian vegetation 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 Goal FAC-2 (page 4-29)**: Develop visitor opportunities and facilities associated with interpreting commerce and communication in Sacramento~~, including the development of a Gold Rush and Commerce Block, with museum, concession, and office uses; a Visitor Center; and an interpretive trail identifying the Pony Express route through Old Sacramento~~.
- **OSSHP Guideline FAC-4 (page 4-29)**: Work with the City and other agencies to improve ~~bike~~recreational trails along the Sacramento River, including widening, resurfacing, regrading, and realigning trails, as needed on State-owned property between the I Street Bridge and J Street.
- **OSSHP Guideline FAC-5 (page 4-29)** has been moved to a parkwide guideline and revised as follows: "Explore the development of a new ~~Gold Rush~~ Visitor Center to provide ~~visitors with~~ information ~~on~~ about ~~Gold Rush~~ attractions in the ~~park~~ area and connect visitors to other historic ~~Gold Rush~~ sites and/or attractions in the ~~Mother Lode~~ region and state."
- **OSSHP Guideline FAC-8 (page 4-30):** Reconstruct significant commercial buildings of the ~~1850s~~1860s-1870s commercial scene ~~and facades~~ along Front, I, and J Streets, at present street grade on the Gold Rush and Commerce Block, ~~consistent with the time frame of buildings represented in Old Sacramento~~ telling the story of the city's street raising, citizens, and commerce activity during that period (in accordance ~~to~~with the Cultural Resource guidelines in Section 4.4.3).
- **OSSHP Guideline FAC-8d (page 4-30)**: Include a multi-use building ~~at the corner of Front Street and I Street~~on the Gold Rush and Commerce Block, with space for events, exhibitions, and meetings on the first floor and State Parks offices on the second floor (relocated from the B.F. Hastings Building, Tehama Building, and Big Four Buildings.
- **OSSHP Guideline FAC-8e (page 4-30):** Design and construct a flexible open space area ~~with~~in the Gold Rush and Commerce Block, ~~that includes a venue~~with opportunities for special events in Old Sacramento that could include historic reenactments (e.g., Chautauqua), concerts, ~~and~~ plays~~,~~ festivals, and ~~consistent with the interpretive themes and character of the park. Include~~ performance space within the open and enclosed spaces of the block, gathering areas for large groups and regularly held events in Old Sacramento; and seating and modern infrastructure improvements to support these activities~~, while not detracting from~~ within the historic setting and resources of the ~~venue~~area.
- **OSSHP Guideline FAC-9 (page 4-30):** Consider use of the Big Four Buildings in future Interpretive Master Plans to house components related to the development of the transcontinental railroad, commerce, and communications~~Gold Rush experience~~, ~~and~~ providing a valuable interpretive link and connection between ~~the Gold Rush~~commerce and ~~the~~ development of the Transcontinental Railroad.
- **OSSHP Guideline FAC-9b (page 4-30):** Explore the future use and interpretation of the Stanford Gallery ~~as a key location to develop the Gold Rush story,~~ for interpreting its former

historic commercial uses and/or other opportunities to c~~onnection to buildings in the Gold Rush and Commerce Block and~~ interpret the significance of the Big Four Buildings."

- **OSSHP Guideline FAC-9c (page 4-30)** has been added: "Interpret the headquarters and offices of the Big Four on the second story level of the Big Four Buildings."
- **OSSHP Guideline FAC-13 (page 4-31):** ~~In cooperation~~Coordinate with the City of Sacramento and other partners in Old Sacramento~~, if applicable,~~ on opportunities to demarcate the path of the Pony Express Trail through Old Sacramento with interpretive signage, historical markers, or special paving.
- **CSRM Guideline FAC-2 (page 4-31):** Recreate~~store~~ the appearance of the Passenger Station ~~to its historic~~in 1873 ~~appearance and~~ by adding train display tracks extending south from the Passenger Station ~~alongside~~ between Front Street and ~~adjacent to~~ the Freight Depot.
- **CSRM Guideline FAC-3 (page 4-31):** ~~Restore~~ Return the Freight Depot to an open column and canopy structure, consistent with the 1860s-1870s period of interpretation of this historic reconstruction ~~its historic 1873 appearance~~ by removing newer additions~~ and re-creating the facility as an open column and canopy structure.~~; A~~a~~dd interpretive displays~~.~~ describing the type of freight that arrived and departed from the Freight Depot and the natural setting and history of the Sacramento-San Joaquin Delta along the excursion train route.
- **CSRM Guideline FAC-11 (page 4-32)** listed as a future resolution has been removed.
- **A new facility guideline for the Railroad Technology and Shops Zone** has been added, following CSRM FAC-10 guideline in the Preliminary General Plan, and should state: "Coordinate with the City of Sacramento and Railyards' developer on the design and development of a cohesive plaza space around the Central Shops."

Section 4.4.2: Natural Resource Management

- **Guideline NR-5b:** Use native riparian ~~plants~~ vegetation ~~in site restoration and landscaping~~to improve the Sacramento River shoreline at Riverfront Park, when necessary or appropriate for interpretive functions or to enhance the visitor experience.

Section 4.4.3: Cultural Resource Management

- **Guideline CR-11 (page 4-38):** Continue to develop, maintain, and enhance the archive of historic and ethnographic documents, reports, research materials, and artifacts pertinent to resources and interpretive programs and themes in OSSHP, ~~and CSRM~~ and enhance access to these records by appropriate strategies such as, digitizing reports or records.
- **OSSHP Guideline CR-3 (page 4-39):** Where accurate reconstructions are not possible due to lack of adequate documentary or physical evidence, either no building will be built or the uses of the site shall be interpreted with signage~~a non-historical compatible building will be built~~.

- **OSSHP Guideline CR-1a (page 4-39)** has been added: "Coordinate with the California State Lands Commission (CSLC) regarding any submerged cultural resources or cultural resources on tidal lands that may be subject to CSLC jurisdiction. Determine the need for any salvage permits or other permits related to these resources and obtain permits as necessary, prior to project implementation."

- **OSSHP Guideline CR-5 (page 4-39), second sentence:** Interpretive materials will be based on events or people that were historically significant…

Section 4.4.4: Interpretation and Education

- **Guideline INT-11 (page 4-42):** Work with partners including the CSRMF and HOSF to i~~I~~mprove or expand 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.~~

- **Goal INT-5 (page 4-42):** Utilize ~~Old Sacramento~~ historic facilities of ~~both parks~~OSSHP to interpret the history of Sacramento in its pioneering era, from 1840~~50s~~ to ~~the~~ 1870~~s~~.

- **Guideline INT-14 (page 4-42):** Interpret the vibrant ~~Old Sacramento~~ commercial and transportation scene in Old Sacramento, associated with the resources of the park ~~of the 1850s-1870s, including the historic buildings collectively known as the Big Four Complex and the BF Hastings building; historic reconstructions of the Central Pacific Passenger Station and Central Pacific Freight Depot; the reconstructed buildings facades in the Gold Rush and Commerce Block; and the human stories of people who lived and worked there~~, including the diversity, significant people, events, and technology that contributed to the growth and development of the City, State, and Nation.~~; all in such a way as to link OSSHP and CSRM with common themes of commerce, economic, and cultural development.~~

- **Interpretation Mission of OSSHP (page 4-43)** has been revised to list transportation as one of the activities centered in Sacramento.

- **Guideline INT-11b (page 4-42):** Train paid staff and volunteers in the content and methods to be employed in the ~~promotion~~provision of high quality interpretive services.

- **OSSHP Guideline INT-2 (page 4-46):** Interpret the development of commerce in Old Sacramento as "layers of history" that provide interpretation of the Gold Rush period ~~(1848-52)~~ at the city's historic grade (basement level), and interprets the commercial scene~~,~~ following the raising of the City streets, ~~contemporary with the surrounding historic development in Old Sacramento, from~~in the early ~~1850s~~ 1860s and 1870s. 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.

Section 4.4.5: Park Operations

- **Guideline O&M-1 (page4-51):** ~~Establish a cooperating association for OSSHP, focused~~ Focus on ways to further promote~~ing~~ Gold Rush content, development, and activities~~,~~ and Sacramento's early commerce in OSSHP, consistent with the vision and interpretive themes of the park~~similar to the role of the California State Railroad Museum Foundation in supporting the development and activities of CSRM~~.
- **Guideline O&M-3 (page 4-51):** Consider partnership opportunities for State Park and City facilities in Old Sacramento and the Central Shops to coordinate~~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-5 (page 4-51)** has been deleted.
- **Guideline O&M-6 (page 4-51):** ~~Reorganize~~ Improve maintenance functions for State Park facilities ~~in Old Sacramento~~ and consolidate maintenance ~~operations~~ uses in one location. Improve the location of facilities in the back parking lot of the Railroad History Museum and ~~create~~ consider providing on-site shop facilities for ease of completing projects.
- **Goal O&M-2 (page 4-52):** 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~~ programming and environment of the Old Sacramento area.
- **Guideline O&M-7 (page 4-52):** ~~Coordinate within~~Support the business ~~district~~ community and other partners in Old Sacramento, including OSBA, the City, and the HOSF on historic programming and ~~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~~ merchant education in Old Sacramento, including for special events and ~~promote a common mission and consistent~~ marketing~~ message for the whole historic district~~.
- **Guideline O&M-8 (page 4-52)** has been deleted.
- **Guideline ACQ-3 (page 4-54)** has been deleted.
- **Definition of Concession (page 4-54):** The following description has been added before the goals and guidelines for concessions: "Concession, as used in the General Plan, is a contractual right to carry out a business or activity and may be operated by either a public or private enterprise in OSSHP."
- **Guideline CON-2 (page 4-54):** ~~Work with the City, Old Sacramento Business Association, and property owners to d~~Devise a Concessions Plan for ~~Old Sacramento~~OSSHP that identifies each concession venue, the service provider, and the services provided.

- **Guideline CON-3 (page 4-54)** has been deleted
- **Guideline CON-4 (page 4-54)** has been deleted.
- **Guideline CON-5 (page 4-54):** ~~Develop~~ Coordinate with the City, HOSF, and CSRMF, and others, as appropriate, to develop resources, including informational guidelines and training materials for OSSHP ~~and CSRM~~ staff, concession employees, and volunteers ~~and carry out periodic training sessions so~~ that provides ~~a~~ consistent ~~knowledge and~~ understanding of ~~both park units can be presented to visitors~~ the historic resources in the Old Sacramento area to be shared with visitors and includes examples of the type of services, goods, attire, and activities that were common during the interpretive period of the Historic District.
- **Guideline CON-6 (page 4-55)** has been deleted.
- **Guideline CON-11 (page 4-55):** Coordinate with the City, CSLC, applicable agencies, and existing ~~and potential~~ boat operations in Old Sacramento to develop a water taxi service, if feasible, 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 (page 4-55):** Coordinate with the City on the alignment ~~and maintenance~~ and development of a~~n ADA-accessible~~ horse-drawn streetcar system that is historically accurate~~,~~ and provides a functional and entertaining ~~local~~ demonstration of this historic transportation mode ~~with~~in ~~Old Sacramento~~OSSHP.
- **Guideline SAFE-7 (page 4-56):** ~~Develop an MOU~~Coordinate with City law enforcement personnel regarding jurisdiction coverage for programs or activities in OSSHP~~Old Sacramento~~ that span between property lines and areas.
- **Guideline SAFE-10 (page 4-57):** Provide adequate pedestrian and building lighting at all venues of the park with nighttime visitation, including along the riverfront and public walkways.

Section 4.4.6: Circulation, Access, and Parking

- **Guideline CIRC-1 (page 4-58):** ~~Coordinate~~ State Parks will coordinate with the City and other ~~relevant entities~~affected agencies on ~~to~~ improving~~e~~ ~~roadway~~ surface conditions to address issues of safety and mobility on the streets and walkways in and leading into OSSHP. ~~Analyze r~~Roadway surface conditions within ~~Old Sacramento~~OSSHP will be analyzed and ~~install~~ a consistent, improved ground surface that will accommodate all relevant modes of travel (bus, auto, horse-drawn streetcar, cycling, and walking) explored.
- **Goal CIRC-2 (page 4-58):** Coordinate with the City on improvements to ~~Provide efficient, controlled~~ vehicular circulation through OSSHP ~~Old Sacramento~~ while ensuring the safety of bicyclists, pedestrians, and children.
- **Guideline CIRC-3 (page 4-58):** ~~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~~Coordinate with the City on roadway

safety measures that are historically appropriate and limit vehicular conflicts with bicyclists and pedestrians.

- **Guideline CIRC-4 (page 4-58):** In coordination with the City, improve tour bus access, ~~bus~~ drop-off, turnaround, and parking behind the RHM and study opportunities to share access and/or bus parking facilities with the future Sacramento Intermodal Station facility~~ to serve additional tour bus and schoolchildren visitation~~.
- **Guideline CIRC-6 (page 4-58):** Coordinate with the City of Sacramento, City of West Sacramento, and other relevant jurisdictions in ~~the~~ planning and implementing~~ation of~~ a modern streetcar circulator system~~. Seek opportunities to expand this streetcar system to include a spur~~ serving the Old Sacramento~~ area~~ vicinity, with stops and routes adjacent to, but located outside the historic district.
- **Guideline CIRC-8 (page 4-59):** ~~Coordinate~~ State Parks will coordinate with the City and other relevant agencies to support development of bicycle trails through Old Sacramento and ~~opportunities for bicycle trails~~ along appropriate portions of the future excursion train line. State Parks will assist in implementing the portion of the bike trail through State Park property from where the Sacramento River Multi-Use Trail currently terminates near I Street to the foot of J Street. The bike trail is then, planned to continue through OSSHP along the river, across Capitol Mall, and continue south on the Promenade/Sacramento River Parkway, according to City bikeway plans. Refer to Exhibit B-1, "Proposed Bikeway Alternative Concepts through the Planning Area" for proposed conceptual bicycle and pedestrian routes."
- **Goal CIRC-5 (page 4-59):** Ensure safe and efficient pedestrian circulation throughout OSSHP ~~and CSRM, with designated routes, marked crossings, and safety controls~~.
- **Guideline CIRC-13 (page 4-59):** Minimize pedestrian conflicts with other modes of transportation (e.g., the excursion train, automobiles, bikes and horse-drawn streetcar) by providing pedestrian walkways~~ (such as boardwalks)~~, identifying shared circulation routes, and ~~providing~~ clearly ~~marked~~ identifying pedestrian and bicycle crossings, including pedestrian routes from parking lots and garages and bicycle and pedestrian crossings of the excursion train track.
- **Guideline CIRC-15 (page 4-59):** ~~Improve~~ Coordinate with the City to improve pedestrian access along the boardwalk, including repairing steps, installing ramps, and replacing sections of the boardwalk, where necessary.
- **OSSHP Goal CIRC-1 (page 4-60):** Install a horse-drawn streetcar ~~loop to provide a~~ demonstration line of a historically accurate form of local transportation technology in OSSHP for park visitors~~ to OSSHP and Old Sacramento~~.
- **OSSHP Guideline CIRC-1 (page 4-60):** Install a horse-drawn streetcar ~~transit vehicle~~ on rails, ~~as a loop~~ embedded into the ~~street paving~~ground surface ~~along 2nd Street,~~ and following an L-shaped route between Front Street and I Street, in OSSHP, ~~Front Street, and L Street to transport visitors around the Old Sacramento and allow them~~ to allow visitors an

opportunity to experience this 19th-century technology that preceded the cable car, street car, and light rail.

- **OSSHP Guideline CIRC-2 (page 4-60):** Ensure pedestrian, passenger, and animal safety by identifying appropriate locations for boarding the horse-drawn streetcar~~stops and dedicated pedestrian crossings~~, dedicated gathering areas for groups, safe crossings of the horse-drawn streetcar line, and ensuring the care and maintenance of animals used with the horse-drawn streetcar.
- **OSSHP Guideline CIRC-3 (page 4-60)** has been deleted.
- **Guideline ACC-2 (page 4-60):** ~~Gateway~~ Coordinate with the City and other affected jurisdiction or agencies on gateway and informational signage that 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~~ and its off-site facilities~~, as appropriate~~.
- **Guideline ACC-3 (page 4-61):** Although the existing ~~decomposed granite paving~~soil cement surface 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~~ground surfaces connecting the main facilities in OSSHP may hinder visitors and implement accessibility and/or surface improvements. Coordinate with the City and other applicable agencies on future improvements.
- **Guideline ACC-4 (page 4-61):** ~~Provide~~ Coordinate with the HOSF on providing a range of audio-visual equipment and technology that allows visually impaired and hearing-impaired visitors to access and enjoy programs throughout ~~Old Sacramento~~ the park.
- **Guideline PARK-6 (page 4-61):** Install bicycle parking racks (Class 2) at significant destinations, potentially including the Railroad History Museum, Railroad Technology Museum, Central Pacific Railroad Passenger Station, and Central Pacific Railroad Freight Depot.
- **Guideline PARK-7 (page 4-61):** Coordinate with the City ~~to promote~~on potential opportunities for ~~the~~ development of additional bus parking or access on the Railyards site.
- **Goal PARK-3 (page 4-62):** In coordination with the City, OSBA, Downtown Partnership, and others, provide incentives for visitors to reach OSSHP ~~and CSRM~~ by methods other than private automobile to reduce the amount of auto parking needed.
- **OSSHP Guideline PARK-10 (page 4-62):** ~~Continue~~ In coordination with the City and others, 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.

CHAPTER 5 REVISIONS

General Revisions

- Corresponding refinements or changes to General Plan programs or facilities and corrections identified in Chapter 4 will be carried over and reflected in the Project

Description (Section 5.3) and other sections of the Draft EIR, where applicable. The revisions to the Plan, however, do not result in different or additional impacts to the physical environment that would change the analysis of environmental impacts identified in the Preliminary General Plan and Draft EIR.

- Refer to the list of General Plan projects added to the Executive Summary, Section ES.6, "Plan Implementation Issues," (described above) that will require additional subsequent environmental analysis when these projects are pursued in the future and additional planning and project details are known.
- **Section 5.2.2, Areas of Known Controversy, Third bullet (page 5-4)** description has been revised to: "~~Underutilized and undefined o~~Open space area in the Gold Rush and Commerce Block"
- **Section 5.3.2 (page 5-8)** title of land use areas have been changed to the revised management zone names and the description of Waterfront Park has been removed as a proposed facility in the Riverfront Zone.
- **Section 5.6.4 Cultural Resources, Impact Analysis, Impact CUL-1 (page 5-38-5-39)** identifying known significant historic resources in the planning area has been revised to include the "J Street Shipwreck" as a listed NRHP resource, as identified in Table 2-7 of the General Plan. However, as indicated in the impact analysis, implementation of General Plan goals and guidelines in Chapter 4 and mitigation measures in this section would reduce potential adverse affects to less than significant.
- **Section 5.6.5, Geology, Soils, and Seismicity, Regulatory Setting (page 5-40)** description has been revised to include the following information at the beginning of the paragraph: "Any site specific conditions prescribed as part of the Railyards Specific Plan EIR and associated Remedial Action Plan that apply to those parts of the property ultimately in State Parks ownership will also be implemented. No additional federal, regional, or local plans, regulations, or laws…"
- **Section 5.6.6, Environment Setting for Hazardous Materials (page 5-51)** description of the Remedial Action Plan for the Railyards Specific Plan Area has been added after the last paragraph of the Railyards Specific Plan Area:

  "In November 2007 the Department of Toxic Substances Control (DTSC) certified the Railyards Specific Plan Final EIR (FEIR) (SCH# 2006032058). The FEIR contains specific conditions related to cleanup practices at the Railyards property that are currently being implemented as cleanup moves forward. Specifics about the cleanup are detailed in a remedial Action Plan (RAP). For those portions of the Railyards that will be on State Park property once the land transfers are complete, State Parks will implement the specific cleanup measure that applies with regards to hazardous materials, water quality, and soils."
- **Section 5.6.9, Mitigation Measure Noise-5 (page 5-69)** was incorrectly numbered in the Preliminary General Plan and has been corrected to identify it as Mitigation Measure Noise-3.
- **Section 5.6.10, second paragraph (page 5-70)** has been corrected to indicate: "The Sacramento Fire Department provides fire and emergency access to OSSHP."

- **Section 5.6.11, Environmental Setting for Transportation and Traffic (page 5-71)** has been revised to: "Bike access is provided to OSSHP on the north from the Sacramento River Parkway Multi-Use Trail, a regional bike trail in Sacramento that connects to the adjoining American River Bike Trail at the confluence of the Sacramento and American Rivers. Bikes currently access the multi-use trail in Old Sacramento from I Street. Additional Class I bike trail access points into Old Sacramento include from the Promenade/Sacramento River Parkway Multi-Use Trail on the south and from K Street, via an undercrossing of I-5 to 3rd Street from the Downtown Plaza. 2nd Street is designated as a Class III, shared bikeway through Old Sacramento."
- **Roadway Network (page 5-73)** has been revised to add description of 2nd Street: "2nd Street is a two-lane east-west roadway through Old Sacramento, designated as a Class III (shared bikeway), accessed by I Street on the north and Front Street on the south."
- **Project Area Access (page 5-74)** description, third and fourth sentence has been revised as follows: "As shown in Table 5-4, when not considering boat access from the Sacramento River, Old Sacramento has only ~~five~~six access points. ~~Two~~All of these ~~five~~ access points serve bicycles and pedestrians~~ only~~."
- **Project Area Access, Table 5-4 (page 5-74)** has been revised to identify the Sacramento River Parkway Multi-Use Trail, instead of the American River Bike Trail, as a major access point into Old Sacramento. Additionally 2nd Street has been added as an access point for motor vehicles and bicycle/pedestrian access in Table 2.2.
- **Section 5.7.3, Growth Inducing Impacts, Second Paragraph (page 5-84)** has been revised as follows: "Implementing the proposed General Plan would not foster additional population growth, or the construction of new housing. ~~Economic growth~~Effects of the projects would primarily be limited to the OSSHP~~, CSRM,~~ and adjacent areas of downtown Sacramento as a result of increased visitors numbers and tourism. These areas are already urbanized, and ~~economic~~ growth in visitation~~ would~~ is anticipated to ~~be in the form of an~~ increase ~~in~~ patronage ~~at~~to nearby businesses (restaurants and hotels). Some increase in the demand for labor may result from the plan's development~~increased economic activity~~, however, the demand and incremental nature of plan and project developments would likely be met by the existing local population and housing market. Therefore, implementation of the General Plan would not result in growth inducing impacts."

CHAPTER 6 REVISIONS

The following citations have been added:

- California Department of Water Resources. 2011 (December). *Flood Control System Status Report*.
- California Department of Water Resources. 2012a (June). *2012 Central Valley Flood Protection Plan*. Sacramento, CA.
- California Department of Water Resources. 2012b (May). *Urban Levee Design Criteria*. May. Sacramento, CA.

REVISIONS TO APPENDICES

- **Appendix B: Exhibit B-1** has been revised to: 1) relabel the "OSSHP Planning Area;" 2) indicate the existing Class III bikeway from 2nd Street to Front Street; 3) identify the Sacramento River Parkway Multi-use Trail as the trail shown along the Sacramento River; 4) indicate Alternative Ar as a recreational bike route that continues through the present boardwalk in Old Sacramento; 5) revise bike trail Ac to remove the segment on K Street and connect into the Sacramento River Parkway Multi-Use Trail near the Railroad Technology Museum; 6) connect bike route Alternative B to revised bike route Ac; and 7) remove bike route Alternative C, as a concept since that route will be determined in conjunction with future planning of the Railyards property. Corresponding revisions to the description of the bike routes has been revised.
- **Appendix D (page D-29)**, the third paragraph has been revised to: "A portion of the B.F. Hastings Building, is leased by Wells Fargo Bank and contains a small museum, devoted to ~~its~~Wells Fargo history. A visitor center and historical exhibits and office space for the Capital District occupy ~~southern portion of~~ the ground floor.

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