



# OLD SACRAMENTO STATE HISTORIC PARK GENERAL PLAN AND EIR

## SUMMARY OF GENERAL PLAN REVISIONS

The table below summarizes proposed changes to the Old Sacramento State Historic Park General Plan (December 2013 version as currently posted on the project planning website). Changes are being incorporated following the Commission Hearing on the General Plan held on January 24, 2014. At this meeting, several attendees from the South Land Park community and others voiced equally strong opposition and support of the plan’s proposal to occasionally move trains and equipment along the railroad right-of-way (ROW) through the community to service excursion train line #2, as proposed in the General Plan. This excursion train route is proposed to travel between the Pocket/Meadowview area and Hood to provide additional recreational opportunities and a venue to interpret the natural landscape and agricultural history of the Sacramento Delta on the former Walnut Grove branch line.

In response to these concerns and for consistency with other aspects of the General Plan that limit proposals to those properties specifically owned by State Parks, the General Plan is being updated. Specific updates include the removal of the portion of the ROW owned by Sacramento Regional Transit District (RT) from the project planning area. Because this portion of the ROW is not owned by State Parks, the future use of the ROW is within the planning purview of RT.

ID #	Issue to be Address	Recommended General Plan Changes	Reference Sections
<b>Excursion Train Line #2</b>			
1	Concern regarding the movement of equipment through the South Land Park neighborhood to service excursion train line #2, in the portion of ROW owned by Sacramento Regional Transit District (RT) and others;	<ul style="list-style-type: none"> <li>• The RT-owned ROW area through the South Land Park neighborhood (from approximately 200 feet south of Sutterville Road to the I-5 overcrossing, just south of Pocket-Meadowview Road) will be removed from the project area. Project area descriptions and exhibits will be revised from “more than 16-miles of right-of-way” to “more than 12-miles of right-of-way,” after removing the RT-owned right-of-way area</li> <li>• Discussion of property negotiations necessary for operation and movement of rail equipment on the primarily RT-owned ROW will be removed; no negotiations with RT are currently in progress; operation of excursion train line #2 will require additional operational analysis to be determined in future management plan studies</li> <li>• To reflect recent discussions with the South Land Park community, including expansion</li> </ul>	<ul style="list-style-type: none"> <li>• Revisions to project area characterization of the excursion train line on pp. ES-1, ES-2, ES-9, 1-1, 1-2, 1-8, 1-12, 2-13, 2-27, 2-51, 2-61, 2-62, 3-4, 3-8, 4-7 (Table 4-1, “Excursion Railroad”, 4-20</li> <li>• Revision to project area planning exhibits, including Exhibits 1-1, 2-4, 4-2, and 4-4</li> <li>• pp. ES-10, 4-21, 4-52 (Goal ACQ-1 to remove “including the excursion train right-of-way area” and delete Guidelines ACQ-1)</li> <li>• Section 1.8.3, second paragraph, describing the public</li> </ul>

ID #	Issue to be Address	Recommended General Plan Changes	Reference Sections
		<p>of mailing list notices to encompass additional property owners along the ROW and an informational meeting in April, Chapter 1 has been updated to include the postponement of action during the January 2014 Commission Hearing, the informational meeting held on April 15, 2014 and Commission project approval hearing on May 2, 2014</p>	<p>involvement process (pp. 1-17)</p> <ul style="list-style-type: none"> <li>Table 1.1 (pp. 1-19) will be updated to include the April 25, 2014 informational meeting and planned May 2, 2014 Commission hearing</li> </ul>
<b>Bike Trail along the Excursion Train Line</b>			
2	<p>With proposed removal of the RT-owned property from the General Plan project area, the proposal for a bike trail following the excursion train route will be limited to the existing bike paths along the Sacramento River; in the future and in coordinating with the City and others, future community connections on State Park owned property in the project area may be planned</p>	<ul style="list-style-type: none"> <li>The plan will be revised to describe the existing bike path along the excursion train ROW along the Sacramento River and potential connections through State Park property that can help improve or facilitate neighborhood or regional bicycle networks/connections</li> <li>The potential for a bike path connecting from Miller Park to the Northwest Land Park project is possible along a railroad spur of the Sacramento Southern Railroad; this rail spur is proposed to be converted to pedestrian and bicycle access through an existing tunnel that connects the two areas; State Parks will coordinate with the City and applicable property owners regarding improvements and management to implement this key bikeway connection into Northwest Land Park</li> </ul>	<ul style="list-style-type: none"> <li>pp. ES-10, 4-21, 4-23, pp. 4-58 (Guideline CIRC-8), pp. 4-59 (Rail Guideline CIRC-1)</li> <li>To be described on pp. 4-21 (the section titled, "Potential Bike Path Along the Excursion Train Right-of-Way" will be revised to "Potential Bike Connectivity from the Excursion Train Right-of-Way"), pp. 4-58 (Guideline CIRC-8)</li> </ul>

# Exhibit 1-1 Revision to Old Sacramento State Historic Park Planning Area



# Exhibit 4-4 Revision to Proposed Excursion Train Route



**LEGEND**

STUDY CORRIDOR	KEY LOCATION OF ENLARGED EXHIBITS
TRAIN STATIONS	COUNTY LINE
SACRAMENTO RIVER	MAJOR ROADS
	CITIES AND PLACES

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



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

**Exhibit 4-2 Revision to Conceptual Master Plan**

