



**General Plan/EIR  
Site Alternative Descriptions  
May 27, 2010**

These alternatives have been devised to address issues and concerns identified by the community, in collaboration with DPR and other agencies, as requiring further study and resolution in the *California Indian Heritage Center General Plan/EIR*. As a result, the alternatives focus on access, parking, traffic, potential property acquisition, and potential routes for the proposed regional trail. The concept plan in the approved *California Indian Heritage Center: Concept Master Plan* (Master Plan) was used as the starting point for each alternative, with the location and design of the Center's primary building remaining unchanged from that document.

**Alternative 1**

Alternative 1 assumes no acquisition of additional property, and locates all buildings, parking, access, and circulation on the Riverfront site, with primary access from Marina Way, an existing street. No off-site parking is anticipated, except for special events, which is provided via shuttle to remote sites to the south. The artist-in-residence unit is located at the northwestern corner of the site, on the inside of the levee, which is the only permissible location in this alternative. On-site parking is concentrated at the northern end of the site, with supplementary parking along the western edge. In this alternative, the native games area identified in the Master Plan is replaced by parking. The regional trail includes a pedestrian path along the waterfront that protects waterfront habit and provides a contemplative venue, while a multi-use trail accommodates cyclists and pedestrians along the levee. Commercial uses would consist of those identified in the Master Plan at the Center itself. Alternative 1 introduces a small marina that would allow visitors to access the site in private boats, and a water ferry connecting destinations along the Sacramento River.

**Alternative 2**

Alternative 2 is similar to Alternative 1, but shifts primary access from Marina Way south to the Broderick Boat Ramp site, with a two-lane roadway and the regional multi-use trail located along the levee. This use of the levee for primary access would minimize traffic through the neighborhood, but would also require significant grading and widening of the existing two-lane road on the levee. This alternative restores the native games area due to reduced parking needs on-site, with overflow parking located at the Broderick lot. The multi-use regional trail would also run the levee adjacent to automobile traffic.

**Alternative 3**

Alternative 3 also identifies the Broderick Boat Ramp area as the primary access point, and makes use of existing parking at the boat ramp. Parking is further reduced on the main Riverfront site through the acquisition and use of the Grupe property for staff parking. This reduction in on-site parking makes it possible to preserve and restore additional land on the northern end of the site for programmed uses and native habitat. Alternative 3 includes an entry kiosk to control access, collect fees, and provide information to Center visitors. This alternative includes the marina, and introduces a pedestrian bridge providing additional access to and from Old Sacramento.

#### **Alternative 4**

Alternatives 4 and 5 are consistent with the Master Plan's vision to emphasize a "light footprint" on the Riverfront site, which can be accomplished by acquiring the Grupe and JTS properties to move some support activities off of the main Riverfront site. This strategic approach would allow the creation of a buffer between the Center and nearby neighborhoods, and would be an opportunity to provide facilities that could also be used by the neighborhood, such as meeting rooms. The JTS site could also accommodate artist-in-residence bungalows with studios that allow the public to view Native artists at work. The artist-in-residence unit identified at the north end of the property in Alternatives 1-3 would then become available for other uses such as maintenance and/or security. A retreat center, which might include a community center available for public use, is also proposed for the area.

In Alternative 4, the Grupe property serves as the primary entrance, with auto access ramping up to the levee, and the area below potentially featuring interpretive exhibits. Parking for the Center and off-site uses is accommodated on the JTS property in a landscaped surface parking lot. With minimal parking on the primary Riverfront site, expanded programmatic uses and additional habitat preservation and restoration are possible.

#### **Alternative 5**

Alternative 5 includes ancillary uses similar to those in Alternative 4 for the JTS property. In Alternative 5, however, parking is concentrated in a parking garage, with at-grade access from the levee. The parking structure would be wrapped with a building similar in style to the main center, but which accommodates ancillary uses (offices, ticket center, café, etc.) The Grupe property is not used in this alternative, avoiding the extensive grading that would be required for entry along the levee in Alternative 4, although the property could be acquired to enhance a sense of entry and for interpretive displays.