

## General Plan and Environmental Impact Report Old Sacramento State Historic Park

### I. DEPARTMENT RECOMMENDATION

California State Parks recommends that the State Park and Recreation Commission (Commission) adopt the proposed resolution to approve the General Plan for Old Sacramento State Historic Park (the park).

### II. PROJECT DESCRIPTION

Old Sacramento State Historic Park is a contiguous part of the Old Sacramento Historic District (“Old Sacramento”) and came into existence in concert with the redevelopment of the Old Sacramento area, formalized in the park’s *General Development Plan* (State Parks 1970). This new *Old Sacramento State Historic Park General Plan and EIR* (General Plan or General Plan/EIR) evaluates properties owned by California State Parks in Old Sacramento and includes properties on the “Railyards” site (to be used for the proposed Railroad Technology Museum) and more than 16-miles of railroad right-of-way (used by the Heritage Sacramento Southern Railroad excursion train) which is mostly owned or provided easements to State Parks by the City for use, with the exception of an approximately four mile right-of-way between the Sacramento Zoo and the Interstate 5 overcrossing in the Pocket/Meadowview area owned by the Sacramento Regional Transit district and the City.

Classified as a state historic park, the park encompasses an area of approximately 14 acres, generally bound by the Sacramento River, the I Street Bridge, Commonwealth Alley, and J Street. Old Sacramento State Historic Park consists of a historic half-block site known as the “1849 Scene,” located on Front Street between I Street and J Street, and features buildings that are primary contributors to the National Historic Landmark District status of Old Sacramento, as well as other noteworthy historic structures and/or points of interest.

This new general plan is the first tier of a tiered General Plan/Environmental Impact Report that will guide the development and management of Old Sacramento State Historic Park for public use and resource protection for the next 20-plus years. The plan establishes goals and guidelines to assist in the daily and long-term management of the park to ensure that its resources are protected, while encouraging a variety of recreation activities and providing additional facilities to help California State Parks achieve its mission. Projects proposed by this plan have been reviewed at a program level pursuant to California Environmental Quality Act (CEQA) compliance. However, project-level, second tier evaluations of the potential impacts of specific development projects will need to be completed in the future before implementation of specific projects can begin.

### III. PREVIOUS COMMISSION ACTIONS

The General Development Plan (GDP) referenced in Section II above was approved by State Parks’ Director, William Penn Mott Jr. The General Development Plan consisted of a single-page graphic depiction of the Old Sacramento area without associated text or descriptions, with no evaluation of potential environmental impacts that could result from development. There is no documentation that a General Development Plan was approved by the State Park and Recreation Commission in or around 1970. Hence, this is the first action by the Commission regarding Old Sacramento State Historic Park.

#### **IV. PUBLIC INPUT PROCESS**

The general plan process for Old Sacramento State Historic Park began in October 2010 with a public scoping meeting and workshop at the park. Two additional public workshops were conducted at the park in February and April 2011. An Advisory Committee consisting of representatives from the City of Sacramento, the Old Sacramento Business Association, the California State Railroad Museum Foundation, and the Historic Old Sacramento Foundation added to the stakeholder input and reviewed the planning concepts. The planning team also conducted presentations to inform and gather input from nearby resident organizations, project partners, and a local bicycle advocacy group. Additionally, interagency input was obtained through agency scoping as part of the environmental review process and from in-person meetings with the City and various other agencies, upon request or to review information in the general plan.

Public outreach conducted in support of the general plan included a variety of methods: three public workshops, a project page on State Parks' website, and mailing materials, including emails, postcards, and flyers. Notices of the public meetings were placed in the park and in local business storefronts.

All comments received on the plan and during the planning process were fully considered, ensuring that community members, agencies, planning partners, and other stakeholders were fully vested in a transparent planning process.

State Parks posted the Preliminary General Plan and Draft EIR for a 45-day review period beginning on May 30, 2012 and ending on July 16, 2012.

#### **V. HISTORY OF THE PROJECT**

To date, there is no approved general plan for Old Sacramento State Historic Park. The development philosophy for the park, guided by the General Development Plan and the *Interpretive Prospectus* created in the 1970s, was to recreate the physical appearance of the structures, streets, and open space present during the city's Gold Rush heyday. However, conveying the essence of Old Sacramento in the Gold Rush era is challenged and compromised by the fact that the "1849 Scene" has been modified and the city's relationship to the river is quite different from what it was in 1849. Regular floods that plagued the city in its past are responsible for the appearance of the city today, with streets and buildings that now sit one story higher than originally constructed to avoid floodwaters, changing Sacramento's connection to the river and its historic landscape.

Development in Old Sacramento since the 1970s has focused on the establishment and expansion of the California State Railroad Museum and the overall development of the associated railroad theme as the primary emphasis. Furthermore, future opportunities exist to develop a new Railroad Technology Museum on lands acquired by State Parks, and to expand the heritage Sacramento Southern Railroad excursion train experience. Recent progress related to development of the railroad theme has overshadowed the development of the Gold Rush experience or other potential interpretive themes and resources that currently exist in Old Sacramento State Historic Park. The Sacramento River, also a crucial physical feature and influence on the development of the city, is not yet well interpreted in Old Sacramento State Historic Park.

#### **VI. PLAN ISSUES AND ANALYSIS**

The following issues and opportunities were considered in the development of the park's Preliminary General Plan:

**Issue #1 - Management Structure:** The preliminary general plan explored the concept of splitting the park into two separate state historic parks: Old Sacramento State Historic Park and the California State Railroad Museum. Park partners and stakeholders were opposed to the concept of two parks as they view the history, resources, and events in the park as closely interconnected. Concerns were also expressed that this would add another layer of management complexity to Old Sacramento.

***The General Plan now proposes to maintain Old Sacramento State Historic Park as a single unit with five distinct management zones: Riverfront Zone, Gold Rush and Commerce Zone, Railroad History Zone, Railroad Technology and Shops Zone, and Excursion Railroad Zone.***

**Issue #2 - Planning Area:** The general plan included select concepts for plans and activities in Old Sacramento that extended beyond the park's planning area boundary. At the onset of the planning process, members of the public and stakeholders urged State Parks to coordinate with partners in Old Sacramento to think more holistically about plans and programs in Old Sacramento State Historic Park, in conjunction with the historic district. However, once the preliminary general plan was published, park partners expressed concern that some proposed concepts had reached beyond State Parks' planning area boundaries.

***The General Plan has been revised to only include those areas either currently owned by State Parks, with planned ownership, or to be coordinated with others in the near future.***

**Issue #3 - Interpretation:** The appropriate interpretive period for Old Sacramento State Historic Park was explored during development of the general plan. Comments from planning partners suggested ensuring the period of significance is consistent with the period of significance identified in the National Historic Landmark District nomination for Old Sacramento (1840s to 1870); partners also indicated the desire to see the period of significance better defined for the Gold Rush components, and other resources of the plan.

***The general plan now includes different periods of significance for different management zones, consistent with interpretation of the respective resources within these zones and the National Historic Landmark District nomination for Old Sacramento, where applicable. More detailed studies through development of an Interpretive Master Plan for the park or other project development plans are proposed in the future.***

**Issue #4 - Visitor Center:** The Preliminary General Plan identified the need for a new/improved visitor center with a Gold Rush theme, event space, and orientation areas and suggested potential use of the Big Four Building for this purpose. Stakeholders and planning partners expressed concerns regarding the use of the "Big Four" building as a Gold Rush Visitor Center, including fears that this function would compete with the City's Sacramento History Museum and that interpretation of the Gold Rush was not consistent with the historic significance of the Big Four building.

***The general plan now calls for a visitor center located somewhere in the Gold Rush and Commerce Zone. The concept of interpretation of Gold Rush themes in the Big Four Building has been removed from the general plan and the building's significance to themes of commerce, railroad, and transportation are emphasized.***

**Issue #5 - Sunken Ship(s):** Several shipwrecks lie on the bottom of the Sacramento River in Old Sacramento and the Preliminary General Plan called for developing the opportunity for viewing and interpreting one of these ships. This suggestion sparked discussion with the

State Lands Commission and the City of Sacramento who have ownership and jurisdictional responsibility for the ships.

***The general plan emphasizes coordination of future programs on the riverfront adjacent to the park, including interpretation of the sunken ships along the riverfront.***

**Issue #6 - Bike Circulation:** Old Sacramento is connected to the regional bike trail network and is a popular bicycling destination, yet the circulation patterns for bikes through Old Sacramento are not well refined and are dangerous in places.

***The general plan includes concepts for future bike routes that are consistent with the City's Bikeway Master Plan. These were developed in coordination with the City's bike coordinator and bicycle advocacy groups through a series of meetings.***

**Issue #7 - Horse-Drawn Streetcar:** The Preliminary General Plan included the concept of a horse-drawn streetcar loop through Old Sacramento, following I Street, Front Street, L Street, and 2nd Street as a people mover and to exhibit this mode of historic transportation technology. Several planning partners were opposed to the horse-car loop due to concerns regarding vehicular congestion, issues related to equine safe treatment, and potential adverse impacts to businesses during the project's construction. Sections of the loop also were located on lands outside State Parks' ownership.

***The general plan now includes the potential concept for a horse-drawn streetcar line within the park's planning area boundaries, proposed to travel between I Street and Front Street for exhibition and demonstration rather than as a form of public transport.***

**Issue #8 - The 1849 Scene:** This area is currently covered by lawn and open space and a small cluster of Gold Rush-themed commercial structures. It is informally used by school and other visitor groups for lunches, picnics, and informal gatherings and also serves as a space for hosting special events. The Preliminary General Plan described the concept for the development of a historic scene represented in layers, proposing reconstruction of commercial buildings representing the City post-street raising, at present street grade and developing a Gold Rush "underground" experience at the City's lower, historic street grade, interpreting archaeological resources found and located on-site, including the brick buttresses and walls built to support and raise the streets of Old Sacramento. The Preliminary General Plan included conceptual renderings for illustrative purposes. Concerns expressed regarding this concept included the loss of open space, level of detail, and the interpretation of buildings and density represented in the site concepts. Some feared this development could threaten the designation of Old Sacramento as a Historic District if not constructed to U.S. Secretary of Interior standard guidelines.

***The general plan calls for preparation of a Cultural Resources Management Plan that would ensure that future use and development on the site is consistent with the Secretary of Interior standards. The general plan also states that open space elements should be incorporated into future plans, designs, and programs for the site or accommodated in other locations such as the Railroad Technology Museum plaza, to ensure that large, flexible event space remains available.***

**Issue #9 - Underground Tours:** The Preliminary General Plan described a concept for a restored historic commercial block for the 1849 Scene, with an underground level for guided and self-guided archaeological tours of the City of Sacramento's original, lower street elevation. This concept sparked concerns and fears regarding competition with the Historic Old

Sacramento Foundation's Underground Tour program.

***The general plan focuses on cooperation/expansion of current underground tour offerings; references to self-guided tours have been removed.***

**Issue #10 - Sacramento Delta and River Museum:** The desire for such a museum was identified during early public outreach activities. The Preliminary General Plan identified a potential location for such a museum, in a building located outside of the planning boundary, which sparked ownership concerns.

***The general plan now calls for investigating future opportunities to develop a Sacramento Delta and River Museum in Old Sacramento or in the vicinity of the park.***

**Issue #11 - I-Street Closure:** The Preliminary General Plan proposed the closure of I Street, between 2nd Street and Commonwealth Alley to vehicles during the day (open to bus, bike, and pedestrian access) to ensure visitor and pedestrian safety; and reopening this roadway in the evenings. This proposal raised concerns regarding loss of street parking (affecting three spaces currently provided on I Street) and potential circulation impacts from limiting alley access for business and bus traffic.

***This concept is no longer included in the general plan.***

**Issue #12 - Excursion Trains:** The General Plan includes concepts for two excursion train lines: the first line would extend the current excursion train operation running from Old Sacramento State Historic Park to "Baths" to the Sacramento Zoo; the second line is proposed as a themed excursion ride for nature viewing and other interpretation from the Pocket-Meadowview area to the town of Hood, with need for occasional movement of train equipment in between. Significant and unavoidable environmental impacts were identified for noise. Concerns stated by neighbors include potential environmental impacts, impacts to their properties, trespass, and real estate value. Additional information was also requested.

***The general plan has been updated to provide additional descriptions of the conditions along the excursion train right-of-way, frequency of train movements for the excursion train operation from Old Sacramento to the Sacramento Zoo, and more information on the movement of equipment between the Zoo and the Pocket/Meadowview area. Conclusions regarding environmental impacts have not changed.***

## **VII. LEGAL ISSUES**

There are no known legal issues relating to the Commission's approval of the general plan for Old Sacramento State Historic Park.

## **VIII. FISCAL IMPACT**

There is no immediate fiscal impact as a result of adopting this general plan. However, approving the plan will provide additional revenue and concession opportunities in the future.

## **ATTACHMENTS:**

**Figure 1:** Proposed Excursion Train Routes

**Figure 2:** General Plan Management Zones

**Figure 3:** Conceptual Master Plan

Figure 1 - Proposed Excursion Train Routes

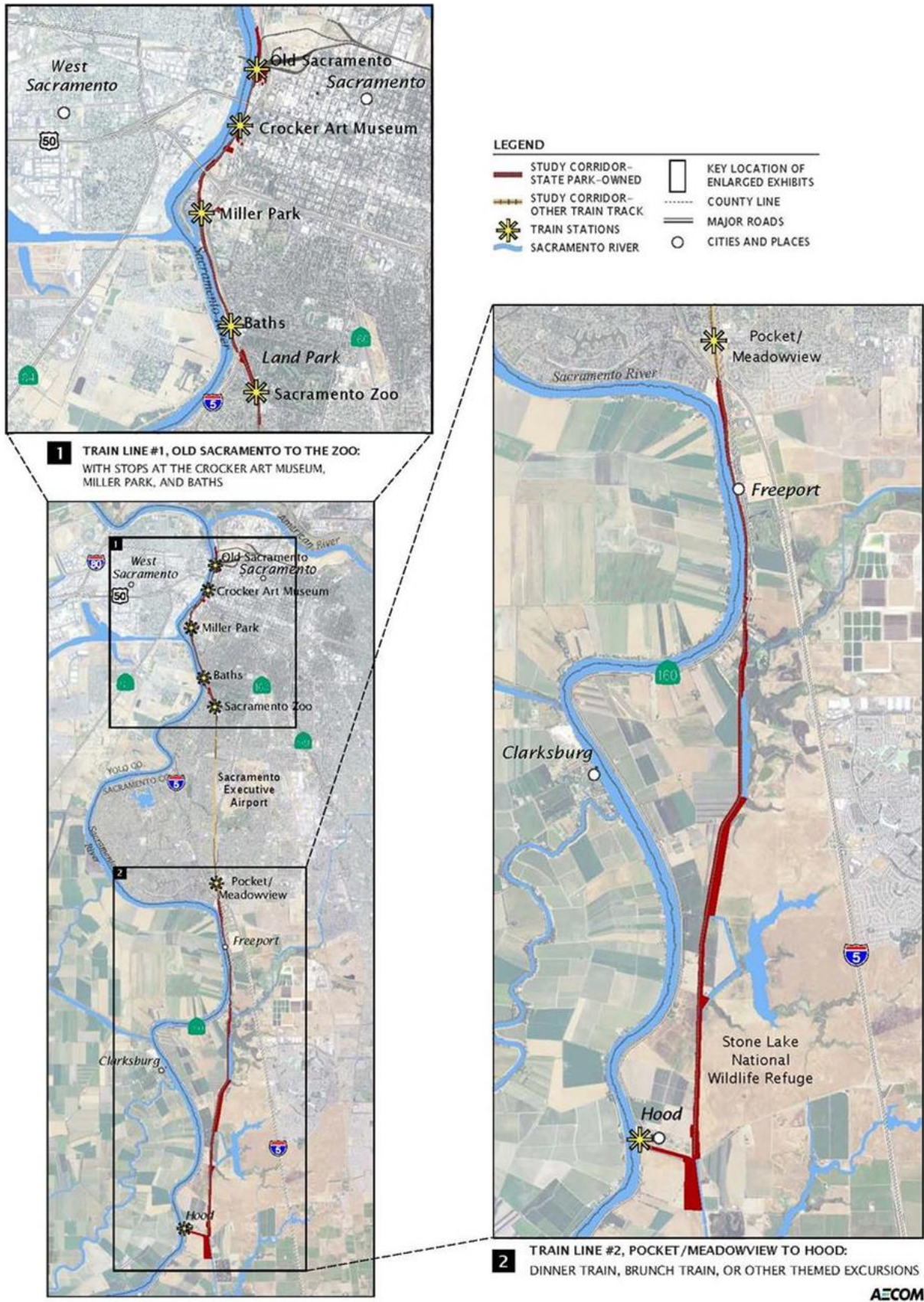


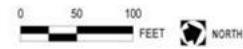
Figure 2 - General Plan Management Zones



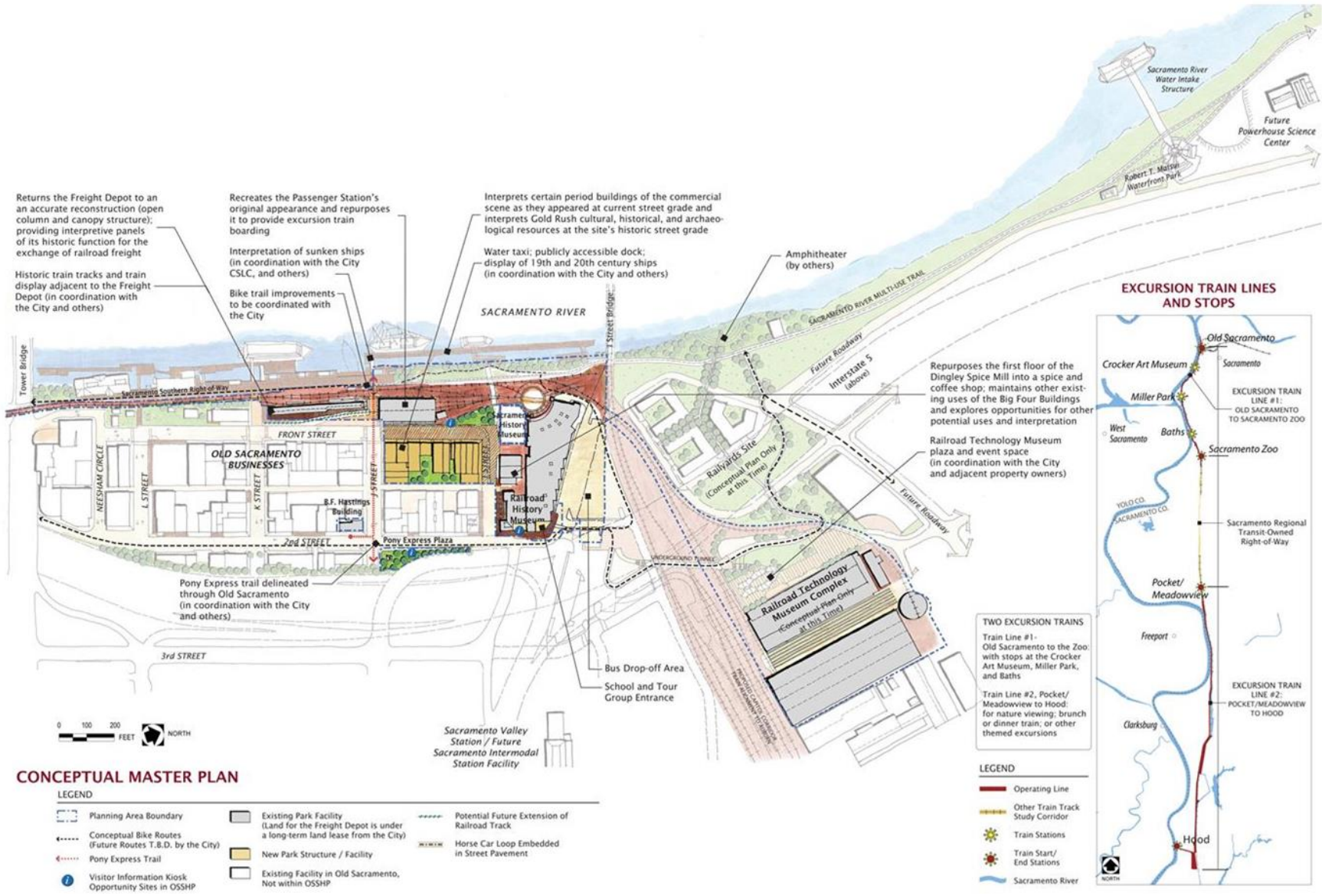
**GENERAL PLAN MANAGEMENT ZONES**

**LEGEND**

- |   |  |
|---|--|
|  PLANNING AREA BOUNDARY      |  EXCURSION TRAIN ZONE               |
|  GOLD RUSH AND COMMERCE ZONE |  RAILROAD HISTORY ZONE              |
|  RIVERFRONT ZONE             |  RAILROAD TECHNOLOGY AND SHOPS ZONE |



**Figure 2 - Conceptual Master Plan**





**FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS  
OLD SACRAMENTO STATE HISTORIC PARK GENERAL PLAN  
JANUARY 24, 2014**

In accordance with CEQA Guidelines Sections 15092, 15093 and 15096(h), the California Department of Parks and Recreation hereby finds for the reasons set forth below, that the social, educational, recreational and economic considerations of the proposals contained in the Old Sacramento State Historic Park (OSSHP) General Plan and its implementation outweigh the potential adverse environmental effects that implementation of the plan may cause.

As set forth in the preceding sections, the State Park and Recreation Commission's approval of the OSSHP General Plan and certification of the associated EIR by the Director of State Parks will result in two significant and unavoidable environmental impact related to noise: 1) long term noise related to rail operations; and 2) noise related to adjacent land uses. Implementation of the General Plan will also result in a significant impact related to short-term noise related to project construction. However, implementation of Mitigation Measure Noise-1 contained in the MMRP for the OSSHP General Plan will reduce short-term noise impacts related to project construction to less than significant.

Mitigation Measure Noise-2, also contained within the MMRP, will help reduce noise impacts from long-term noise levels related to rail operations. However, even with implementation of Mitigation Measure 2, the potential for significant noise impacts related to horn blasts at public at-grade crossings and noise from pass-by trains resulting from the proposed expansion of the excursion train operations would remain. The EIR found that feasible mitigation measures to reduce this impact to less than significant are not available, and thus the impacts remain significant and unavoidable. Because implementation of the General Plan, specifically the expansion of excursion train operations, would introduce a new noise source in excess of applicable impact criteria, and because no feasible mitigation exists to reduce this impact to less-than-significant, the impact of noise related to incompatible land use was also found to be significant and unavoidable.

All other potentially significant impacts that would result from implementation of the General Plan related to aesthetic resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, public services, transportation and traffic, and utility and service systems would be less-than significant as a result of implementing specific goals and guidelines contained in the OSSHP General Plan. Specific goals and guidelines to be implemented are noted in the impact analysis for each resource topic and are also included in the MMRP for informational purposes.

The adoption of the General Plan memorializes the commitment of State Parks to avoid adverse environmental effects to the greatest extent feasible, while providing opportunities for recreation, interpretation, and education. This is the first General Plan

for OSSHP. The General Plan provides for the implementation of adaptive management strategies to protect resources and to keep environmental effects at a minimum. For example, adaptive management allows State Parks to time movement of rolling stock in the area between Old Sacramento and Hood travelling to Old Sacramento for repair or maintenance to be timed to avoid peak traffic periods or sensitive noise periods.

In addition, the General Plan/EIR is the first tier of a multi-tiered California Environmental Quality Act (CEQA) review process as defined in Section 15169 of the CEQA guidelines. All subsequent plans and projects will be subjected to further CEQA analysis and regulatory requirements, and may result in additional mitigation measures to further reduce impact, as more specific project details become known.

In addition to the above efforts, State Parks will:

- Consider potential noise and land use compatibility issues during future planning efforts;
- Continue to work with the local community potentially affected by the expansion of excursion train operation to minimize adverse effects; and
- Incorporate new technology and Best Management Practices related to train operations, as applicable.

State Parks has made changes to the Preliminary General Plan/Draft EIR in the FEIR to provide all currently known details related to the proposed excursion train expansions in one place (see page 4-20 of the General Plan) to help reviewers better understand the details of the proposed operations. Master Response 9 – Excursion Train Information – in the Final EIR also explains these details. None of these revisions for clarification resulted in changes to the impact conclusions or proposed mitigation included in the Preliminary General Plan/Draft EIR.

State Parks is committed to implementing management strategies to reduce impacts from operational noise of excursion trains on adjacent neighborhoods. State Parks recognizes, however, that this is not always a straight forward and easy task. Trains are noisy by nature and some adjacent neighbors may find noise related to trains offensive. Others may be worried about passing trains resulting in delays to traffic in local neighborhoods due to cars cueing at local railroad crossing, particularly during busy commute or business hours. However, trains used to historically operate on the railroad right-of-way between Old Sacramento and Hood, and can, therefore, be reasonably expected to operate on the existing tracks in the future. Implementing the excursion train expansions outlined in the OSSHP provides State Parks with an excellent opportunity to use its existing assets to expand visitor services, provide additional recreational opportunities, achieve its interpretive and educational goals related to the railroad zone, and create an additional source of revenue.

**The Commission finds that the General Plan will have the following economic, social, and cultural benefits that render acceptable the potential significant and unavoidable effects related to excursion train noise.**

### **1. Preserves cultural resources**

Historic buildings in OSSHP will be protected and preserved for their historic values and collectively for their national significance and reconstruction of any new buildings will be consistent with the Old Sacramento National Historic Landmark District and the Secretary of the Interior Standards. The General Plan provides guidelines for management and appropriate adaptive uses of these historic structures, consistent with the Secretary of Interior Standards for the Treatment of Historic Properties. The General Plan also contains goals and guideline for the protection of archeological resources.

### **2. Improves overall park operations and visitor services**

The General Plan provides guidance to park managers and other agencies to coordinate their efforts to optimize operations efficiency, security, emergency access, and visitor enjoyment of OSSHP. It also includes many proposals for additional services and opportunities to interpret the local and regional history and stresses cooperative relationships with key planning partners such as the City of Sacramento, Historic Old Sacramento Foundation, Old Sacramento Business Association, and California State Railroad Museum Foundation.

### **3. Improves public access to the Sacramento River and Riverfront Zone**

Implementation of the General Plan would include improvements to the waterfront along the Sacramento River in the Riverfront Zone, located between the I Street Bridge to the north and J Street to the south. This area represents one of the earliest sites in the city and acknowledges the important relationship of the Sacramento River to the development of Sacramento. Interpretive features in this area include the river shoreline, Riverfront Park, an embarcadero/promenade, and sunken historic ships. Proposed uses for the Riverfront Zone include docks and open space that provide multi-purpose event, interpretation, and recreation space, with access to and views of the Sacramento River. Proposed improvements include development of a new dock for the display of historic ships, operation of a water taxi, and boat moorage and enhancements to the appearance and comfort of the riverfront, including landscape enhancements 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 improve public safety and ADA accessibility; and coordination of interpretive exhibits of the river, as part of the community's vision for a future interpretive trail system along the Sacramento River Parkway. This trail would guide visitors to other resources in the area and encourage opportunities for an interconnected experience with nearby destinations, including the Crocker Art Museum; the Railyards; Discovery Park;

Raley Field; and the future Powerhouse Science Center and California Indian Heritage Center.

**4. Improves interpretive opportunities in the Gold Rush and Commerce Zone**

The Gold Rush and Commerce Zone encompasses the first lots in Sacramento and represents the early years of commerce and communication in Old Sacramento. This area will be the most intensely developed area of OSSHP and will provide visitors with the opportunity to discover and experience Gold Rush history; the raising of the city streets; early commercial-era development, consistent with the historic site significance of the lots on the half block; and the Pony Express, telegraph, and stage lines that improved connectivity throughout the nation. The Gold Rush and Commerce Zone consists of the existing B. F. Hastings Building and Pony Express Plaza at 2nd and J Streets; the 1849 Scene on Front Street; and the Big Four Complex on I Street. Improvements to existing facilities include renovations to the second floor of the B.F. Hastings Building to interpret the first Supreme Court chambers location; interpretation of the Pony Express route through Old Sacramento and visitor enhancements to Pony Express plaza, including seating areas, picnic tables, and drinking fountains; development of a period-style concession space such as, a coffee shop on the first floor of the Dingley Spice Mill; and repurposing uses in the Big Four Building as a transition zone between the Sacramento History Museum and Railroad History Museum to interpret 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 the city's original street elevation and street raising; commercial reconstructions of historic sites at current street level; and commercial, office, and hotel functions on the floors above. 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 or exhibit spaces, historical vignettes, artifacts, archaeological displays, environmental study programs, tours, living history events, and appropriate period-style concessions. Additionally, historic methods of transportation in use in Sacramento in the 19<sup>th</sup> century will be displayed through the operation of a period-style horse-drawn streetcar demonstration ride 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.

## **5. Improves facilities in the Railroad History Zone**

The General Plan includes opportunities for updated facilities and improved visitor experiences in the Railroad History Zone. This 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, the RHM, and turntable. Improvements to the Railroad History Zone include improvements to the RHM with the addition of a school/tour group entrance to the east side of the museum; relocation of the excursion train terminus to the Passenger Station to include an expanded boarding area, restaurant concession, and restrooms; 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 related to the events and development of the nation's first transcontinental railroad and the development of railroads in the west. Visitors will get a glimpse of the history and evolution of rail transportation technology through railroad equipment, access to restored trains and railroad facilities, living history events, and museum displays showcasing railroad history, themes, and rail-related transportation technology.

## **6. Adds new visitor experiences in the Railroad Technology and Shops Zone**

The General Plan provides for new facilities and visitor experiences not currently available in OSSHP. This Railroad Technology 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 zone includes artifacts, interpretive collections, and railroad equipment and facilities, including the proposed RTM (Boiler Shop, Erecting Shop, turntable, transfer table, and firing line) on the Railyards property. Improvements to the Railroad Technology and Shops Zone include the development of a new RTM at the historic Railyards site to expand the exhibit space and railroad themes of the RHM. The Railroad Technology Zone will add a focus on science and engineering themes. 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 innovations in railroad and rail-related transportation technology.

## 7. Expands opportunities in the Excursion Railroad Zone

The OSSHP General Plan includes opportunities for additional visitor experience and interpretation in the Excursion Railroad Zone. This zone includes over 16-miles of railroad right-of-way; trains, railcars, tracks, other railroad equipment; and existing and future stops or station facilities, associated with the excursion train operations. While current excursion train operations travel from Old Sacramento to Baths along the Sacramento River, excursion train service is proposed to be expanded to include two route segments. Train Line #1 would utilize the existing route, beginning in Old Sacramento (with passenger boarding and ticket offices moved to the Passenger Station) and shall be extended to the Sacramento Zoo, with proposed stops at the Crocker Art Museum, Miller Park, and Baths (the current turnaround location). Train Line #2 would run between a new station (exact location to be determined), originating in the Pocket/Meadowview neighborhood, to the town of Hood. While most of the right-of-way to accommodate the excursion train expansion is already owned by State Parks, acquisition or easements in the right-of-way area, owned by the Sacramento Regional Transit (RT) and the City, will be necessary for the operations, movement of equipment, and maintenance of the excursion train system.

## FINDING

***California State Parks finds that the proposals contained in the General Plan, including the preservation of cultural resources, accessibility improvements, cooperative opportunities with important planning partners, and new development for park operations and visitor services in various proposed zones, along with a commitment to carefully consider measures to reduce noise of excursion trains to adjacent neighborhoods during future planning efforts, outweighs the potential adverse environmental effects of noise and incompatible land use.***



Draft Resolution 1-2014  
Adopted by the  
CALIFORNIA STATE PARK AND RECREATION COMMISSION  
at its regular meeting in Sacramento, California  
January 24, 2014

**General Plan and Final Environmental Impact Report  
for Old Sacramento State Historic Park**

WHEREAS, the Director of California State Parks has presented to this Commission for approval the proposed General Plan and Final Environmental Impact Report (“Plan”) for Old Sacramento State Historic Park (“Park”); and

WHEREAS, the Park is a unique historic park interpreting both the Gold Rush-era and the years of railroad expansion across the United States; and

WHEREAS, as a portion of the Old Sacramento Historic Landmark District, the Park is located in an urban area surrounded by private businesses fronting onto the Sacramento River and including the California Railroad Museum and historic shop buildings within the nearby Railyards site; and

WHEREAS, opportunities exist to improve and enhance the interpretive elements of the Gold Rush-era while also expanding elements of the rail era excursion train visitor components and collections, and

WHEREAS, this general plan will guide the development and management of the Park for public use and resource protection for the next 20 or more years, by establishing goals and guidelines to assist in the daily and long-term management of the park to ensure that its resources are protected, while encouraging a variety of interpretive and recreation activities; and

WHEREAS, the Plan is subject to the California Environmental Quality Act (CEQA) and includes the Environmental Impact Report (EIR) as a part of a General Plan, pursuant to Public Resources Code (PRC) Section 5002.2 and the California Code of Regulations (CCR) Section 15166 (CEQA Guidelines), providing discussion of the probable impacts of future development, establishing goals, policies and objectives, and addressing all the requirements of an EIR; and

WHEREAS, the Plan and EIR function as a “tiered EIR” pursuant to PRC 21093, covering general goals and objectives of the Plan, and that the appropriate level of CEQA review will be conducted for each project relying on the Plan;

NOW, THEREFORE BE IT RESOLVED: That this Commission has reviewed and considered the information and analysis in the Plan prior to approving the Plan, and this Commission finds and certifies that the Plan reflects the independent judgment and analysis of this Commission and has been completed in accordance with the California Environmental Quality Act; and be it

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RESOLVED: In connection with its review of the Plan prior to approving the General Plan, this Commission independently finds that the environmental conclusions contained in the Environmental Analysis Section of the Plan are supported by facts therein and that each fact in support of the findings is true and is based on substantial evidence in the record and that mitigation measures or other changes or alterations have been incorporated into the Plan which will avoid or substantially lessen the potential impacts identified in the Plan; and be it

RESOLVED: The location and custodian of the Plan and other materials which constitute the record of proceedings on which the Commission's decision is based is: State Park and Recreation Commission, P.O. Box 942896, Sacramento, California 94296-0001, Phone 916/653-0524, Facsimile 916/653-4458; and be it

RESOLVED: The California State Park and Recreation Commission hereby approves the Department of Parks and Recreation's General Plan and certifies the Environmental Impact Report prepared for Old Sacramento State Historic Park, dated December 2013; and be it

FURTHER RESOLVED: That a Notice of Determination will be filed with the Office of Planning and Research within five days of this approval.

Attest: This Resolution was duly adopted by the California State Park and Recreation Commission on January 24, 2014 at the Commission's duly-noticed public meeting at Sacramento, California.

By: \_\_\_\_\_ Date: \_\_\_\_\_

Louis Nastro  
Assistant to the Commission  
For Major General Anthony L. Jackson, USMC (Ret), Director  
Secretary to the Commission