

SECTION 4.4

Cultural Resources

This section discusses the potential for the proposed projects to adversely affect cultural and paleontological resources. Cultural resources include built environment, architectural and cultural landscape resources, historical and prehistoric archaeological resources, and human remains. Paleontological resources include fossilized remains of vertebrate and invertebrate organisms, fossil tracks, and plant fossils.

In response to the NOP (see Appendices A and B), Preservation Sacramento commented on the importance of maintaining and protecting the Central Shops Historic District. Preservation Sacramento provided recommendations for mitigation, including the nomination of the Central Shops for listing in the National Register of Historic Places (NRHP) and facilitating the adaptive reuse of the historic buildings. Section 4.4.4 discusses impacts on historic resources, including the Central Shops.

Cultural resources findings described in this section are based on the data provided in the City of Sacramento 2035 General Plan Master Environmental Impact Report, JRP Historical Consulting and Anthropological Studies Center technical reports¹⁻² completed for the 2007 RSP EIR, an updated record search at the North Central Information Center, archival research, and consultation with parties involved in past phases of the project.

Issues Addressed in the 2007 RSP EIR

Issues discussed in the 2007 RSP EIR included direct and indirect impacts to historic built resources (e.g. the Central Shops Historic District, the Sacramento Depot, the I Street Bridge, and the Alkali Flat Historic District). Paleontological resources were not addressed in the 2007 RSP EIR.

The 2007 RSP EIR also addressed the potential presence of significant archaeological resources and human remains and identified six archaeologically sensitive areas, including:

- Slater's Addition: An area extending west from the Central Shops Area to the western edge of the project area, on fill, which was the mapped location of a residential development in the 1850s that was later subsumed by the Railyards development.

¹ ASC, 2007. Sacramento Railyards, Initial Phase: Archaeology. Prepared for EIP Associates. July 2007.

² JRP, 2007. Historical Resources Impact Analysis Report for the Railyards Project Sacramento, California. Prepared for EIP Associates. July 2007.

- The 6th–7th Street Corridor: The 6th and 7th street corridor between D and H streets which was developed starting in the 1850s as a mixed industrial and residential area built on fill.
- Sutter Lake: Historically a small lake near the southeast corner of the project area (west of 7th Street), listed as State Historic Landmark No. 594, historically home to a Chinese neighborhood, and an area of predicted prehistoric archaeological sensitivity, much of which has subsequently been filled.
- The Central Shops Area: The historic district includes cluster of 11 main buildings, ancillary structures, and landscape/site features immediately around the buildings that formed the primary facility of the historic railyard. Most of this site was developed on fill.
- The Brass Foundry Area: An area just west of the current Central Shops' Boiler Shop which housed a brass foundry from circa 1888-1892, built on fill, through the early 20th century.
- The General Foundry Area: An area on the west side of 6th Street where the General Foundry was built between 1883 and 1895, on fill, in the northeast part of former Sutter Lake.

An updated evaluation of the RSP Area's archaeological sensitivity is included in Section 4.4.4 below.

4.4.1 Environmental Setting

The 2007 RSP Draft EIR described the cultural resources setting on pages 6.3-2 through 6.3-11. While additional historic period resources have been documented since the 2007 RSP Draft EIR, the prehistoric and historic environmental setting has not significantly changed since certification of the 2007 RSP EIR. The following discussion of prehistoric and historic resources is excerpted from the 2007 RSP EIR environmental setting with minor revisions to update or clarify information.

The 2007 RSP EIR did not address paleontological resources, which are addressed in this section. The environmental setting for paleontological resources is derived from the City's 2035 General Plan Master EIR.

Paleontological Setting

The Society of Vertebrate Paleontology (SVP) has established guidelines for the identification, assessment, and mitigation of adverse impacts on nonrenewable paleontological resources.³⁻⁴

³ Society of Vertebrate Paleontology, 1995. *Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontologic Resources – Standard Guidelines*, *Society of Vertebrate Paleontology News Bulletin*, Vol. 163. pp. 22-27.

⁴ Society of Vertebrate Paleontology, 1996. *Conditions of receivership for paleontologic salvage collections: Society of Vertebrate Paleontology News Bulletin*, Vol. 166. pp. 31-32.

Most practicing paleontologists in the United States adhere closely to the SVP's assessment, mitigation, and monitoring requirements as outlined in these guidelines, which were approved through a consensus of professional paleontologists and reflect the currently accepted standard practices. Many federal, state, county, and city agencies have either formally or informally adopted the SVP's standard guidelines for the mitigation of adverse construction-related impacts on paleontological resources. The SVP has helped define the value of paleontological resources and, in particular, indicates the following:

- Vertebrate fossils and fossiliferous (fossil-containing) deposits are considered significant nonrenewable paleontological resources and are afforded protection by federal, state, and local environmental laws and guidelines.
- A paleontological resource is considered to be older than recorded history, or 5,000 years before present, and is not to be confused with an archaeological resource.
- Invertebrate fossils are not significant paleontological resources unless they are present within an assemblage of vertebrate fossils or they provide undiscovered information on the origin and character of the plant species, past climatic conditions, or the age of the rock unit itself.
- A project paleontologist, special interest group, lead agency, or local government can designate certain plant or invertebrate fossils as significant.

In accordance with these principles, the SVP (1995) outlined criteria for screening the paleontological potential of rock units and established assessment and mitigation procedures tailored to such potential. **Table 4.4-1** lists the criteria for high-potential, undetermined, and low-potential rock units.

**TABLE 4.4-1.
CRITERIA FOR DETERMINING PALEONTOLOGICAL POTENTIAL**

Paleontological Potential	Description
High	Geologic units from which vertebrate or significant invertebrate or plant fossils have been recovered. Only invertebrate fossils that provide new information on existing flora or fauna or on the age of a rock unit would be considered significant.
Undetermined	Geologic units for which little to no information is available.
Low	Geologic units that are not known to have produced a substantial body of significant paleontological material.

SOURCE: Society of Vertebrate Paleontology, 1995 and 1996.

Per the City of Sacramento 2035 General Plan Master EIR (Geology, Soils, and Mineral Resources, page 4.5-7), the City of Sacramento is not highly sensitive for paleontological resources due to the absence of fossil-bearing soils and rock formations. As explained in greater detail below, most of the RSP Area has been excavated and filled. Although not discussed in the SVP standards, artificial fills, surface soils, and high-grade metamorphic rocks do not contain

paleontological resources. While such materials were originally derived from rocks, they have been altered, weathered, or reworked such that the discovery of intact fossils would be rare. Therefore, there is little potential for the RSP Area to contain fossils.

Prehistoric Setting

The following discussion on the RSP Area's prehistoric setting is excerpted from the 2007 RSP EIR Cultural Resources section's environmental setting, updated to reflect more recent information.

Although human activity in parts of California's Central Valley has been documented as far back as 9,000 to 12,000 years before the present, claims of similar antiquity for the Sacramento locality have not been supported.⁵ This absence of evidence might be due to geomorphological processes such as sedimentation rates, or might result from land-use practices and social/technological organization of early peoples, or a combination of these factors. Archaeological evidence of Paleoindian and Early Archaic period use of the region has been identified at several sites in the Sierra foothills within 60 miles of Sacramento in the form of temporally diagnostic tools, radiocarbon dates, and obsidian hydration rim values.⁶ Far more evidence exists for substantial human occupation of the Sacramento locality and environs beginning about 4,000 to 5,000 years ago.⁷ The period from ca. 5,000 years ago to Euroamerican contact has been divided into several eras on the basis of observed differences in archaeological remains.

The first published prehistoric cultural sequence for central California,⁸ ultimately known as the Central California Taxonomic System, or CCTS, had its inception in the Sacramento–San Joaquin Delta and environs. The sequence, based in large part on changes in burial position and grave goods within large, stratified sites, identified three distinctive culture horizons: Early, Middle, and Late. The scheme has undergone much revision,⁹ but the labels for these three distinctive periods remain in general use. The sequence begins with the Windmill pattern, followed by the

⁵ Moratto, M.J., 1984. *California Archaeology*. Academic Press, Orlando, Florida, 1984.

⁶ Moratto, M.J., 1984. *California Archaeology* Academic Press, Orlando, Florida, 1984; Peak, A.S. and H.L. Crew, 1990. An Archaeological Data Recovery Project at CA-CAL-S342, Clarks Flat, Calaveras County, California. In *Cultural Resources Studies, North Fork Stanislaus River, Hydroelectric Development Project, Volume 2*. Sacramento, 1990; Pryor, John, and Russell Weismann, *Archaeological Investigations at the Skyrocket Site, CA-CAL-629/630, the Royal Mountain King Mine*.

⁷ Brienens, West, & Schultz, 1981. *Overview of Cultural Resources*.

⁸ Lillard, Heizer, and Fenenga, 1936. *An Introduction to the Archaeology of Central California*. Sacramento Junior College, Department of Anthropology, Bulletin 2, Sacramento, 1939; Lillard, J.B., and W.K. Purves, 1936. *The Archaeology of the Deer Creek–Cosumnes Area, Sacramento County, California*. 1936.

⁹ Beardsley, R.K., 1954. *Temporal and Areal Relationships in Central California Archaeology*. University of California Archaeological Survey Reports 24 and 25. Berkeley, 1954; Bennyhoff, J.A. and D.A. Fredrickson, 1994. *A Proposed Integrative Taxonomic System for Central California Archaeology*. In *Toward a New Taxonomic Framework for Central California Archaeology*, edited by Richard E. Hughes, pp. 15-24. University of California Archaeological Research Facility Contributions No. 51. Berkeley; Bennyhoff, J.A. and R.E. Hughes, 1987. *Shell Bead and Ornament Exchange Networks Between California and the Western Great Basin*. *Anthropological Papers of the American Museum of Natural History* 64(2):79-175; Fredrickson, D.A., 1973. *Early Cultures of the North Coast Ranges, California*. Doctoral dissertation, University of California, Davis, 1973; Ragir 1972.

Berkeley pattern, and the Augustine pattern. These three patterns—which equate with the Early, Middle, and Late periods of the CCTS—are briefly outlined below.

Early Period/Windmill pattern (ca. 3000 – 500 B.C.). The pattern is named for the Windmill site (CA-SAC-107), a mound in the Deer Creek–Cosumnes River area. The artifact assemblage of the pattern consists of heavy stemmed and leaf-shaped projectile points of chert and obsidian and relatively rare milling equipment; objects found as grave goods, including charmstones and abalone ornaments, were highly stylized and well-made. The rigid mortuary complex of the Windmill pattern—with its ventrally extended burials (i.e., lying face down) with head oriented to the west—suggests a tightly controlled social organization. Although an emphasis on hunting has been inferred, dependence on anadromous fish may account for such early organization.¹⁰

Middle Period/Berkeley pattern (500 B.C. – A.D. 900). The onset of the Middle period was marked by the Berkeley pattern, with its abrupt shift in burial mode (from prescribed extension to flexed) and a milling-tool kit dominated by the mortar and pestle. Projectile points were concave base or side-notched forms, with a shift away from Napa obsidian to western Great Basin sources. Shell beads, imported from the coast and fashioned into elaborately varying forms, became common in this period, with some human burials accompanied by thousands of beads and other grave goods. An emphasis on bone tools during this period reflects a resourceful adaptation to the generally stone-poor Delta region. Despite the indications of prosperity and increased sedentism, there is also considerable flux during this period, with a continuation of various Windmill traits in the south that suggests retention of earlier traits by a displaced group. Middle-period sites are relatively common in lower Sacramento valley, including site CA-SAC-43, an intensively investigated site on the Sacramento River to the south.¹¹

Late Period/Augustine Pattern (A.D. 900 – Historic). The influx of new groups entering the Central Valley from the north (the related Nisenan and Patwin in the Sacramento area), beginning as early as A.D. 700, is marked by a shift in artifact assemblage, exchange networks, and ceremonial affiliation (e.g., appearance of the banjo-shaped abalone ornaments of the Kuksu cult). Among the stylistic changes in the valley was a greater elaboration of utilitarian forms, such as dressed mortars. An important change in technology—the introduction of the bow and arrow replacing the dart and atlatl—is represented in the smaller side-notched projectile points of Napa obsidian. During the early phase of the Augustine pattern, some social disorganization associated with more stressful environmental conditions is suggested.

The latter part of the Late period marks a return to stability and increased sedentism in the area. Social stratification and elaborate ceremonialism are evidenced among grave goods, while wide-

¹⁰ Schulz, P. D., *Osteoarchaeology and Subsistence Change in Prehistoric Central California*. Doctoral dissertation, Department of Anthropology, University of California, Davis, 1981.

¹¹ Bouey, P.D., 1995. Final Report on the Archaeological Analysis of CA-SAC-43. Far Western Anthropological Research Group, Davis, California, prepared for Department of the Army, Corps of Engineers, Sacramento, 1995.

ranging exchange networks can be inferred from shell beads and other exotic items. The ethnographic distribution of cultural groups is assumed to have been in place by this time throughout much of central California, and the lifeways from the onset of this period were probably very similar to those encountered at first Euroamerican contact.

Prehistoric Sites in Proximity to the RSP Area

One of the closest prehistoric sites to the RSP Area that has been extensively studied is CA-SAC-38, located five blocks to the east at the intersection of I Street and 10th Street (an area within Cesar Chavez Park under Sacramento City Hall buildings and the EPA building). This site was recorded by Heizer in 1934 as a 'mound' located 25 feet above sea level at Plaza Park (now called Caesar Chavez Park). The portion of CA-SAC-38 located in Caesar Chavez Plaza was investigated in 1991 as part of the evaluation of the park. The part of the site to the north was discovered during construction of the new City Hall in 2003-2005.

This site is noted as the ethnographic village of Sa'cum in an 1850 lithograph, reportedly the only dry spot visible for miles during the flood. The area where this site is located was then on a high point of land that was thought to be an ancient sandbar originally along a slough.¹² The deposit was discovered buried below 10 feet of overburden and extended to a depth of 10-22 feet below current street level.

Unlike P-34-2359, which was located presumably on the shores of the former Sutter Lake, CA-SAC-38 had very few archaeological remains dating to the Late (Emergent) Period when Sa'cum would have been occupied ethnographically. Instead, datable artifacts and features indicated that the site was occupied from about 11,400 years ago until about 2660 before the present. During the excavations, numerous intact features including burials pointed to a high degree of stratigraphic integrity, and approximately 75,000 artifacts were recovered representing a varied and diverse collection of archaeological remains. The early occupation of this site coupled with the relatively continuous use for nearly 9,000 years suggests that the paleo sandbar where CA-SAC-38 was located was a very stable landform for millennia. Because of the human remains recovered during the excavation, this site is considered to be sacred by local Native Americans.

Ethnographic Setting

The ethnographic period, defined by the advent of written descriptions of native life, marks the close of prehistoric times. During the time of European exploration in the late 18th century, Nisenan, the group native to the area, were encountered in the Sacramento vicinity and surrounding area. Nisenan villages were located atop knolls along the edges of rivers and wetlands. Ethnographies mention one village center, *Momol*, located near the original confluence of the American and Sacramento rivers. The American River was rerouted to its current alignment after devastating floods in 1862. The large village extended a few miles east of the

¹² Casilear, George and H. Bainbridge, 1850. View of Sacramento City as it appeared during the great inundation in January 1850 / drawn from nature; lithograph. Sarony, New York.

American River and north and south along the Sacramento River.¹³ Two other Nisenan villages, *Pushuni* and *Seku-mni*, were about 5 miles north-northeast and 10 miles east of Old Sacramento, respectively, on the opposite side of the Sacramento River.¹⁴

Sacramento is situated within 7 miles of the somewhat arbitrary boundary delineating regions occupied by speakers of other languages within the same linguistic family as the Nisenan language—Patwin to the west and Plains Miwok to the south. All of these peoples visited the rivers and wetlands in the Sacramento area during the winter months to gather certain plants, hunt and fish, and interact with neighboring villages to obtain items through trade and form social and political alliances. Weather conditions in the summer made the plains and marshes inhospitable, and village groups regularly relocated to the eastern or western foothills. Within half a century of European contact, several epidemics attributed to malaria, smallpox, and a variety of introduced diseases; overt hostilities between native and non-native groups; and the effects of Spanish and Mexican land grants and settlement decimated native groups throughout the Central Valley, leaving a substantially reduced population living in the Sacramento vicinity.¹⁵

Today, there are numerous Native American tribes living on tribal lands to the east of Sacramento including the United Auburn Indian Community of Auburn Rancheria and the Shingle Springs Rancheria, both of which are federally recognized. These tribes and others in the region remain interested in continuing and maintaining traditional culture and protecting tribal cultural resources.

Historic Setting

The following historic period background setting discussion on the RSP Area's historical setting is excerpted from the 2007 RSP EIR Cultural Resources section's environmental setting, although some information has been added to further develop the historic context based on current project understanding.

Sacramento is located in the upper Central Valley of California at the confluence of the Sacramento and American rivers. The RSP Area occupies the southern edge of a large expanse of low lying land south of the current confluence of the American and Sacramento rivers. Before filling and development of the area, the American River flowed through the northern part of the RSP Area, emptying into the Sacramento River at a point roughly aligned with modern E Street. The American River was rechanneled into its current course, north of the RSP Area, after

¹³ Wilson, N.L. and A.H. Towne 1978. Nisenan. In *Handbook of North American Indians*, Volume 8, gen. ed. W.C. Sturtevant. California, ed. R.F. Heizer, 387-97. Washington D.C.: Smithsonian Institution.

¹⁴ Kroeber, R.M. and D. Theodoratus, 1925. Discover Park Construction Site Examination for Archeological Resources in the Area of CA-SAC-26. On file, North Central Information Center of the California Archaeological Inventory, California State University, Sacramento, 1981.

¹⁵ Cook, S.F., *The Conflict Between the California Indian and White Civilization*. University of California Press, Berkeley, 1976; Moratto, M.J., 1984. *California Archaeology*. Academic Press, Orlando, Florida, 1984.

devastating floods in 1862.¹⁶ **Figure 4.4-1** shows the RSP Area was largely floodplain prior to reclamation and development efforts.

Historically, vegetation within the RSP Area would have consisted of riparian woodland on the higher ground around the edges of Sutter Lake and extending to Willow Lake, in the eastern part of the RSP Area, and the natural levees of the Sacramento and American rivers. The remainder of the site was probably freshwater marshland.

There were two small lakes within the RSP Area: Willow Lake and Sutter Lake. Sutter Lake was also called Lake Sutter, China Lake, and China Slough in historical references.

Sutter Lake was divided into two branches at its western end. The south branch connected it to the Sacramento River, and the north to the American. Higher ground between the branches created a northwest- to southeast-oriented promontory. This promontory is shown subdivided on the 1854 U.S. Coast Survey map and labeled the “American Fork Addition,” more commonly known as “Slater's Addition.” It was laid out in lots on the map, and the Sacramento Gas Works was shown at the northwest end of Slater's Addition on the bank of the Sacramento River.

There was higher land along the north edge of Sutter Lake, although it was not developed until the Railyards was constructed. Settlement had begun in this area in the 1850s, with a fair amount of development between H and F streets by 1854 (**Figures 4.4-2** and **4.4-3**). The earliest recorded historical activity was a possible dock at 4th and I streets¹⁷ and the construction of Sacramento's first levee along I Street in the 1850s.¹⁸

There was also a predominantly Chinese settlement on the south edge along I Street, extending up the western and eastern edges of the lake.¹⁹ There was also a residential neighborhood on the west side of 7th Street. Another 19th-century residential neighborhood lay at the intersection of the historical 1st Street west and Sycamore Street, which is on the east edge of the Railyards West End District. This neighborhood appears to have been housing for railyard workers.²⁰

Early maps show a promontory extending into Sutter Lake from the west (**Figures 4.4-4** and **4.4-5**). There are buildings on the promontory that may have been Chinese-occupied laundries

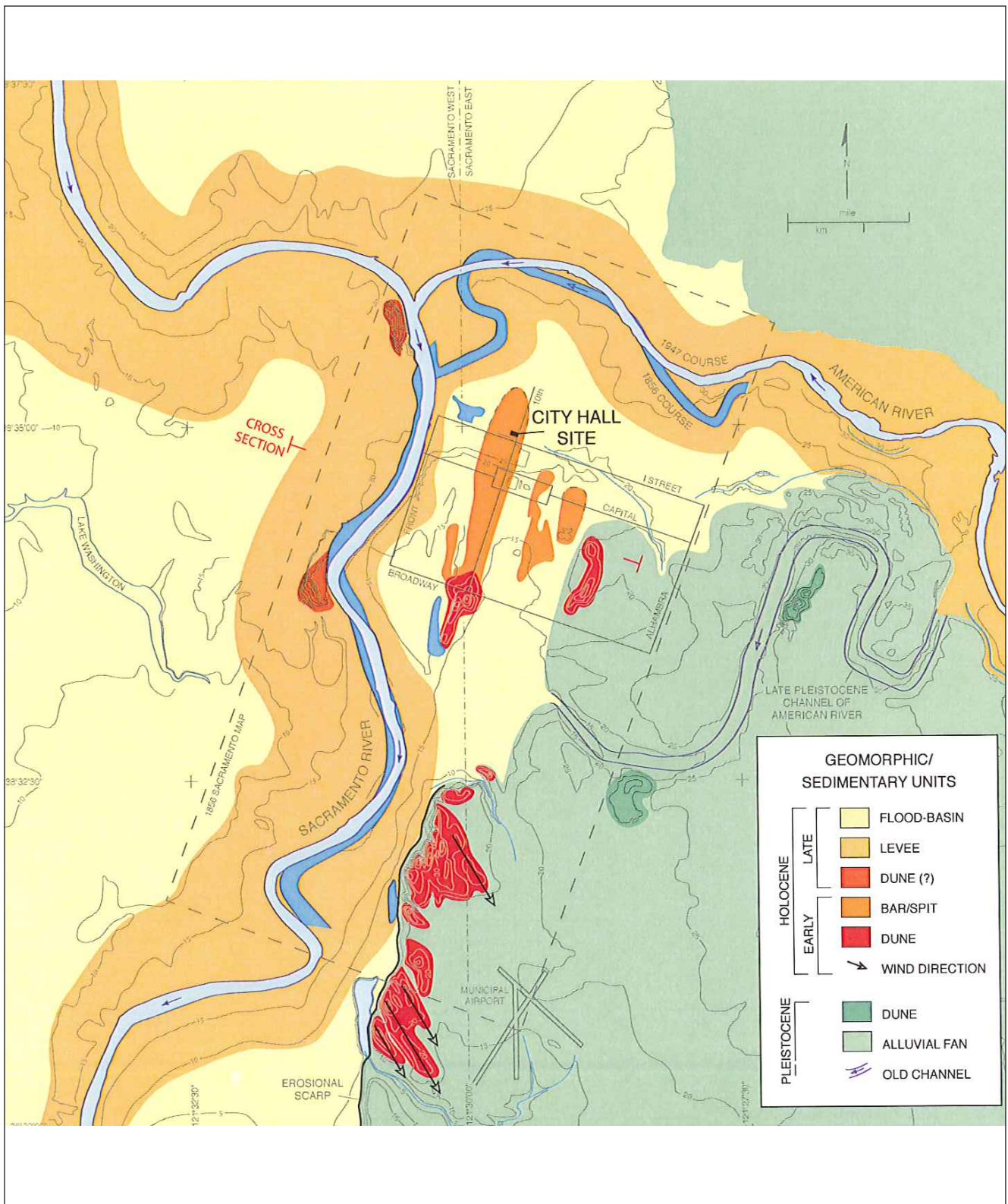
¹⁶ McGowan, J.A., 1961. *History of the Sacramento Valley*, Lewis Historic Publishing Co., New York, 1961, p. 188.

¹⁷ Joslyn, D. L., The Sacramento General Shops: Southern Pacific Company--Pacific Lines. Available: http://cpr.org/Museum/Sacramento_Shops.html. Accessed June 19th, 2006. p. 8.

¹⁸ Praetzellis, A. and M. Praetzellis, 1990. Southern Pacific Railyards, Existing Conditions: Archaeology, Anthropological Studies Center, Sonoma State University, Rohnert Park, California. Submitted to ROMA Design Group, San Francisco, 1990. p. 4.

¹⁹ Praetzellis, A. and M. Praetzellis, 1990. Southern Pacific Railyards, Existing Conditions: Archaeology, Anthropological Studies Center, Sonoma State University, Rohnert Park, California. Submitted to ROMA Design Group, San Francisco, 1990. p. 4-5.

²⁰ Praetzellis, A. and M. Praetzellis, 1990. Southern Pacific Railyards, Existing Conditions: Archaeology, Anthropological Studies Center, Sonoma State University, Rohnert Park, California. Submitted to ROMA Design Group, San Francisco, 1990. p. 4-5.



SOURCE: Lajoie 2003; Tremaine & Associates 2008

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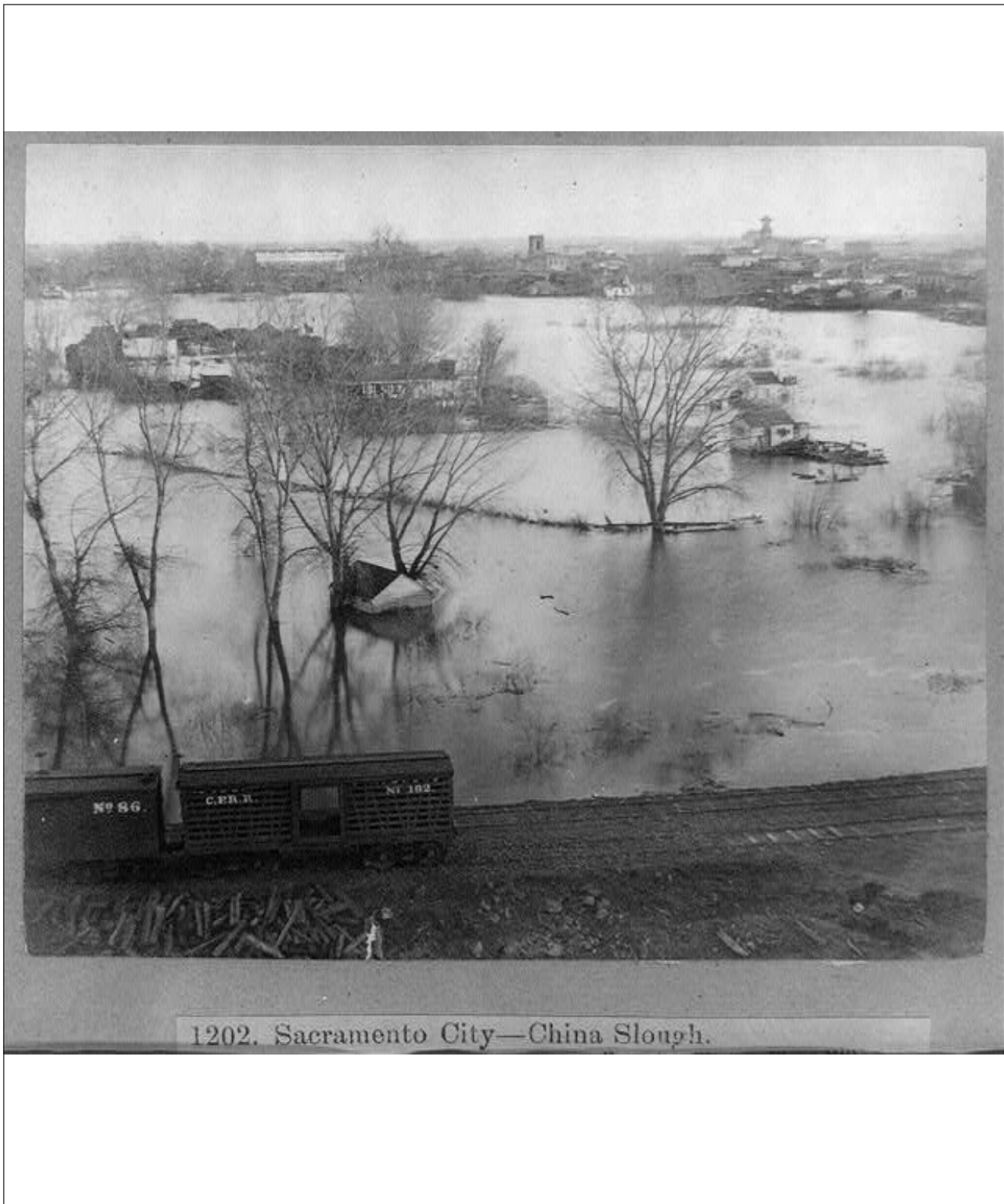
Figure 4.4-1
Late Quaternary Geology



SOURCE: CDN.Calisphere.org

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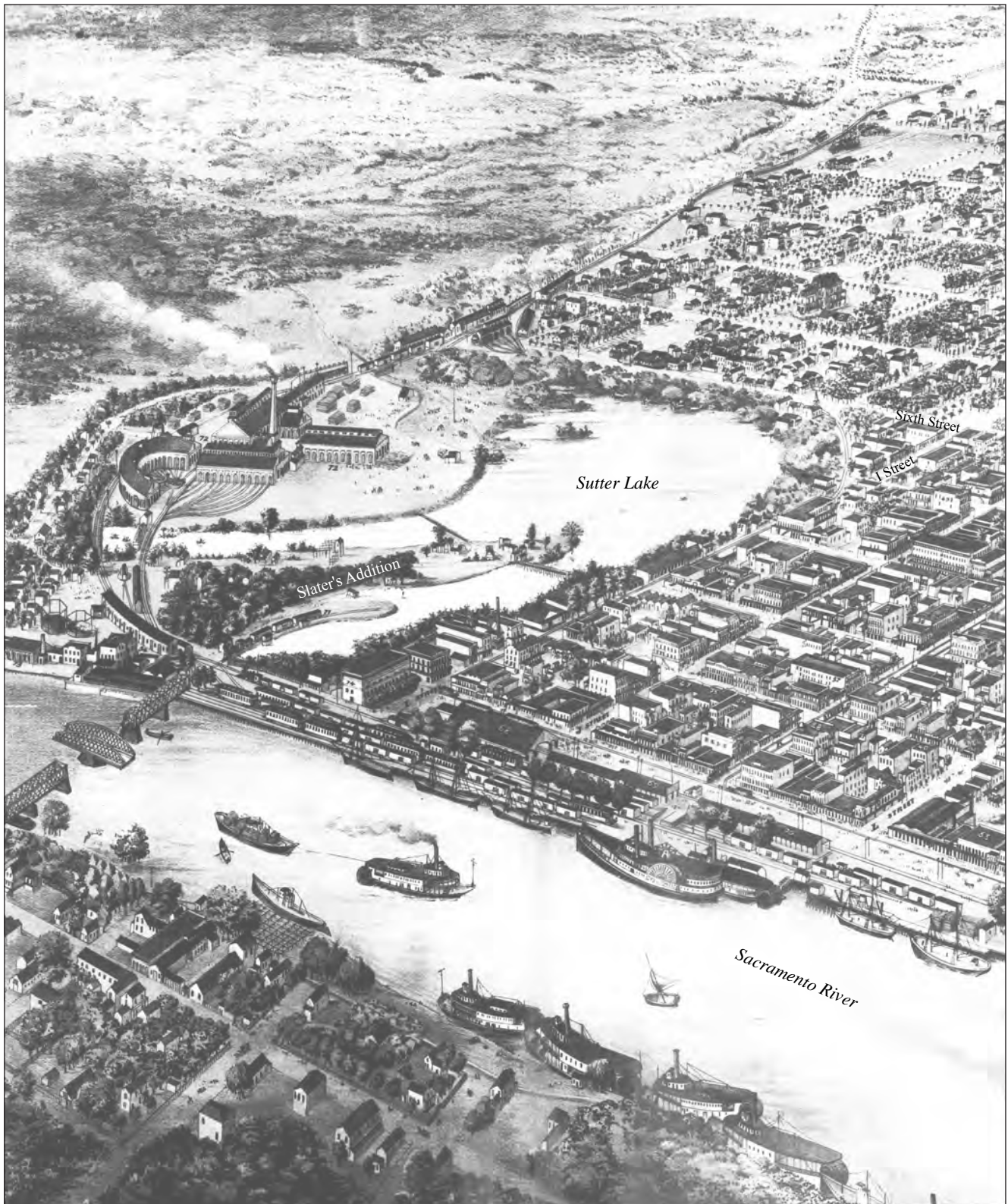
Figure 4.4-2
Southern Pacific Railyard Embankment



SOURCE: CDN.Loc.gov

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Figure 4.4-3
Sacramento City - China Slough from the Pioneer Flour Mills

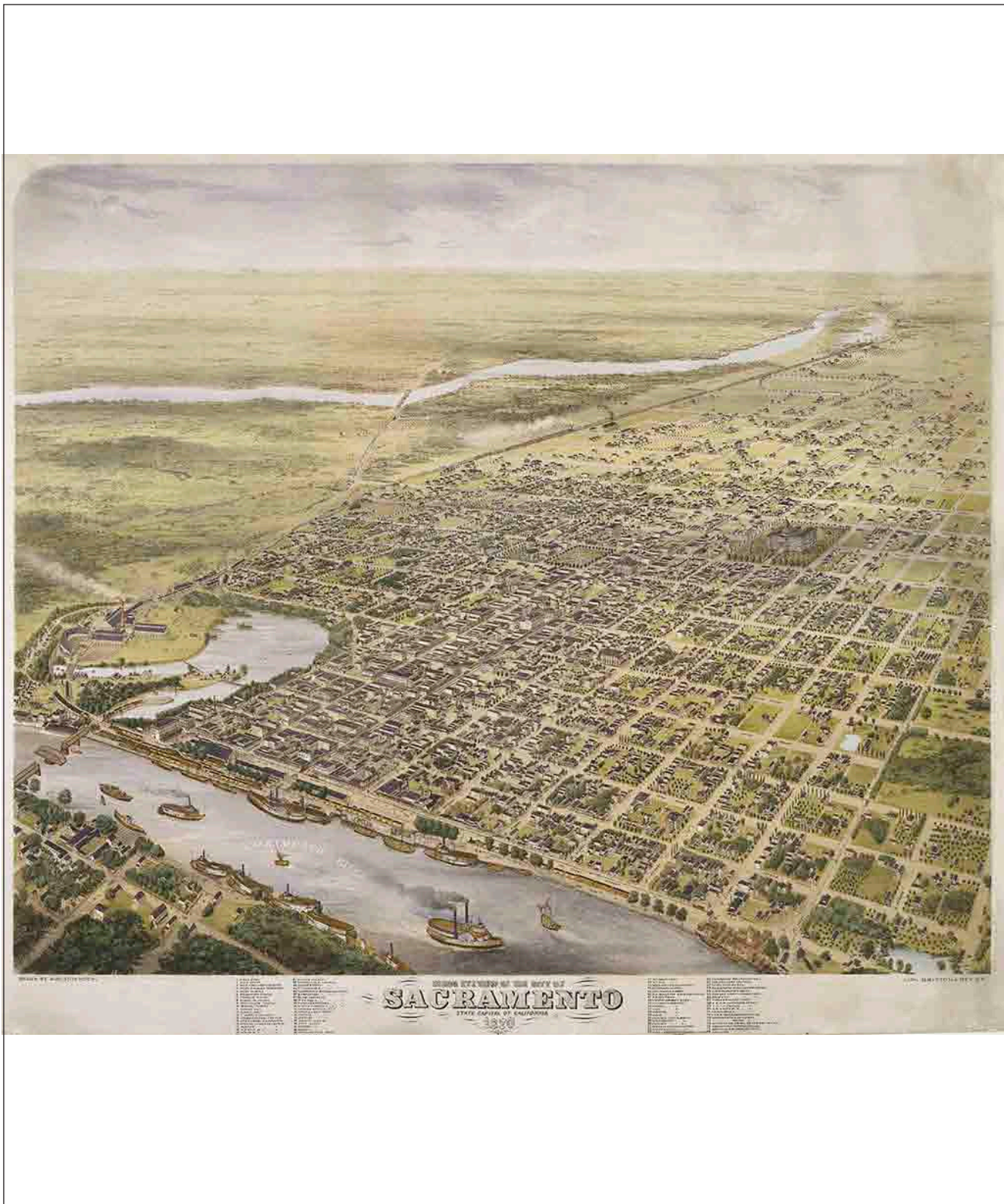


SOURCE: Koch 1870

Sacramento Railyards Specific Plan Update . 150286

Figure 4.4-4

1870 Bird's Eye View of Sacramento
Showing Part of the RSP Area and Surrounding City



SOURCE: Amon Carter Museum of American Art 1870

Sacramento Railyards Specific Plan Update . 150286
Figure 4.4-5
Bird's Eye View of the City of Sacramento

and/or fishing stations. In 1870 two bridges connected the promontory's tip with I Street to the south and the railyard shops to the north.²¹ This passage, by which railroad employees crossed the lake, was dubbed the "Bridge of Sighs" because of the smell from the lake.²²

While the most substantial extant buildings are located in the Central Shops District, the rest of the railyard contained numerous other structures, tracks and buildings, including storage facilities, a car shop complex, a roundhouse, water tower, and a scrap dock.²³ At least two industrial facilities unrelated to the railyard lay along the Sacramento River waterfront: the Sacramento Gas Works and the Pioneer/Sperry grain mill and warehouse.²⁴ Remnants of these two facilities have been identified in subsequent archaeological work.²⁵

There is no visible evidence of the early-19th-century topography in the RSP Area today. Sutter Lake was gradually filled from the north and west; the filling was completed in the first decade of the 20th century. While Sutter Lake was still open it was used as a dump by the Railyard.²⁶ The entire area is approximately 25 feet above mean sea level, the product of intensive filling programs in the 19th and early 20th centuries to create land for flood control, the expansion of the Railyards, and, in the case of Sutter Lake, to alleviate sanitation concerns. Between 1863 and 1910, the lake appears to have been filled to a depth of at least 10 to 15 feet on the south side (where it is contiguous to I Street); 6 to 8 feet along the east side, adjacent to 7th Street; and to an undetermined depth elsewhere.²⁷ Native ground surface is predicted to be approximately 9 feet below current street levels, based on the elevation of the prehistoric archaeological site (P-34-2359) located on H Street between 6th and 7th streets (discussed in greater detail later in this section).

Flood Control

During the 1850s and 1860s, a central concern in the development of Sacramento, and its viability as the State's capital city, was flood control. The presence of the American River and Sutter Lake in the low-lying Sacramento area constituted a significant problem for the City. Sutter Lake's channels to the Sacramento and American rivers were breaches in the natural levees

²¹ Koch, Augustus, 1870. Bird's-Eye View of the City of Sacramento, Britton and Rey, Sacramento. Available: <https://calisphere.org/item/ark:/13030/tf900011kj/>.

²² Praetzellis, A. and M. Praetzellis, 1990. Southern Pacific Railyards, Existing Conditions: Archaeology, Anthropological Studies Center, Sonoma State University, Rohnert Park, California. Submitted to ROMA Design Group, San Francisco, 1990. p. 7.

²³ Office Division Engineer Sacramento, 1920. Sacramento Shops Showing Buildings.

²⁴ Praetzellis, A. and M. Praetzellis, 1990. Southern Pacific Railyards, Existing Conditions: Archaeology, Anthropological Studies Center, Sonoma State University, Rohnert Park, California. Submitted to ROMA Design Group, San Francisco, 1990. p. 7.

²⁵ Gross, C. 2003. Site Record for Sacramento Gas Works (P-34-1000), on file at the NCIC; Allen, James. 2002. Site Record for Historic Wharf Remains of the Pioneer Flouring Mills (P-34-859) on file at the North Central Information Center of the Historical Resources Information System.

²⁶ Joslyn, 1948, p. 50.

²⁷ Praetzellis, A. and M. Praetzellis, 1990. Southern Pacific Railyards, Existing Conditions: Archaeology, Anthropological Studies Center, Sonoma State University, Rohnert Park, California. Submitted to ROMA Design Group, San Francisco, 1990. p. 6.

along the rivers' banks. Consequently it was from Sutter Lake that the development south and east would flood. The serpentine channel of the American River through the marshland was another important contributing factor in the disastrous flooding Sacramento suffered prior to construction of the levees.

Sacramento's first serious flood after settlement was in January 1850. This flood led to the construction of approximately nine miles of levees, including a temporary one along the south side of Sutter Lake along I Street, and the construction of a sluice gate at the mouth of Sutter Lake on the Sacramento riverfront. Flooding occurred again in 1852, 1853, and 1854, followed by more levee construction. The I Street levee was extended and made permanent, and by 1854 a levee was in place along 6th Street, running to Willow Lake and then northeast. I, J, and K streets were raised from 1 to 5 feet.

Between December 1861 and February 1862, downtown Sacramento was largely underwater. This series of floods led to a concerted program of municipal flood control. The American River was rechanneled to meet the Sacramento River north of the RSP Area and the levees were strengthened. A decade-long effort of street-raising occurred in the roughly 4- by 12-block area south, east and west of Sutter Lake, with some streets raised as much as 10 feet.

In December 1862, the Sacramento Board of Supervisors granted Sutter Lake and the adjacent lowlands to the Central Pacific Railroad (CPRR), which had the resources and finances to fill and develop the land. The filling of Sutter Lake was not a single concerted effort; the CPRR filled the lake as it needed land. Not until 1910 did the CPRR completely fill Sutter Lake and the old American River channel.

Sutter Lake was largely filled in response to concerns over the health risk posed by the lake, which essentially served as a large cesspool for the surrounding residences and a dump for the CPRR Railyards.

Residential waste from the houses bordering the lake along I Street, 6th Street, and Slater's Addition also contributed to the lake's decline in water quality. As early as 1877, Sutter Lake was referred to as "The Plague Spot of Sacramento." A Sacramento Bee article in 1880 noted "About the waters may be seen all descriptions of decaying garbage, kitchen refuse, etc., and the stench arising from the green and slimy water is simply sickening." After the lake was filled in, the site of the lake remained an open sandlot until 1925 with the construction of Southern Pacific Railroad's (SPRR) new passenger station. For many years the CPRR/SPRR used Lake Sutter as a dumping place. Prior to 1899, shop sweepings, dismantled locomotives, old boilers, scrap from shearings in the boiler shop, old castings, and other pieces of metal were dumped into the lake as

there was no market for scrap metal. During construction of the present station, piles driven into the lakebed hit iron debris under the sand, which ruined the piles.²⁸

Development of the Railyards

The first CPRR buildings, built in 1863, were wood frame buildings on the east bank of Sutter Lake, along 6th Street near H and I streets. After some filling, this area became the location of the General Foundry and associated structures. After a land dispute with the City, these buildings were moved to the current Central Shops location north of Sutter Lake. The principal function of the Sacramento Railyards' shops was the maintenance and repair of the railroad's locomotives, but there were also periods when locomotives were designed and constructed on site. The increasing scale of the CPRR/SPRR operations entailed periodic expansions of the Railyards. From its initial 20-acre site, the site owned by the railroad expanded in fits and starts, growing to 40 acres by 1878, 145 acres by 1922, and to its current approximate 237 acres by the 1930s.

The SPRR owned all but a few lots of the Slater's Addition by 1915. It owned about half of Block DE67 in 1870 and had finally acquired the entire block by 1910. The next block south, EF67, was purchased in stages by SPRR from 1900 to 1920, although there were still individual property owners along 7th Street as late as 1920. Review of historic topographic maps indicates that the northeast portion of the RSP Area, in the vicinity of the proposed MLS Stadium, was developed by SPRR between 1902-1911. By 1920 this area was dedicated use for Car Shop 9, with maintenance buildings and multiple lanes of track extending east/west between A and B streets, and from 6th Street outside the project area.²⁹ The entirety of Block FG67 and the north half of Block GH67 were acquired by the SPRR in 1924. By 1949, the entire eastern portion of the RSP Area had been built out to include multiple tracks leading to the shops and scrap yards.

Dougherty³⁰ notes that, probably due to the extensive acreage the Railyards had available for expansion, it always maintained its basic 1860s layout with the original track alignment going through the railyards on the south side of the Central Shops, extending out of the RSP Area crossing I Street Bridge or south along the Sacramento River.³¹ The old buildings were not demolished and rebuilt to accommodate new technologies or management practices. Instead, they were redesigned, or new facilities were constructed in vacant areas or on new land created through filling. Buildings that could not be adapted were, however, generally torn down. The railyard expansion tended to take a modular form, with buildings and structures serving specific aspects of the railyard operations being clustered together, usually related to track alignments, as

²⁸ Page & Turnbull, Inc., 2010. Cultural Resources Report Sacramento Valley Station 401 I Street, Sacramento, CA. Report 10551, on file at the NCIC.

²⁹ ASC, 2007. Sacramento Railyards, Initial Phase: Archaeology. Prepared for EIP Associates. July 2007.

³⁰ Dougherty, C., Draft Historic American Engineering Record: Southern Pacific Company, Sacramento Shops (Central Pacific Railroad Company, Sacramento Shops/Southern Pacific Locomotive Works).

³¹ Baker, C. and J. Dougherty 2002. Cultural Resource Inventory of the Proposed Worldcom Fiberoptics Project, Sacramento. Report 002690, on file at the North Central Information Center of the Historical Resources Information System.

well as transfer tables or the roundhouse, in order for the rolling stock to move from building to building as needed. These groupings of buildings often shifted in function through time as technologies changed and Railyards itself changed in function.

Within the RSP Area, there are six main areas where different Railyards functions clustered. These are now referred to as the Central Shops Historic District, the Brass Foundry, the Brickyard, the SPRR Sacramento Depot, now called the Sacramento Valley Station, the General Foundry, and the Scrap Yard. Other facilities include a lumberyard and various storage buildings. The only remaining features within the RSP Area are the Central Shops Historic District, the Water Tower, and the Sacramento Valley Station.

Central Shops Area

In 1863, the Central Pacific Railroad began construction of its earliest wooden shop buildings at China Slough. The railroad drove pilings in four feet of water until the tops were at the water line, then filled around the pilings with granite riprap, sand, and silt. The railroad then laid four feet of solid granite on top of the piles and riprap, and began construction of brick and timber buildings. Beginning in 1867, the first permanent Railyards buildings were constructed in the Central Shops, which formed the nucleus of the Railyards operations. These buildings included the Roundhouse, Car Shop and Planing Mill, Machine Shop, Blacksmith Shop, and Paint Shop. The last of these reached completion and was occupied in 1869. By 1869, a total of 20 acres had been reclaimed from the slough and filled to four feet above the water line. Their location on the bank of Sutter Lake entailed substantial and deeply dug foundations. The Central Shops expanded to the south in a strip along the north side of the tracks. Other than the Roundhouse building, which was demolished in the 1950s (most of the pit is still extant), the early Central Shops buildings still stand. The Water Tower, constructed circa 1925, is located northeast of the Central Shops Area.

Brass Foundry Area

Between 1888 and 1892, the old Boiler Shop was moved to an area just west of the current Central Shops' Boiler Shop and was converted to a Brass Foundry and Spring Shop. Other buildings in the Brass Foundry area included associated storage houses, an icehouse, a coal bin, and other storage sheds (for rivets, iron, and pipe). A babbit foundry was added by 1902. By 1920 the Brass Foundry and Spring Shop building, located just south of the Scrap Dock, was a "Cab and Fire Pan Shop."

The Brickyard Area

West of the brass foundry buildings was a brickyard. In 1895, this complex consisted of a clay yard with an associated crusher and clay mills, a kiln, a tar-dipping trough, a locomotive brick shed, a firebrick shed, and a pipe shed. By 1915 most of these buildings had been converted to storage facilities, although the clay yard was apparently still manufacturing fire brick.

The Passenger Depot

The Railyards earlier passenger depot, also known as Arcade Station, was constructed in 1879, to replace an earlier and overburdened depot that was near Front and L streets. With the filling of Sutter Lake, Arcade was replaced by the Sacramento Valley Station (originally named the Southern Pacific Railroad Sacramento Depot) in 1926, and the Arcade Station building was removed.

The General Foundry Area

The General Foundry area is on the west side of 6th Street on fill in the northeast part of Sutter Lake was built between 1883 and 1895. It consisted of the Wheel Foundry in the north part of the building and the Iron Foundry in the south. In addition to the foundry's ancillary constructions (coke shed, castings shed, sand house, and sand bin), the Car Pattern Shop was also located here. The General Foundry was located in the vicinity of the earliest Railyards buildings, on the west side of 6th Street.

The Scrap Yard Area

The Scrap Yard Area is on land created by the filling of the old American River channel slough and surrounding marshland and was added between 1909 and 1917. Due to the difficulty of obtaining raw material on the West Coast, scrap recycling was a distinctive feature of the Sacramento Railyards operation from early on, and during World War I and World War II this operation received considerable attention. The Scrap Docks served as the main accumulation and sorting facility for the Southern Pacific line. During World War II, up to 77 cars of scrap per week were deposited at the Scrap Dock.

In 1917 the Scrap Dock consisted of two platforms and a complex of small buildings, including a "Scrap Piler Shed," a "Reclamation Shed," and a "Reclaiming Plant for Steam Hose Joints." By 1920 a steel foundry had been added at the east end of the complex, along with oxyacetylene plants and additional storage buildings; the Brass Foundry, Spring House, and Frog and Switch Shop had been relocated to the south of the Scrap Dock.

Development of the 6th and 7th Street Corridor

The 6th and 7th Street corridor between D and H streets, like most of Sacramento in the early 1850s, was owned largely by speculators. John Sutter Jr., P.B. Reading, Jacob R. Snyder, Samuel Hensley, and Robert Merrill bought most of the lots in this four-block area, along with parcels throughout Sacramento. Some construction began in the 6th and 7th Street corridor in the early 1850s, especially on FG67 and GH67. The 1854 Coast Survey map shows that approximately 10 buildings had been constructed on FG67 and 11 on GH67. Most of the buildings on FG67 were likely small houses, since all had a low valuation in 1854 (between \$100 and \$300). In 1854 at least 4 of the 9 households listed for both blocks in the 1854 city directory were owner occupied. The first industry on these blocks was the Union Brewery, located on the corner of 6th and G streets. Later known as the Ohio Brewery, it remained at that location for the next 30 years.

The 1851 and 1854, city directories list an “African Church” on 7th Street between F and G streets. The church was located on the east side of the street.

In the 1850s the 6th Street levee, which protected the city from the overflow of Lake Sutter, angled northeast from 6th Street through the FG67 and GH67 blocks and then southeast back onto 6th Street. It is probable that the levee was simply following a rise in the natural landscape. The 1854 U.S. Coast Survey map shows at least two buildings located on the west side of the protective levee.

By 1860, Block EF67 was being developed, especially the northern half. CPRR purchased its first lots on the northeast corner of the block, a prelude to the railroad tracks that would cover the blocks by the 1930s. Residents of the corridor in the 1860s appeared to have been mostly of the working class or lower middle class. Listed occupations included two coopers, a barber, a painter, and a saddler. Although the upper-class Alkali Flat neighborhood was located on the east side of 7th Street, the D67-H67 neighborhood developed a working-class character, with residents living on more modest means in smaller residences. Reasons for the area’s lower valuation likely include the neighborhood’s proximity to the low-lying land along Sutter Lake and, after 1863, to the neighboring CPRR tracks and shops.

The only building identified on Block DE56 was owned by a P. Hollfelder, who operated a coal yard on I Street between 6th and 7th. Hollfelder purchased the northeast corner lot of DE56 sometime before 1860 and lived there until at least 1870. No buildings are shown at this location any of the historic maps.

By 1870 blocks on D67–H67 were fully developed, with the exception of the southern half of EF67, owned by R.H. McDonald. Most of the buildings were small one- or two-story houses, with the exception of the Ohio Brewery and a three-story tenement building on the north side of E Street. Two buildings were located along the lakeshore on the west side of 6th Street at the junction of F Street. A cluster of buildings, including what appears to be a church, is also depicted along the lakeshore on the west side of 6th Street at its junction with H Street. The church-like building was the “Chinese Chapel” listed in the 1869 city directory at the corner of 6th and H streets. The 1890s bird’s eye view shows three houses at this location, partially supported by stilts in the waters of Sutter Lake. These houses are again shown on the 1895 Sanborn map.

Residents through the late 1860s into the 1880s continued to be skilled as well as unskilled working class households. Of at least 60 people listed in the 1869 city directory for D67–H67, approximately half worked as laborers, car makers, machinists, and carpenters for the railroad. Most residents were of U.S. origin, born in California and the eastern United States, or were European immigrants from Germany, Holland, Switzerland, and Ireland.

The 1895 Sanborn map shows that, as in earlier decades, most of the buildings on D67–H67 continued to be modest one- or two-story dwellings, with the exception of the Sacramento Packing and Drying Company buildings, the three-story tenement building on E Street, a house-

converted saloon on the corner of E and 6th streets, and a large stable behind the saloon. The Sacramento Packing and Drying Company had purchased the Ohio Brewery property in 1886 and owned lots on the northwest corner of the block where several dwellings were located that housed Chinese employees and a small box making operation.

The 1900 census provides a snapshot of the 6th and 7th Street corridor at the turn of the century. Of 72 residences, 20 were owner-occupied. Most adults were born in either California or other western states (56) and the eastern U.S. (43). Most European immigrants were from Ireland (14) and England (10), although there were a few Germans and Italians as well. Twenty Chinese immigrants lived in the dwellings on the northwest corner of FG67 and worked at the neighboring Sacramento Packing and Drying Company. Other neighborhood residents included carpenters, blacksmiths, policeman, a cigar maker, and bookbinders.

Although there were still many small residences in 1915, the character of the blocks was becoming more industrial and residences were becoming more compact including the Sacramento Packing and Drying Company, large warehouses, four duplexes, railroad platforms, and offices. The Sacramento Packing and Drying Company was incorporated by the California Fruit Cannery Association and went on to become the largest canning operation in Sacramento and used several trademarks, most notably “Del Monte.” Throughout the blocks, several single-family dwellings had been replaced with apartments or duplexes, while others had been converted to flats. By 1915 CPRR owned all of Block DE67 and most of EF67.

The 1910 census shows some demographic changes in the neighborhood, the result of increasing immigration from southern Europe, especially Italy and Portugal, with many working for the railroad. At this time, Italians accounted for the largest group of laborers working for the railroads. There was a decline in home ownership, with only 7 homes owner-occupied with housing dominated by rental properties. Many Italian and Hispanic families lived in the neighborhood and were employed by the railroad and the cannery. The railroad took over the cannery property in 1924 and the remaining lots on Block FG67 the following year. By 1930 all of the lots in the corridor were owned by the railroad.

In 1951, railroad tracks covered Blocks FG67 and GH67. One small house on Block EF67 and three on DE67 appear to remain according to maps, although a notation states that “all buildings removed, streets vacated, and blocks full of railroad tracks.” Nothing remains of these resources.

Development of Slater’s Addition and Potential Archaeological Resources

When the City of Sacramento was first surveyed, its northern boundary was Sutter Lake. A promontory jutted into the lake from the northwest and was easily accessible by a short bridge across the lake’s inlet to the Sacramento River. An 1850 chart of the Sacramento River shows this bridge and the notation “Child’s Ferry.” By October 1852 the promontory had been surveyed, divided into blocks and streets, and named Slater’s Addition. The neighborhood, also called the American Fork Addition, was named after Peter Slater, a Sacramento Commissioner in 1849. Speculators Jacob R. Snyder and Pierre B. Cornwall purchased most of the lots.

The only permanent construction in 1854 was the Sacramento Gas Works building, which was at the corner of Front and Sacramento streets. A flour mill and an ice house were also operating along the riverfront during the early 1850s. The 1857 bird's-eye view of Sacramento shows scattered houses and what may be agricultural fields or gardens.

By 1860 Snyder and Cornwall had sold many lots in Slater's Addition, especially in the area closest to the riverfront, between Sycamore and Broad streets. Several of the new landowners lived on their property. Value of improvements on property ranged from \$300 to \$2,500. The residents included laborers, engineers, merchants, and a policeman. Most were from the eastern United States or Europe, although Hispanics and Chileans were also present. Women accounted for approximately one-third of the neighborhood's population. Many households were families, while many others were comprised solely of single young men.

After the establishment of the Railyards in 1863, CPRR began to purchase lots in the neighborhood. By 1870 the CPRR owned almost all of the property on the promontory. The Sycamore neighborhood is clearly depicted on the 1870 bird's-eye view, along with a scatter of small houses along the promontory. Two bridges connected I Street to the Railyards via the tip of the promontory. In later years, when pedestrians had to pass over an increasingly polluted lake, this route was referred to as the "Bridge of Sighs."

Residences and smaller commercial enterprises were located in Slater's Addition during the late 1860s and early 1870s. Some of the businesses included a grocery owned by Robert Young and the American Laundry. The American Laundry was owned by a Connecticut man named S.B. Cooley and employed both Euroamerican and Chinese men. A Chinese "Joss House" was located somewhere in Slater's Addition. Similar to the previous decade, residents originated from a variety of countries, including Ireland, Mexico, Prussia, the eastern United States, and China. Nearly half of the inhabitants were women, and nearly all households were comprised of families.

By 1880 CPRR had filled in Sutter Lake up to 3rd Street. 2nd Street had been extended through the Railyards to connect the main part of Sacramento with areas to the north—like the Sycamore Street neighborhood, the last residential remnant of Slater's Addition. The two blocks bounded by 1st, Sycamore, and Union streets consisted of an economically mixed neighborhood that included Railyards employees, a furniture dealer, a shoemaker, and a locksmith. Many women held positions as dressmakers and "housekeepers," although it is unclear whether housekeeper referred to at-home work (the term "keeping house" was also used by the same census taker). All of the households in the Sycamore neighborhood consisted of either families or single or widowed women. Residents were mostly American-born, as well as a few Germans, Italians, and Swedes.

In 1885 the Central Pacific was leased to the Southern Pacific Company, and by 1888 CPRR was listed as a subsidiary of the SPRR. By the 1890s the CPRR Shops dominated the area, the inlet to Sutter Lake closed off, and the lake itself was approximately half its original size. The Sycamore neighborhood is shown as a small cluster of houses on the riverfront just north of the train tracks. The 1900 census lists several fishermen, railroad employees, and a few saloonkeepers. There

were several German and Swedish immigrants, although most of the residents were from California and other U.S. states.

A few families in the area were long-term residents including the Ing, Wilson, and Daniels families. The Ing family is listed on the 1870 and 1880 census. John C. Ing, originally from Ohio, was an engineer at the Pioneer Flour Mill. The Wilson family lived in the Sycamore neighborhood from at least 1860 through at least 1880. John Wilson and his wife Ellen owned the lot at the corner of Sycamore and Front streets. Wilson, originally from Sweden, began as an upholsterer and later a furniture dealer. Ellen was from Ireland and worked as a housekeeper. James Daniels and his wife or sister, Nancy, began living in Slater's Addition by at least 1860. James, an African American from Kentucky, worked as a laborer. Nancy, born in North Carolina, continued to live in the area through the 1870s and 1880s working as a housekeeper.

By 1910 the Southern Pacific had taken over about half of the remnant Sycamore neighborhood lots. Ten households were recorded in the 1910 census that included railroad employees, fishermen, steamboat engineers, laborers, a nurse, a waitress, and a bartender. Three homes were owner occupied. The residents were German, Spanish, Portuguese, English, and American-born. Only 12 houses—three of them vacant—remained in 1915. Although the SPRR purchased the remaining lots five years later, the area retained a residential character. By 1915, 1st Street had been renamed Jibboom Street within the Railyards. A 1920 map of the Sacramento Shops shows a small cluster of buildings in the location of the former Sycamore Street neighborhood. It is not clear whether these buildings are reused older residences or newly constructed buildings, but the map does indicate that they were used to house Chinese railroad employees. The buildings included three “Chinese Bunk Ho.,” a “Toilet & Shower for Chinese,” a “Cook Ho. for Chinese,” and a “Chinese Eating Ho.” Interestingly, only one other building located at the other end of the Railyards was labeled “Bunk Ho.” It was presumably used for non-Chinese railyard workers. The remaining non-Chinese employees lived in private residences off railroad property.

During the Great Depression of the 1930s, a ramshackle settlement known as “Shooksville” occupied the area to the north of the Railyards on the bank of the American River. The residents were mostly African Americans, Hispanics, and other minorities. Shooksville was named for its “mayor,” an African American man named Samuel Shooks. Prior to the economic ruin of the 1930s, Samuel Shooks had been a carpet cleaner and rented a small, single-family, one-story house on E Street between 15th and 16th streets.

The Sacramento Riverfront portion of Slater's Addition was the site of fairly substantial commercial and light industrial development. George Wilson constructed the first flour mill in Sacramento—the Eureka Flour Mills—in the spring of 1850 at the then junction of the Sacramento and American rivers. George and his son James also operated a ferry across the American River. The mill offered fresh ground flour, corn meal, ground barley, and hog feed. Seth Garfield and Aleck Dyer purchased the mill in 1855. It burned down the following year.

South of the Eureka Mills, the Boston Ice House operated along the Sacramento riverfront between Broad and Sacramento streets, in the area now located along Jibboom Street just east of the Central Shops District. In 1853 R.D. Carey remodeled the ice house into the Levee Flour Mill. Two years later the business failed and Carey sold the mills to Edward P. Figg, a New York merchant. Figg, in turn, sold the mills to Garfield and Dyer, following the destruction of their Eureka Mill. The partners renamed the Levee Mills to the Pioneer Mills, and it became one of the most successful milling operations in Sacramento. Unfortunately a fire burned the mill to the ground that October.

A new partnership was formed between Garfield and Anson Bidwill. They shipped the Sunnyside Mill from Auburn to Sacramento and erected it at the razed Pioneer Mill site. Production resumed by the second half of the 1860s.

Ownership changed several times over the next few decades and by the early 1890s the Pioneer Mills was one of the oldest, continuously operating mills in northern California. A depressed flour market in the 1890s forced many milling operations to consolidate. Sperry Flour Company incorporated Pioneer Mills in August 1892. The hub of production was at the Pioneer Mill, where business continued until March 1936.

Other businesses that operated in Slater's Addition included the Sacramento Gas Works and the Chambers Quartz Milling Company. The gas company was located between Union, Sacramento, Sutter, and Water streets and operated at that location during the 1850s, 1860s, and 1870s. The Chambers Quartz Milling Company, owned several lots between Lake, Sutter, Broad, and Sacramento streets in 1860, although it is not certain whether they operated a business at that location. No remains of these developments remain within the project area. By the turn of the century, the area had been overtaken by the railroad yard, and remained developed for that purpose until the closure of the facility in 1999.

KP Medical Center

During Sacramento's founding in the 1850s, the area that is proposed to be occupied by the KP Medical Center was intersected by the American River's alignment (Figure 4.4-1). By the early twentieth century, the area was occupied by the railroad scrap yard/scrap dock and railroads spur leading to additional platforms and shops. The scrap yard was added between 1909 and 1917 and served as the main accumulation and sorting facility for the Southern Pacific line. During World War II, up to 77 cars of scrap per week were deposited at the Scrap Dock. Nothing remains of the scrap yard or rail spurs.

MLS Stadium

The proposed MLS Stadium site is in an area that was historically occupied by multiple spurs of the railroad alignment in the early twentieth century, and the Southern Pacific Railroad's Car Shop 9 and its associated multiple siding tracks by the 1920s. Nothing remains of the car shop or the track.

Stormwater Outfall

During the late nineteenth and early twentieth centuries, the area where the Stormwater Outfall is planned was historically occupied by the Sycamore neighborhood. Historic Sanborn Insurance Maps indicate the Sycamore neighborhood as a small cluster of houses on the riverfront, just north of the train tracks. The 1900 census lists several fishermen, railroad employees, and a few saloonkeepers living in this area. Nothing remains of these resources within the Stormwater Outfall site.

Recorded and Known Resources within the RSP Area

The records search conducted by North Central Information Center (NCIC) staff for the RSPU (described in greater detail below in Section 4.4.3) identified 516 cultural resources sites within ½ mile of the RSP Area. This included 30 cultural resource sites within (18) or immediately adjacent to (20) the RSP Area. **Table 4.4-2** summarizes the historic period resources identified within the RSP Area. Resources not located within the RSP Area, but immediately adjacent to the project, may be subject to indirect impacts resulting from changes to their historic setting. **Table 4.4-3** details resources located within immediately adjacent (within 1/8 mile) to the RSP Area boundary. **Figure 4.4-6** details the locations of the City of Sacramento registered historic districts within the vicinity of the RSPU.

In addition to the resources identified by the record search, on-going archaeological investigations at the Railyards have identified a number of archaeological resources that have not been formally documented and/or filed with the NCIC. These are summarized below in **Table 4.4-4**.

Previously Identified Historic Period Archaeological Resources in the RSP Area

PAR³² conducted excavations at the northwest corner of the intersection of 5th and I streets (in front of the Amtrak Station). Limited archaeological deposits were encountered including two brick retaining walls and a late nineteenth/early twentieth-century refuse deposit. Neither of these resources was recommended as meeting National or California Register Criteria.

Based on various monitoring reports reviewed for this SEIR (see Table 4.4-4), archaeological remains observed during the monitoring have primarily consisted of industrial waste and isolated railroad-related features since the completion of the 2007 EIR. Notable resources included a cache of boilers which were recovered by the State Railroad Museum and are currently in their possession, wheel annealing pits, and brick footings for gas tanks associated with the old Sacramento Gas Works. In 2011, soil remediation crews contacted ICF to inform them that a concrete foundation had been exposed during excavation of a temporary detention basin in the SITF Phase 1 APE north of the Union Pacific Railroad (UPRR) and south of the Central Shops. The foundations measured 4 feet x 25 feet x 1.5 feet high. They were identified 2-4 feet below the current ground surface. Associated with the foundations were remnants of a wooden structure and

³² PAR Environmental Services, 2012. Archaeological Monitoring Report 4th and I Street Project, Sacramento County, California.

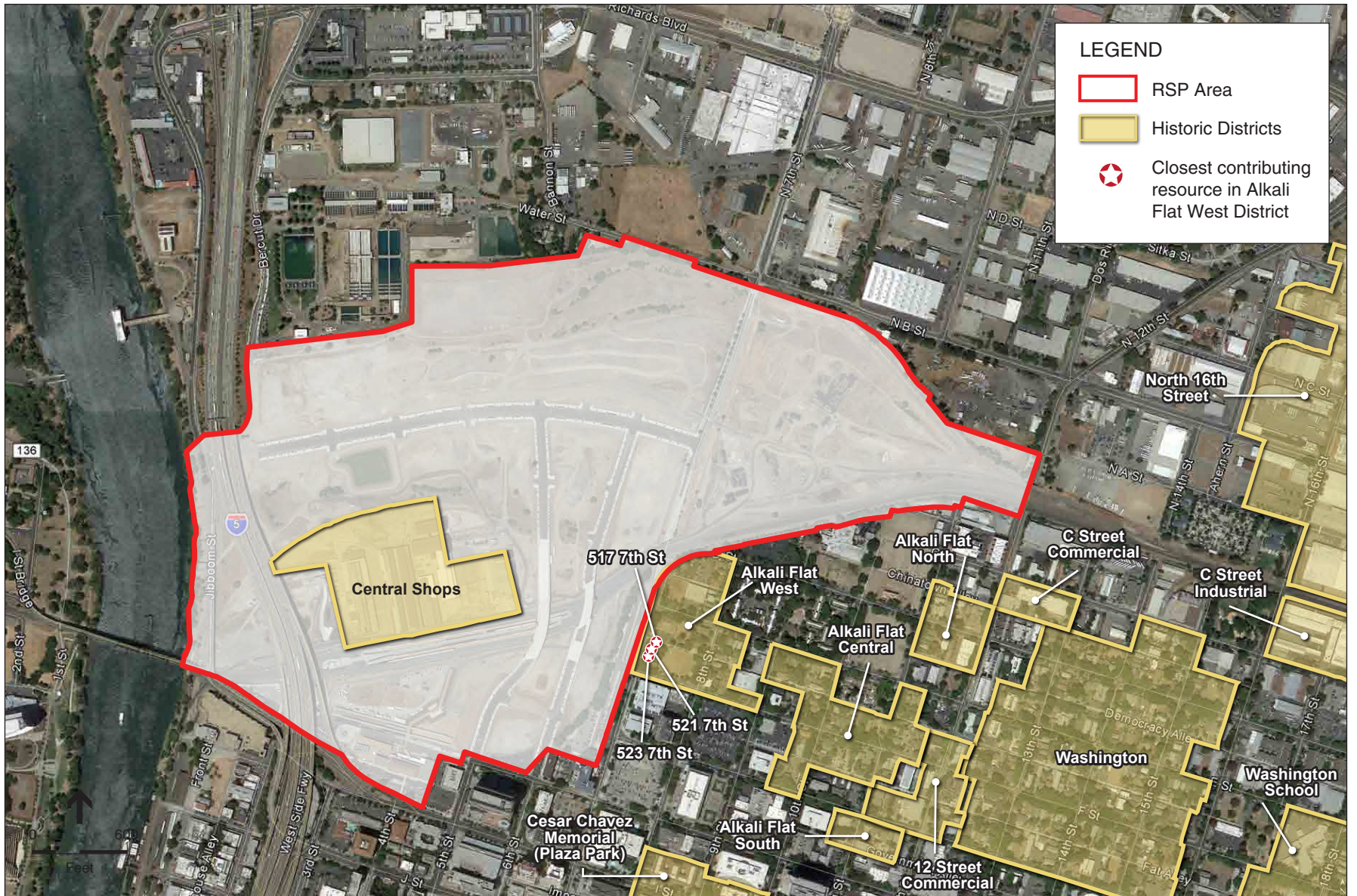
**TABLE 4.4-2.
HISTORIC PERIOD CULTURAL RESOURCES WITHIN THE RSP AREA**

P#/Trinomial	Resource Name/Description (location)	Eligibility Determination
P-34-000505 / CA-SAC-000478H	First Transcontinental Railroad	Ineligible for listing
P-34-000859 / CA-SAC-000658H	Historic wharf remnant	Unevaluated archaeological resource, presumed ineligible
P-34-001000 / CA-SAC-000689H	Sacramento Gas Works remnants	Unevaluated archaeological resource, presumed ineligible
P-34-001004	Southern Pacific Railroad Sacramento Depot/ REA Building (401 I St Sacramento; 500 I St Sacramento; 431 I Street)	National, California, and Sacramento Register Listed building
P-34-001374	Jibboom Street Overhead (Jibboom Street Sacramento)	Ineligible for listing in the National or California Registers
P-34-001563 / CA-SAC-000942H	Historic trash scatter	Unevaluated archaeological resource, presumed ineligible
P-34-002358	Sacramento's Buried Cultural Landscape/ Sacramento Raised Streets/Hollow Sidewalks Historic District (boundary extends into the south end of the RSP Area, but no contributing resources are present in the RSP Area)	Appears eligible for the National or California Registers
P-34-002359	Pit House Site with burials	Unevaluated archaeological resource, presumed significant
P-34-002378	Old Sacramento Historic District (boundary extends into the southwest end of the RSP Area, but no contributing resources are present)	National Register Listed NHL Historic District
P-34-003460	Blacksmith Shop & Rolling Mill (401 I St Sacramento)	Eligible for listing in National and California Registers; Contributor to Sacramento Register listed historic district
P-34-003461	Car Machine Shop (401 I St Sacramento)	Eligible for listing in National and California Registers; Contributor to Sacramento Register listed historic district
P-34-003462	Car Shop (Car Building Shop) / Planning Mill (401 I St Sacramento)	Eligible for listing in National and California Registers; Contributor to Sacramento Register listed historic district
P-34-003463	Locomotive Machine Shop & Locomotive Shop (401 I St Sacramento)	Eligible for listing in National and California Registers; Contributor to Sacramento Register listed historic district
P-34-003464	New Boiler Shop (401 I St Sacramento)	Eligible for listing in National and California Registers; Contributor to Sacramento Register listed historic district
P-34-003466	Transfer Table (401 I St Sacramento)	Eligible for listing in National and California Registers; Contributor to Sacramento Register listed historic district
P-34-003467	Transfer Table #2 (401 I St Sacramento)	Eligible for listing in National and California Registers; Contributor to Sacramento Register listed historic district
P-34-004110	CPRR Trestle over Lake Sutter Slough (Front Street, Old Sacramento State Historic Park (APN 2-01-04))	Unevaluated archaeological resource, presumed ineligible
P-34-004497	Historic wall remnant	ineligible
Source: NCIC, 2015		

**TABLE 4.4-3.
HISTORIC PERIOD CULTURAL RESOURCES IMMEDIATELY ADJACENT TO THE RSP AREA**

P#/Trinomial	Resource Name/Description (location)	Eligibility Determination
P-34-000897	Sacramento River Water Treatment Plant and intake structure (101 Bercut DR Sacramento (APN 001-0210-023))	Appears eligible for the California Register; Sacramento Register listed structure
P-34-001711	Sacramento River Station "B"	National, California, and Sacramento Register Listed building
P-34-002325	Alkali Flat West Historic District (E St)	National, California, and Sacramento Register Listed Historic District
P-34-002360	Historic trash scatter	Unevaluated archaeological resource, presumed ineligible
P-34-002371	Sacramento Hall of Justice (813 6 th St Sacramento (APN 006-031-03))	National, California, and Sacramento Register Listed building
P-34-002385	Anton Wagner Duplex (701 E St Sacramento (AP 186-002-101-15))	National, California, and Sacramento Register Listed building
P-34-002349	I Street Bridge	National, California, and Sacramento Register Listed structure
P-34-002421	Historic building (523 7 th St; 525 7 th St; 523-525 7 ¹ St)	Sacramento Register listed building
P-34-002422	Historic building (400 8 th St Sacramento)	Sacramento Register listed building
P-34-002423	Historic building (406 8 th St Sacramento)	Sacramento Register listed building
P-34-003164	Historic building (111 I St)	Contributor to National Register historic district
P-34-003165	Historic building (113 I St)	Contributor to National Register historic district
P-34-003167	Smith Building (1009 2ND St)	Contributor to National Register historic district
P-34-003185	Consumers Ice and Cold Storage Company (831 D St. Sacramento (APN 002-061-12))	Potentially eligible for local register
P-34-003292	Station A (6 th and H St Sacramento (APN 002-141-6))	Appears eligible for the National or California Registers. Listed in Sacramento Register
P-34-003311	Historic building (719 F St Sacramento)	Listed in Sacramento Register
P-34-003383	Sacramento African Methodist Episcopal Church (715 7 th St Sacramento)	State Historical Landmark 1013
P-34-003562	City Incinerator (731 N B St Sacramento (APN 002-0010-006))	Identified but not evaluated
P-34-003635	Office Furnishing Center/California Sunshine Company (1201 C St (APN 002-081-02); 1217 C St; 1201-1217 C St)	Listed in Sacramento Register
P-34-003667	The Glenwood (729 E St; 731 E St; 729-731 E St)	Listed in Sacramento Register
P-34-003677	Historic building (719 F St Sacramento)	Listed in Sacramento Register
P-34-003880	Site of China Slough	California Registered Historical Landmark 161

Source: NCIC, 2015



SOURCE: ESA 2015

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Figure 4.4-6
Historic Districts Overview Map

**TABLE 4.4-4.
HISTORIC PERIOD CULTURAL RESOURCES WITHIN THE RSP AREA IDENTIFIED DURING
MONITORING³³**

Date	Resource Name/Description (location)	Level of Documentation	Eligibility Determination
December 2011	Unnamed foundations	Cursory documentation of foundations exposed during remediation	Not eligible
May 2012	Central Pacific/Southern Pacific Railroad Car Wheel Foundry Annealing Pits	HAER-like recordation of surface manifestation of pits. See May 2012 ICF report in Table 4.4-2.	No specific statement of eligibility, but inferred to be part of the Central Shops District.
2012	6 th Street Levee (P-34-1561/ CA-SAC-940H)	Cross section of levee exposed in 6 th Street Corridor	Not eligible
2010-13	SAN-18	Railroad related refuse deposits.	Not eligible
2013	SAN-4/32 (ca. 1878-1925 Railroad Depot)	Building foundations and railroad related refuse	Not eligible
2013	SPRR Dump Site 1	Railroad related industrial waste	Not eligible
2012	Unnamed foundations and industrial waste deposit believed to be related to the Central Shops foundry.	Unnamed foundations and industrial waste deposit believed to be related to the Central Shops foundry	Not eligible
2014	NS-13	Cache of locomotive boilers	Unknown

petroleum residue. The foundations did not correlate to any known historic structures. No affiliation for the foundations could be determined.³⁴

Soil remediation at the Railyards in the 1990s exposed the Central Pacific/Southern Pacific Car Wheel Foundry Annealing Pits southeast of the Central Shops. These are currently exposed on the ground surface and are composed of circular and semicircular brick features. In 2012 ICF documented the surface manifestations of these features to HAER level standards.³⁵ The subsurface aspects of these features have not been documented.

In 2010 and 2013 ICF reported on archaeological testing along then extant old rail alignment in the southern part of the RSP Area for the Sacramento Intermodal Transportation Facility. This testing exposed a portion of brick foundations associated with the 1878-1925 railroad Arcade passenger depot (SAN-4/32). SAN-18 was identified as the remains of a structure and domestic refuse. No association for these materials could be determined. Also identified were refuse

³³ This table describes resources identified in archaeological monitoring conducted during soil remediation efforts on the Railyards site.

³⁴ Roark, G. and A. Nardin, 2011. Memorandum from ICF International to Anmarie Medin (Caltrans) - Historical Archaeological Site Discovery, Sacramento Intermodal Transportation Facility, Sacramento, California, December 29, 2011.

³⁵ ICF International, 2012. Mitigative Recordation Central Pacific/Southern Pacific Railroad Car Wheel Foundry Annealing Pits.

deposits associated with both railroad industrial processes and dining activities related to rail passenger service. These deposits extended as deep as 20 feet below the ground surface, and appear to be related to infilling of lake or wetland areas. All of the resources identified during testing were determined not eligible.³⁶⁻³⁷

A 2012 ICF memorandum to Kevin Kane (Kimley-Horn and Associates, Inc.) documented a segment of the 6th Street Levee (P-34-1561/CA-SAC-940H) exposed during archaeological testing along the 6th Street corridor. During this testing they also identified a brick structure and a layer of industrial refuse believed to be associated with the foundry at the Central Shops. These resources were determined to not be significant.³⁸

Tremaine and Farris³⁹ discovered a Gold Rush era refuse deposit (P-34-2360) in the middle of 7th Street between H and I streets, five to eight and a half feet below the current ground surface. More substantial is the “Raised Street & Hollow District” (P-34-2358) documented by Tremaine and Farris.⁴⁰ This is a buried complex of nineteenth century infrastructure features (sidewalks, trolley lines, sewer lines, etc.) that extends from Front Street, east to 11th Street and from G Street south to L Street.

In 2002, the Institute for Maritime Archaeology conducted a survey evaluating navigational hazards in the Sacramento River through the City of Sacramento.⁴¹ This survey documented known obstructions within the Sacramento River in Sacramento, as well as selective survey of areas of potentially buried obstructions. The survey identified P-34-859, a historic wharf remnant associated with the Pioneer Flouring Mill, on the southwestern boundary of the RSP Area. The remnant wharf lacks sufficient integrity to reflect its historic associations, and as such is presumed ineligible for listing in the National and California Registers. No other submerged historic or prehistoric resources have been documented within the RSP Area. The only other submerged resource within ½ mile of the RSP Area is the National Register-listed J Street Wreck, at the foot of J Street within the River (P-34-2352).

³⁶ ICF International, 2013. Extended Phase I and Phase II Archaeological Investigations, Sacramento Intermodal Transportation Facility Project, Sacramento, California.

³⁷ Roark, G., 2010. Memorandum from ICF International to Anmarie Medin (Caltrans) – Historical Archaeological Site Discovery (SAN-18), Sacramento Intermodal Transportation Facility, Sacramento, California.

³⁸ Roark, G., 2012. Memorandum from ICF to Kevin Kane – Progress Report on Implementation of the Archaeological Testing Plan, 5th and 6th Street Projects, Railyards Initial Phase, Sacramento.

³⁹ Tremaine, K. and G. Farris, 2009. Rediscovering A Legacy: Archaeological Monitoring Report for the Sacramento Regional Transit District Light Rail Extension Project. Sacramento, California.

⁴⁰ Tremaine, K. and G. Farris, 2009. Rediscovering A Legacy: Archaeological Monitoring Report for the Sacramento Regional Transit District Light Rail Extension Project. Sacramento, California.

⁴¹ Institute for Maritime Archaeology, 2012. Evaluation of Navigation Hazards in the Sacramento River, Sacramento and Yolo Counties. Prepared for the California State Lands Commission.

Previously Identified Prehistoric Archaeological Resources in the RSP Area

No prehistoric archaeological resources have been definitively identified within the RSP Area. In 2009, Tremaine and Farris⁴² identified P-34-2359, a prehistoric site near the current location of H Street between 6th and 7th streets. Remains of the site complex consisted of two house pits, two burials, six cremations, and five fire hearths/burning features. The deposit was identified 9 feet below current ground surface. Artifacts found in association with the features date the site to primarily Phase 1 Emergent (Late) Period (circa AD 1000-1500) and the site was dated using radiocarbon to AD 1480-1600. The work that uncovered P-34-2359 did not extend into the RSP Area and, as a result, it is not known whether the site extends into the RSP Area. Tremaine and Farris reported that it was their opinion based on field observations that the main habitation site associated with these features was located to the north and south in the GH67 and HI67 blocks. No other prehistoric artifacts, sites or features have been encountered in the RSP Area. Given the site's high level of artifact preservation and stratigraphic integrity, Tremaine and Farris⁴³ recommended that P-34-2359 should be considered eligible for the CRHR and the NRHP.

Native American Consultation

The City of Sacramento staff contacted the NAHC on August 12, 2015 to request a list of Native American contacts that might have further knowledge of cultural resources within or adjacent to the RSP Area. ESA staff contacted the NAHC on November 11, 2015 to request a database search for sacred lands or other cultural properties of significance within or adjacent to the RSP Area. The NAHC identified no sacred lands documented in the vicinity of the RSP Area. The NAHC provided a list of Native American contacts, and the City of Sacramento contacted the Shingle Springs Band of Miwok Indians (SSB), the United Auburn Indian Community of the Auburn Rancheria (UAIC), and the T'si-Akim Maidu via certified letter on September 3, 2015. Both the SSB and UAIC requested consultation under SB 18; the T'si-Akim Maidu could not be contacted at the address provided by the NAHC. On March 15, 2016 in compliance with CEQA and SB 18, staff from the City of Sacramento's Community Development Department met with representatives of the UAIC.

UAIC indicated the RSP Area is of interest to the Tribe as part of the area traditionally inhabited by native communities. The UAIC has identified (through oral history and documentation) three villages/cemeteries in the RSP Area, the generalized locations of which have been submitted by UAIC to the Native American Heritage Commission (NAHC) as part of the Sacred Site Inventory. The UAIC requested that these three sites be reflected in the documentation in the SEIR.

The UAIC has concerns regarding prehistoric archaeological finds and discoveries which could occur below fill material within native soils. Tribal representatives emphasized the importance of

⁴² Institute for Maritime Archaeology, 2012. Evaluation of Navigation Hazards in the Sacramento River, Sacramento and Yolo Counties. Prepared for the California State Lands Commission.

⁴³ Institute for Maritime Archaeology, 2012. Evaluation of Navigation Hazards in the Sacramento River, Sacramento and Yolo Counties. Prepared for the California State Lands Commission.

topographical features (high points) since villages were located near rivers in areas that were raised or elevated. The UAIC reported that Native American activities occurred in the area of Sutter Lake and that even after the railroad was developed, Native American people still came back and used the site in different ways.

The City described to the UAIC the research being undertaken for the RSPU SEIR to document and consider the extensive amounts of excavation, soil removal and remediation to depths of 35' as a factor of determining archaeological sensitivity. The UAIC requested monitoring of excavation in areas considered as having a high sensitivity for prehistoric archaeological resources and if material resources are discovered that they be handled with proper dignity and respect in coordination with appropriate Native American tribal representatives. The UAIC provided general information about areas considered archaeologically sensitive by the tribe, but did not provide specific locational detail.

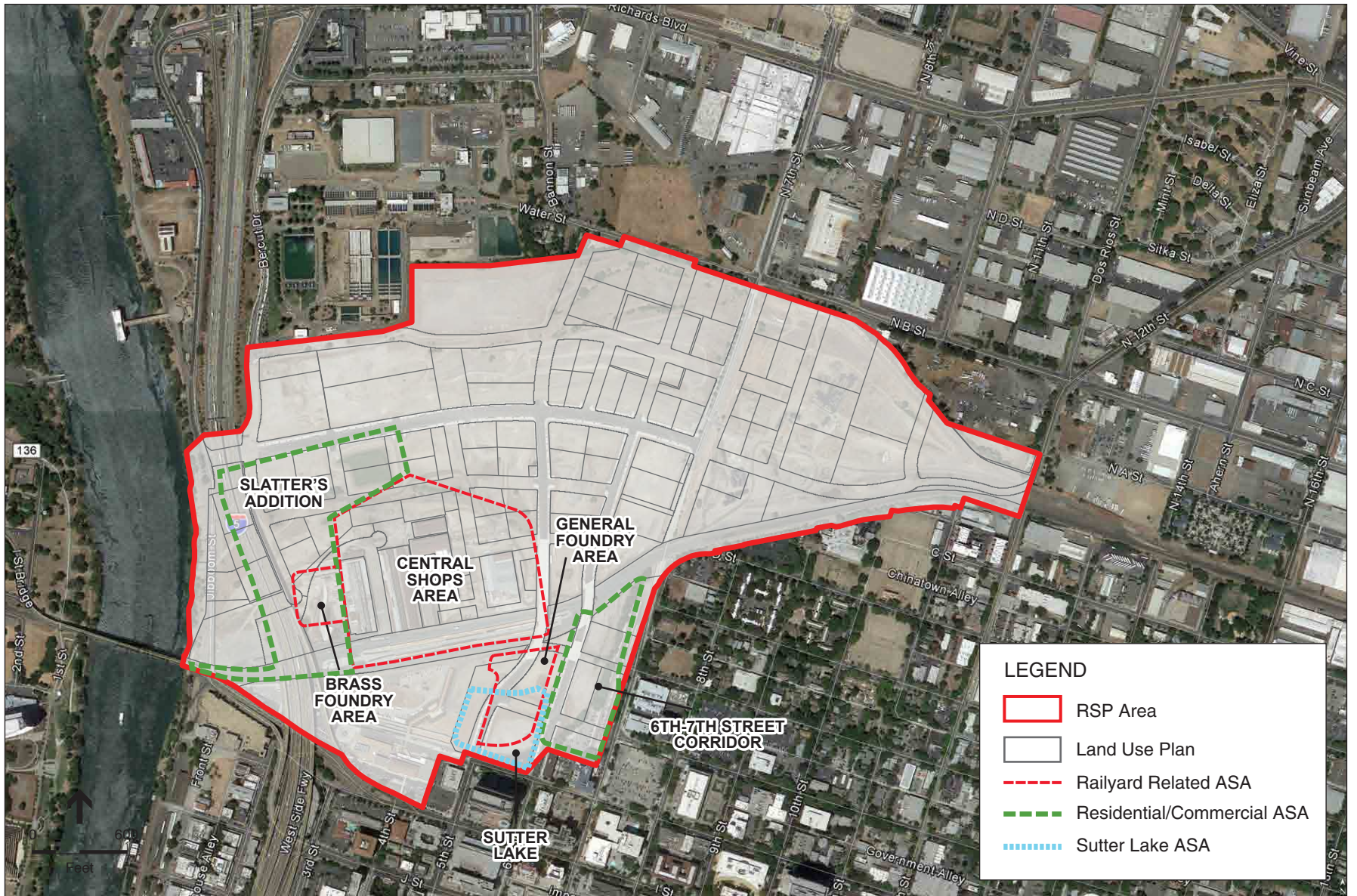
Tribal representatives also indicated that some sites may have intangible or religious consideration and requested that Traditional Cultural Properties (TCPs) evaluations be included, as needed. The Tribe indicated that mitigation for loss of these intangible values could include restoration to existing conditions, planting of native plants in parks, basketry plants that can be harvested. Other suggestions included parks/open space include native plants, with native tending if possible and that Native American interpretative features be considered.

On March 31, 2016, City of Sacramento staff met with representatives of the Shingle Springs Rancheria and discussed the project and solicited information about any concerns the tribe might have. Representatives were aware of one archaeological site and provided City staff with an approximate location of the resource. This location corresponds very closely with P-34-2359, an area that has been identified as an ASA on **Figure 4.4-7**.

Observations of Subsurface Stratigraphy, Fill Layers and Groundwater

The following is extracted from the Archaeological Survey Report for the Sacramento Intermodal Transportation Facility.⁴⁴ The majority of sediments found in the RSP Area were developed in a low- to moderate-energy environment characterized by episodes of flooding where sands, silts, and clays were deposited. Channel dynamics including enlarging, deepening, and shifting the rivers, sloughs, and lake shorelines in the project vicinity resulted during flooding and scouring events. A hydrostratigraphic 'Gravel Zone' is present, composed of igneous and metamorphic alluvium with minor sedimentary clasts that were derived from the Sierra Nevada, which could represent ancestral river (American River) deposits that were laid down immediately after the Last Glacial Maximum, approximately 10,000 B.P. The composition of sediments in the RSP Area is compatible with those found in the lower reaches of glacial outwash deposits with the

⁴⁴ Roark, G., 2008. Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, Sacramento, Sacramento County, California. Prepared by ICF Jones & Stokes for Caltrans, Marysville, CA.



SOURCE: ESA 2015

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Figure 4-7
2007 RSP Archaeologically Sensitive Areas (ASAs)

sediment transport capacity of the glacial melt waters originating from the Sierra Nevada decreased with time.⁴⁵ This, along with observation of gravels at a depth of approximately 50 feet below ground surface, suggests that the RSP Area was very dynamic geomorphic area since the Last Glacial Maximum.

As the Holocene progressed, the amount of water available and the bedload of the rivers created a lower-energy environment that resulted in conditions where sloughs, oxbow lakes, and low-lying swampy areas could form. Soil samples taken from the former Sutter Lake area suggest rapid deposition with little physical or chemical alteration after deposition. The plant communities in the project vicinity most likely consisted of the riparian gallery forest and the freshwater marsh communities.⁴⁶ These deposits represent thousands of years of deposition of fine materials.

Historic-period reclamation and flood-control efforts resulted in the RSP Area starting to become filled in. The geomorphic processes that created the thick sequence of alluvial sediments were permanently, though not completely, interrupted by the construction of levees on the surrounding rivers. Soils from this time period represent a thick Fill Sequence. Soils in the RSP Area developed during the present interglacial (i.e., the last 10,000 years). Soil development has been limited, with the majority of the sediments having been developed in a low- to moderate energy environment characterized by episodes of flooding where silts and clays were deposited. The dominant geomorphic process in the project vicinity prior to the filling of the lakes and marshes and construction of levees was overbank and lacustrine deposition (scour was limited to only high flow events). The first unit that is wholly identifiable as a native soil layer is the Clayey Silt Subunit of the Fill Sequences. Because of the presence of the artificial Fill Sequence, any artifacts that were left behind prior to ca. 1863 are presently buried. Resources, including hydrophytic plants such as tules and reeds, were widespread and may have encouraged habitation on higher-elevation surfaces, where present.

Groundwater elevations across the RSP are directly related to the Sacramento River stage elevation and duration of a given elevation. During high river stage events, particularly if such events last for extended durations, groundwater rises proportionally. In areas nearest to the river, groundwater is highest. Extending east, groundwater elevation decreases. During limited elevated river stage periods, groundwater at the western boundary can reach 19 feet above mean sea level, and approximately 15 feet to 9 feet at the central and eastern portions, respectively. During the dominant period of normal river stage, groundwater throughout the site can be as low as 2 to 3 feet

⁴⁵ West, G.J., 1997. Pollen Analysis of Sediment Samples: A Record of Vegetation Change. In *Historical Archaeology of an Overseas Chinese Community in Sacramento, California, Volume 1: Archaeological Excavations*, by Mary Praetzellis and Adrian Praetzellis, pp. 273–280. February. Anthropological Studies Center, Sonoma State University Academic Foundation, Rohnert Park, California. Submitted to U.S. General Services Administration.

⁴⁶ West, G.J., 1997. Pollen Analysis of Sediment Samples: A Record of Vegetation Change. In *Historical Archaeology of an Overseas Chinese Community in Sacramento, California, Volume 1: Archaeological Excavations*, by Mary Praetzellis and Adrian Praetzellis, pp. 273–280. February. Anthropological Studies Center, Sonoma State University Academic Foundation, Rohnert Park, California. Submitted to U.S. General Services Administration.

above mean sea level. Soil remediation activities did not extend below where groundwater was encountered. Groundwater remediation is continuing at the site by UPRR.

Where groundwater is encountered is also a factor of the variability of the current ground levels within the RSP Area. Specifically, there are three main categories of ground levels that have been created within the RSP Area: 1) historic placed fill and embankments; 2) finished grades as set by past and present streets and development needs; and 3) excavations due to soil remediation, some of which has been backfilled for safety reasons.

In terms of fill, there are several types of fill activities that have occurred with the RSP Area. These include the filling of Sutter Lake (late 19th/early 20th century), the filling of the former American River channel (1860s/1870s), industrial fill by the Southern Pacific Railroad (late 19th/early 20th century), and levee construction and filling by the City of Sacramento to address issues with flooding (late 19th/early 20th century).⁴⁷

In addition to the significant investigative and corrective action work that has occurred since the early 1980s, the extensive exploration and remediation of the RSP Area that was undertaken over the last 15 years has allowed for a detailed characterization of the subsurface stratigraphy of the site. To graphically illustrate this, **Figure 4.4-8** provides representative examples of the depth of excavation as well as types of deposits encountered within each area of the RSP. This ability to characterize the subsurface stratigraphy and elevations at which groundwater is encountered for the different areas of the RSP Area is key to determining the site's archaeological sensitivity especially as it relates to the type and depth of fill layers and the potential depth and locations of natural soil.

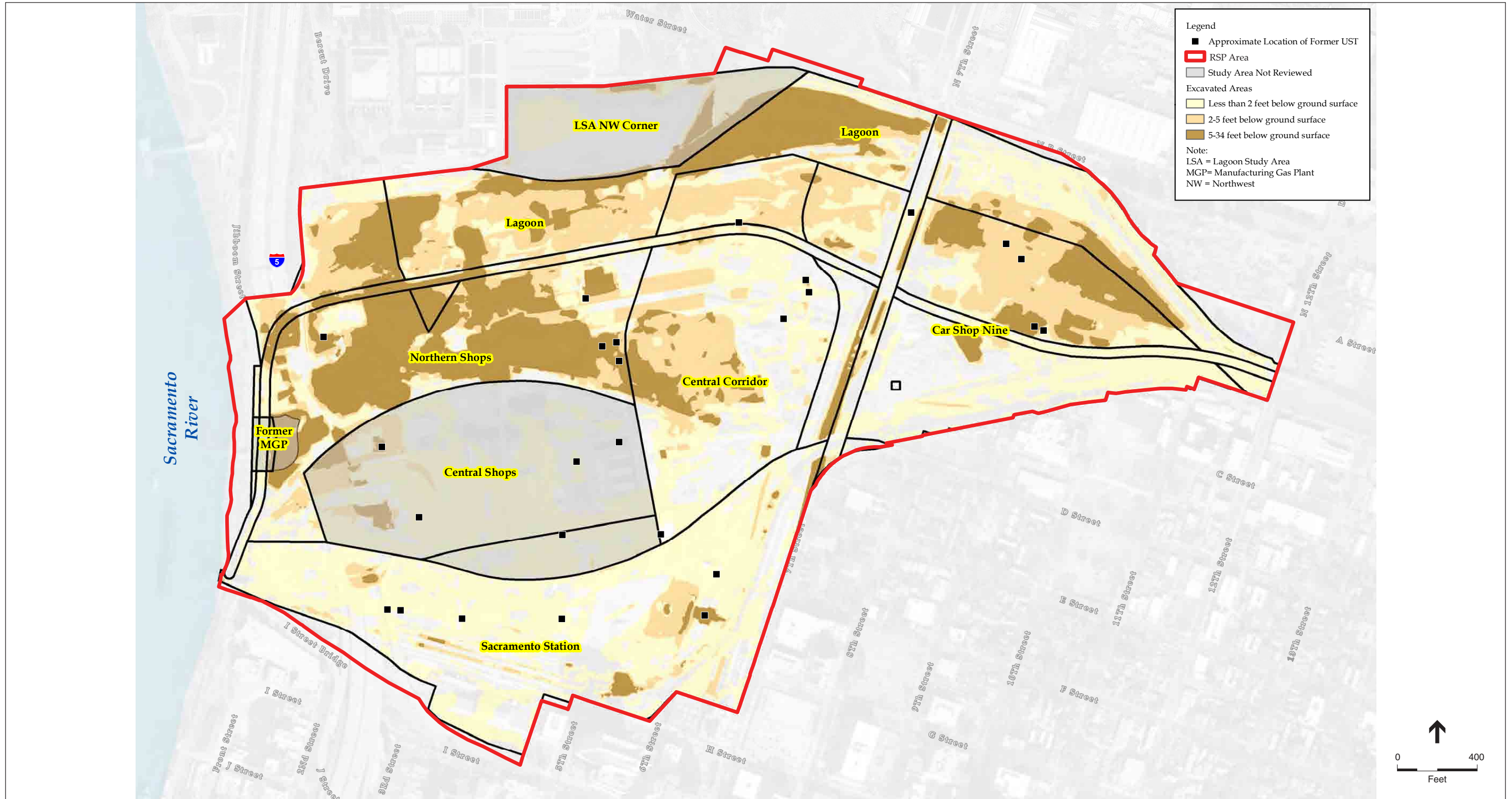
Reassessment of Archaeological Sensitivity

As noted above, the 2007 RSP EIR identified six “archaeologically sensitive areas” (see Figure 4.4-7):

- Slater's Addition
- The 6th-7th Street Corridor
- Sutter Lake
- The Central Shops Area
- The Brass Foundry Area
- The General Foundry Area

Since the completion of the 2007 RSP EIR, ongoing soil remediation efforts have processed approximately 1.2 million cubic yards of soil from the RSP Area (**Figure 4.4-8**). These ongoing efforts have explored the entirety of the RSP Area through investigative measures, and have

⁴⁷ Rashmawi, Elias, Managing Senior Principal and Brownfield Development Subsector Leader, Stantec, personal communication with Dana McGowan, ESA, January, 2016.



exposed more than 50% of the RSP Area. Soil remediation in the archaeological sensitive areas identified in the 2007 RSP EIR has extended to a depth of 34 feet below the then current grade in several portions of the RSP Area identifying only one potentially significant archaeological resource. Areas explored include the General Foundry Area, Sutter Lake, and Slater's Addition. In each case, substantial portions (greater than 50%) of these sensitive areas have been excavated, with much of the work monitored by archaeologists and Native American representatives.

In addition, focused archaeological testing has taken place to a depth of 20 feet below the current ground surface.⁴⁸ During this work, only historic-period railroad and industrial-related archaeological resources have been identified and only one of these resources (the wheel annealing pits) within the RSP Area was determined potentially significant, although not officially evaluated.

Sizable portions of the Central Shops area and Brass Foundry Area have also been the subject of soil remediation with negative results. **Figure 4.4-8** depicts the extent of soil remediation in each of the remediation study areas, including the areas outside of the 2007 RSP EIR Phase 1 analysis area. These areas include LSA NW Corner, Lagoon, Car Shop Nine, portions of the Northern Shops and Central Corridor, and Sacramento Station, as shown in **Figure 4.4-8**.

The eastern portion of the Central Corridor and the southern portion of the Car Shop Nine area have not yet been subjected to deep excavations; however, both of these areas were reviewed as part of the 2007 EIR and deemed to not be archaeologically sensitive. The LSA NW Corner was not included in the soils review conducted to develop **Figure 4.4-8**, but this area has been heavily impacted by soil remediation with no significant archaeological resources identified to date.

During the course of the monitoring for remediation activities, industrial and railroad-related artifacts and features have been identified including concrete footings, a multi-ton anvil associated with the blacksmith shop, two large brick gas holder foundations associated with the Sacramento Gas Company, isolated locomotive and rail car components, locomotive boilers, bents associated with the a trestle from the original CPRR line through the project area, and isolated ceramics, bottles, cans, pipes, and unidentified metal.

Based on analysis completed for the Sacramento Intermodal Transportation Facility, now being referred to as the Sacramento Valley Station, it has been predicted that native soil could be encountered from 13 to 20 feet below the current ground surface within the Railyards.⁴⁹ However, focused archaeological investigations and archaeological monitoring of soil

⁴⁸ Havelaar, Christiaan, Archaeologist, ICF International, personal communication to R. Scott Baxter, ESA, February 11, 2016.

⁴⁹ Roark, G., 2008. Draft Supplemental HPSR for the Sacramento Intermodal Transportation Facility, Attachment B Draft First Supplemental ASR for the Sacramento Intermodal Transportation Facility, pp. 5-4 to 5-6.

remediation in these areas have encountered neither native soil, nor any indications of Native American occupation or use of the land.⁵⁰

Areas Still Considered Archaeologically Sensitive

Figure 4.4-9 depicts areas still considered archaeologically sensitive. The descriptions below provide additional detail and justification for the retention of these sensitive sites in consideration of the updated information since 2007.

The Central Shops

The Central Shops area was deemed archaeologically sensitive by the 2007 EIR, and, despite certain remediation activities, remains sensitive. There is a high potential for buried deposits and infrastructure features related to the Sacramento Register listed Central Shop facilities, especially under and between existing shop buildings, areas that have remained largely undisturbed since those buildings were constructed.

The 6th-7th Street Corridor

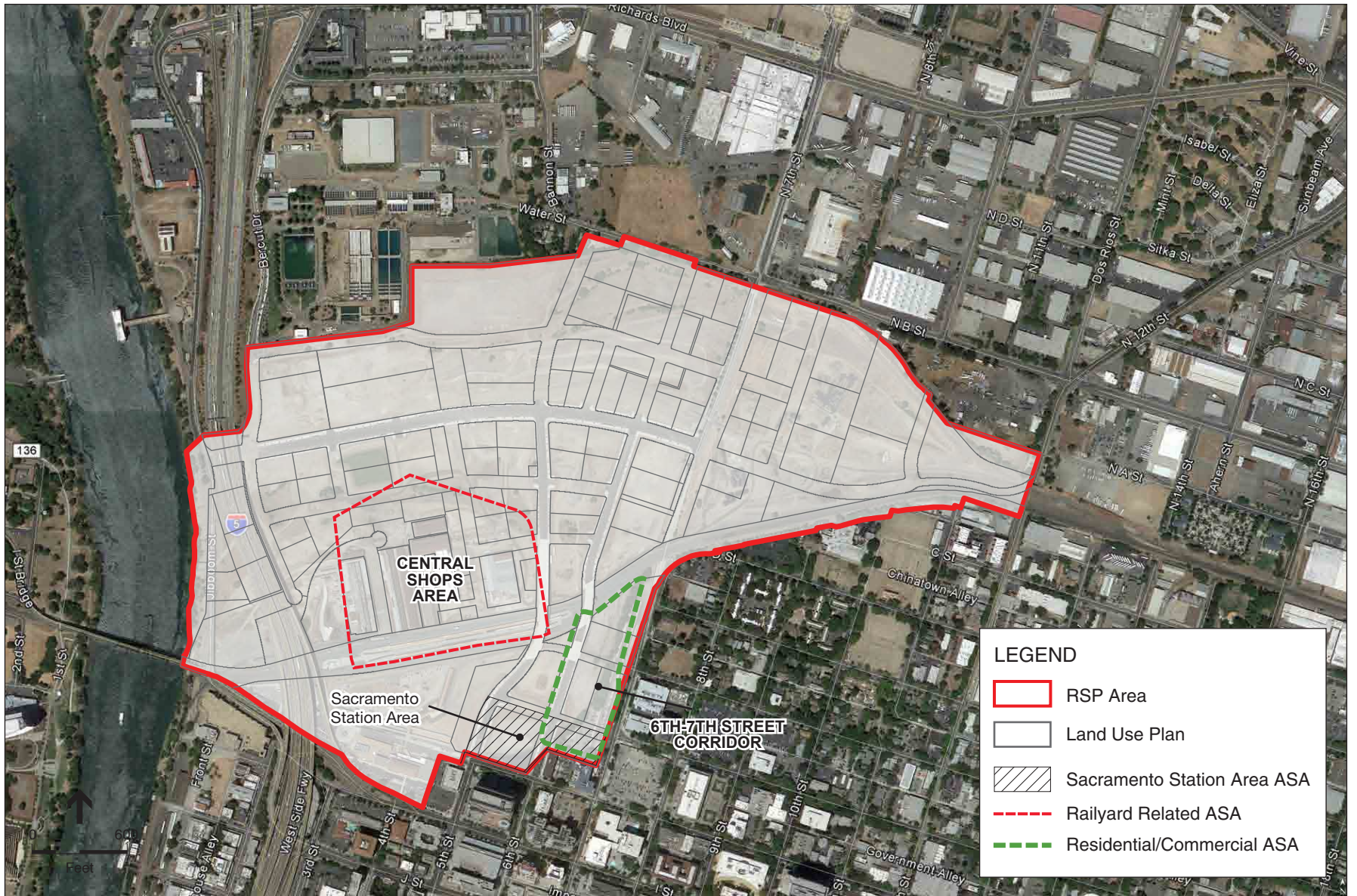
The 6th - 7th Street Corridor was deemed archaeologically sensitive in the 2007 EIR and this is the one area previously identified that has not yet been subjected to extensive soil remediation. Although no significant historical archaeological resources have been identified within this area, this part of the RSP Area has only been marginally affected by remediation activities and retains a high potential for archaeological resources related to the Sacramento Packing and Drying Co. (and subsequent iterations of such) and adjacent residential neighborhood, especially domestic refuse deposits.

Sacramento Valley Station Area

The 2007 RSP EIR reviewed only the eastern portion of the current Sacramento Valley Station area for archaeological sensitivity; this portion of the area was determined archaeologically sensitive. The boundaries of the Sacramento Raised Streets and Hollow Sidewalks District (P-34-2358) end just south of the RSP Area southern boundary. P-34-2358 is a complex of buried landscape and infrastructures features associated with nineteenth century Sacramento and has been determined eligible for the CRHR and NRHP. The boundaries of the district have evolved over time, and originally included portions of the Central/Southern/Union Pacific Railyards at Sutter Lake. It is likely that archaeological features associated with this site extend into the Sacramento Valley Station portion of the project area.

If native soil (which has the potential to contain prehistoric sites) remains intact in the RSP Area, it will be in areas where railroad construction and filling were limited and therefore where remediation activities were not extensive. Specifically, the margins of Sutter Lake have previously been identified as a likely to yield prehistoric archaeological resources. As described

⁵⁰ Havelaar, Christiaan, Archaeologist, ICF International, personal communication to R. Scott Baxter, ESA, February 11, 2016.



SOURCE: ESA 2016

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Figure 4.4-9
Archaeologically Sensitive Areas

in the environmental setting section above, between 1863 and 1910, the lake was filled in, with some sources stating as much as 40 feet of fill placed in parts of the lake.⁵¹ P-34-2359 was recorded at the predicted southeastern edge of the former Sutter Lake in the vicinity of the Old Folsom Powerhouse Sacramento Station A. The site was discovered only 9 feet below current street level in an area of the city where the streets were elevated to upwards of 10 feet to protect from flooding. This indicates that P-34-2359 was not deeply buried and was actually very close to historical ground surface. At the time, archaeologists speculated that this site possibly extended into the RSP Area. Archaeological trenching conducted by ICF International to the north of the plotted location for P-34-2359 revealed no prehistoric materials. Given the proximity to a known site, however, this area would also be sensitive for prehistoric resources.

Remediation work within the area of Sutter Lake and on the north margin has yielded no prehistoric materials. Similarly, extensive testing conducted for the SITF project along the plotted northern margin of Sutter Lake with negative results.⁵² Within this filled area, only large amounts of railyard-related materials have been identified during remediation and archaeological testing.

Areas with Limited Potential for Archaeological Resources

In the 2007 RSP EIR, Slater's Addition, Sutter Lake, the Brass Foundry Area, and the General Foundry Area were identified as being sensitive for archaeological resources based on historical maps and other archival research that had been undertaken in the preceding decade. Since that time, much of these areas (upwards of 50% to the total volume of soil) have been extensively disturbed during remediation. Some of these areas have been remediated to a depth of 34 feet. Much of the remediation work was monitored by an archaeologist and Native American representatives. The vast majority of archaeological remains that have been found in these areas have consisted of historic-period isolated railroad related and industrial remains with poor integrity and limited potential for significance. These finds including a cache of boilers, wheel annealing pits, and brick footings for gas tanks associated with the old Sacramento Gas Works. Of these finds, only the wheel annealing pits were determined significant. No prehistoric artifacts, features or sites have been identified in these areas despite extensive ground disturbing activities, indicating that development of the Railyards, filling, and subsequent remediation activities could have damaged or destroyed archaeological resources if they were present in these areas.

The levee embankment that runs along the north edge of the RSP Area from I-5 to 12th Street appears to have been mostly constructed in the early twentieth century, prior to the late 1920s, although a portion of it could have its origins in the 1860s before the American River channel was moved northward. The railroad had built earlier embankments on the north side of the Railyards, constructed immediately north of the tracks adjacent to the roundhouse and adjacent

⁵¹ City of Sacramento. 2016. Sacramento Valley Station; Early Site History. Available: <https://www.cityofsacramento.org/Public-Works/Sacramento-Valley-Station/Background/Early-Site-History>.

⁵² ICF International, 2013. Extended Phase I and Phase II Archaeological Investigations, Sacramento Intermodal Transportation Facility Project, Sacramento, California.

buildings. It is likely that Southern Pacific built the embankment at the north edge of the RSP Area as a secondary protection measure in addition to the levees built along the American River by Reclamation District 1 in the 1910s.

As part of the current proposed site grading, the northern embankment would be removed and graded to an elevation approximately 4 feet above the elevation of North B Street. The material in the embankment would be used to reduce the amount of imported fill required for the project, and land use development would extend north to North B Street. Portions of the northern levee embankment were demolished or altered through construction of the 7th Street extension in 2002, and no prehistoric or historic archaeological materials were identified during construction. As such, there is limited potential for the presence of archaeological materials within the embankment. The historical ground surface below the embankment, however, has some potential for archaeological resources pre-dating the embankments early 20th century construction.

4.4.2 Regulatory Setting

State Laws and Regulations

California Environmental Quality Act

In general, a significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a). Substantial adverse change is defined as “physical demolition, destruction, relocation, or alteration of the resource *or its immediate surroundings* [emphasis added] such that the significance of a historical resource would be materially impaired” (CEQA Guidelines Section 15064.5(b)(1)). According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

- A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
- B. Account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and

Reconstructing Historic Buildings (Standards)⁵³ is considered to have mitigated its impacts to historical resources to a less-than-significant level (CEQA Guidelines Section 15064.5(b)(3)).

Per CEQA Guidelines Section 15064.5(c), CEQA applies to effects on archaeological sites under the following circumstances:

1. When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, listed in either the California or local registers, or any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to eligible for listing in the California Register.
2. If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.
3. If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c-f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.
4. If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

Impacts to resources that do not qualify as historical resources or “unique” archaeological sites are not considered significant, and need not be considered further in the CEQA process (Public Resources Code (PRC) Section 21083.2).

Paleontological resources are addressed in CEQA Section V(c) of Appendix G, the “Environmental Checklist Form,” which addresses the potential for adverse impacts to “unique paleontological resource[s] or site[s] or ... unique geological feature[s]”. This provision discusses significant fossils – remains of species or genera new to science, for example, or fossils exhibiting features not previously recognized for a given animal group – as well as localities that yield fossils significant in their abundance, diversity, preservation, and so forth. Mitigation of significant adverse impacts to paleontological resources is therefore required under CEQA.

⁵³ Weeks, K. and A.E. Grimmer, 1995. Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. New York, NY.

The SVP has established standard guidelines that outline acceptable professional practices in the conduct of paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation. Most California State regulatory agencies accept the SVP standard guidelines as a measure of professional practice.

California Register of Historical Resources

The California Register is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

Similar to the National Register, to be eligible for the California Register, a cultural resource must be significant at the local, State, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must be of sufficient age, and retain enough of its historic character or appearance (integrity) to convey the reason for its significance.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally Determined Eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and

- Those California Points of Historical Interest that have been evaluated by the Office of Historic Preservation and have been recommended to the State Historical Commission for inclusion on the California Register.

Senate Bill 18

Senate Bill (SB) 18 requires cities and counties to notify and consult with California Native American Tribes about proposed local land use planning decisions for the purpose of protecting tribal cultural resources. SB 18 applies to the adoption or substantial amendment of general plans and specific plans, and requires that the Lead Agency consult with California Native American Tribes that are on the Native American Heritage Committee (NAHC) contact list and have traditional lands located within the agency's jurisdiction. The results of this consultation are provided above under Native American Consultation.

Assembly Bill 52

In September of 2014, the California Legislature passed Assembly Bill (AB) 52, which added provisions to the Public Resources Code regarding the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. In particular, AB 52 now requires lead agencies to analyze project impacts on "tribal cultural resources," separately from archaeological resources (PRC § 21074; 21083.09), in recognition that archaeological resources have cultural values beyond their ability to yield data important to prehistory or history (Criterion 4/D). The Bill defines "tribal cultural resources" in a new section of the PRC Section 21074. AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC § 21080.3.1, 21080.3.2, 21082.3). Finally, AB 52 requires the Office of Planning and Research to update Appendix G of the CEQA Guidelines by July 1, 2016 to provide sample questions regarding impacts to tribal cultural resources (PRC § 21083.09).

The provisions of AB 52 only apply to projects that have a notice of preparation filed on or after July 1, 2015, and therefore the Bill's requirements are not applicable to the proposed projects (the NOP was published on June 5, 2015). This requirement will apply to future projects where site-specific CEQA review is necessary.

While the requirements of AB 52 do not apply to this SEIR, this SEIR evaluated the proposed projects' potential impacts on tribal cultural resources, as defined by Section 21074 of the PRC (added by AB 52). In addition, as provided in greater detail in Section 3.6.3, the City has consulted with California Native American tribes that are traditionally or culturally affiliated with the geographic area of the proposed projects.

Health and Safety Code, Sections 7052 and 7050.5

Section 7052 of the Health and Safety Code states that the disturbance of Native American cemeteries is a felony. Section 7050.5 requires that construction or excavation be stopped in the

vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC.

Public Resources Code, Section 5097

Public Resources Code (PRC) Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American burial falls within the jurisdiction of the NAHC. Section 5097.5 of the Code states the following:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

Local

City of Sacramento 2035 General Plan

The City of Sacramento 2035 General Plan (2015) Historic and Cultural Resource Element contains several goals and policies relevant to the protection of cultural resources within the project area. The Element provides policies directing the protection of historical, archaeological, and paleontological resources within the City. The following goals and policies from the 2035 General Plan are relevant to cultural resources:

Goal HCR 2.1 Identification and Preservation of Historic and Cultural Resources. Identify and preserve the city’s historic and cultural resources to enrich our sense of place and our understanding of the city’s prehistory and history.

Policies

HCR 2.1.1 Identification. The City shall identify historic and cultural resources, including individual properties, districts, and sites (e.g., archaeological sites), to ensure adequate protection of these resources.

HCR 2.1.3 Consultation. The City shall consult with appropriate organizations and individuals (e.g., California Historical Resources Information System (CHRIS) Information Centers, the Native American Heritage Commission (NAHC), the CA Office of Planning and Research (OPR) “Tribal Consultation Guidelines”, etc.) and shall establish a public outreach policy to minimize potential impacts to historic and cultural resources.

HCR 2.1.6 Planning. The City shall take historical and cultural resources into consideration in the development of planning studies and documents.

HCR 2.1.11 Compatibility with Historic Context. The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.

HCR 2.1.14 Adaptive Reuse. The City shall encourage adaptive reuse of historic resources when the original use of the resource is no longer feasible.

HCR 2.1.16 Archaeological & Cultural Resources. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological and cultural resources including prehistoric resources.

As discussed below and in Impacts 4.4-1 through 4.4-10, the proposed RSPU, including the proposed projects would be required to comply with City standards for the protection cultural resources. As part of this SEIR analysis, the proposed projects analysis included archival review through consultation with the CHRIS and NAHC, coordinated consultation between Native American groups and the lead agency for the RSP Area, and review of compatibility with the Central Shops Historic District located within the RSP Area. With implementation of standards pursuant to City Preservation oversight and mitigation identified below, the proposed projects would be consistent with the General Plan goals and policies.

Railyards Specific Plan Update Policies and Design Guidelines

The proposed Railyards Specific Plan Update (RSPU) includes the locally-designated Central Shops Historic District as well as the Transition Zone around the Central Shops to ensure that new development surrounding the District would complement the historic buildings, though noting the historic district and transition zone boundaries would be somewhat different from the 2007 RSP due to proposed changes to street alignment and parcel changes. The other individually-listed resources also existing within the Plan Area, includes the SPRR Sacramento Depot/Sacramento Valley Station. The RSPU contains the following goals policies related to cultural resources:

Community Character

Goal CC-2. Reinforce urban form, character, and materials through the appropriate height in building and scale transitions to surrounding areas.

Policies

- CC-2.1. Ensure that the form and massing of buildings contribute to the creation of a cohesive urban fabric that:
- Extends the pattern of downtown Sacramento
 - Complements the historic Central Shops and Depot/Sacramento Valley Station complex
 - Transitions in scale to the surrounding residential areas
- CC-2.3. Ensure an appropriate scale transition to the Alkali Flat neighborhood.
- CC-2.4. Ensure that any new buildings in the Central Shops district or extensions to existing buildings in the district respect the scale, design, and character of existing historic structures and features.
- CC-2.5. Ensure an appropriate scale transition between the Central Shops and new districts adjacent to the Central Shops district.

Historic Resources

Goal HR-1. Provide for the public use and enjoyment of historic resources within the Plan Area.

Goal HR-2. Identify and protect archaeological resources that contribute to the understanding of the history and prehistory of the Railyards area.

Policies

- HR-1.1. Allow a mixture of public-oriented, cultural and commercial-recreational uses that reinforce the Central Shops district as a regional destination, and that promote viable reuse of the historic district.
- HR-1.2. Preserve historic resources within the historic core of the Central Shops district.
- HR-1.3. Ensure that rehabilitation of the historic Central Shops complex and features conform to standards for preservation of historic properties set forth in Section 17.604 and other related sections of Title 17 of the Sacramento Municipal Code.
- HR-1.4. Preserve and rehabilitate the Southern Pacific Railroad Depot/Sacramento Valley Station complex in a manner that will enhance its civic significance in the downtown and Railyards area and in conformance with the City of Sacramento’s SITF/Sacramento Valley Station plan.
- HR-2.1. Develop and implement an archaeological observation and evaluation plan to identify and recover archaeological resources, if any, within areas of the site during excavation, grading, and piling.
- HR-2.2. Incorporate and interpret artifacts that highlight the site’s prehistory, history, and especially the historic role and significance of the Railyards.

The proposed RSPU and Design Guidelines are organized by the larger geographical planning areas, or “districts” (different from historic districts) identified for the RSP Area, and provide principles and guidelines for the design of proposed projects to be developed within these various districts. All projects involving historic resources are to comply with the Secretary of Interior’s Standards for the Treatment of Historic Properties and Title 17 of the City Code, the Planning & Development Code. The Design Guidelines discuss the Erecting Shop, Masonry Water Closet (i.e., Privy), Blacksmiths Shop, Car Shop 3, Planing Mill, Paint Shop, Boiler Shop, Turntable, Car Machine Shop, the Water Tower, and the Depot as historic resources within the RSP Area (see **Figure 4.4-10**).

Design guidelines related to all the RSP Area historical resources provide guidance for the design of proposed new development within the historic district, on the site of individual historical resources, and within surrounding Transition Zone areas, to respect the historic context, consistent with SOI the Standards. There are two goals concerning historic resources at the RSP Area: to ensure that the adaptive reuse of historic resources is done in an appropriate and sensitive manner and to ensure that the scale, massing, and character of new construction within the boundaries of/adjacent to historic resources will not adversely affect the historic resources. To this end, the RSPU delineates two special districts in the vicinity of the Central Shops: the Central Shops Historic District and the Transition Zone (see **Figure 4.4-11**). The Depot building is located in a separate SPR district which includes its’ own design guidelines.

4.4.3 Analysis, Impacts, and Mitigation

Analysis Methodology and Assumptions

The following methodology and findings includes text excerpted and summarized from the 2007 RSP EIR. The archival, field survey and consultation methodologies undertaken for the current

analysis are similar to those from the 2007 effort. This information has been updated to reflect the most current understanding of the archaeological and built environments, as well as updated Native American consultation to reflect tribal cultural values.

Archival Review

The 2007 RSP EIR and the Archaeological Studies Center's supporting archaeological report provided a comprehensive overview of the archaeological setting of the RSP Area.⁵⁴ ESA staff conducted an updated record search at the North Central Information Center on November 19, 2015 (NCIC No. SAC-15-183), which identified 24 cultural resource studies within or immediately adjacent to the RSP Area, and 77 studies completed within ½ mile of the RSP Area. Review of the records search revealed 11 cultural resources studies have been completed in or immediately adjacent to the current study area since 2005. **Table 4.4-5** provides a summary of these studies. Only two of these involved ground-disturbing activities. These are described below.

In addition to the studies provided by the record searches conducted in 2007 and 2015, Elias Rashmawi, Stantec Managing Senior Principal, Dana McGowan, former Jones & Stokes Railyards Cultural Resources Project Manager, and Christiaan Havelaar, ICF International Archaeologist, provided archaeological monitoring reports and other documents that summarize the findings of archaeological monitoring during remediation and infrastructure improvements at the Railyards. These reports are not on file at the Information Center, but are summarized below in **Table 4.4-6**. Since at least 2000, Kyle Wyatt has served the dual role as ERM-West archaeological monitor for the project, and curator at the California State Railroad Museum. Mr. Wyatt has identified industrial archaeology features and artifacts of interest to the Museum. He has not conducted any formal evaluations of significance for these materials, and has not provided any formal documentation.⁵⁵

Field Review

Katherine Anderson, M.A., ESA historian and R. Scott Baxter, M.A., RPA ESA senior archaeologist attended a December 2, 2015 site visit of the property. The site visit included a tour of the entire RSP Area and examination of the structures at the Central Shops. The vast majority of the RSP Area has undergone soils remediation, which consists of digging down as much as 34 feet below the current ground surface (bgs), removing or treating the contaminated soil, and backfilling the excavation with clean fill. This remediation work was ongoing during the site visit. The currently exposed ground surface consists of clean fill, not native ground surface. For this reason, a formal pedestrian survey of the property was not conducted.

⁵⁴ Walker, M., H. Koenig, S. Stewart, G. Dalldorf, A. Praetzelis, and M. Praetzelis, 2007. Sacramento Railyards, Initial Phase, Archaeology Study.

⁵⁵ Wyatt, Kyle, ERM-West Archaeological Monitor, Personal communication with R. Scott Baxter, ESA, December 3, 2015.





**TABLE 4.4-5.
ARCHAEOLOGICAL STUDIES IN THE STUDY AREA COMPLETED SINCE 2005, AVAILABLE AT
NORTH CENTRAL INFORMATION CENTER**

Report No.	Authors	Year	Title	Resources
004468	Waechter, Sharon A. and Stephen Wee	n.d.	Cultural Resources Element for the City of Sacramento's Fish Screen Improvement Project, Environmental Assessment Initial Study, Sacramento and American Rivers	34-000490, 34-000509, 34-000897
006572	Jones, E. Timothy	2005	Re: Cultural Resources Study, Jibboom Street Viaduct, Sacramento, Sacramento County, California. LSA Project #NOL430	-
008619	Cindy Arrington et al.	2006	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	-
009423	Joanne S. Grant	2008	Cultural Resources Survey for the Urban Levee Project	-
010121	Kim Tremaine and Glenn Farris	2009	Rediscovering A Legacy: Archaeological Monitoring Report for the Sacramento Regional transit District Light Rail Extension Project	34-002358, 34-002359, 34-002360
010438	Lawrence W. Speed	2009	American Recovery and Reinvestment Act (ARRA) Funded Security Enhancement Project (PRJ29112361) - Station Hardening, CCTV Surveillance System Upgrades, and Airborne Particle Detection, Sacramento Station, Sacramento, Sacramento County, CA	-
010499	Michael Hibma	2009	Historic Property Survey Report/Finding of No Adverse Effects for the 4 th Street and I Street Intersection Project, Sacramento, Sacramento County California, CalTrans District 3 (EA# 03-928544)	-
010551	Page & Turnbull	2010	Cultural Resources Report Sacramento Valley Station 401 I Street, Sacramento, CA	34-001004
010812	Kovak, Amy	2010	Cultural Resources Inventory for the SMUD Station A Reconductor Project Sacramento County, California	34-000421, 34-000891, 34-002358, 34-002359, 34-002364, 34-002371, 34-003207, 34-003211, 34-003229, 34-003292, 34-003307
011022	PAR Environmental Services, Inc.	2012	Archaeological Monitoring Report 4 th and I Street Project, Sacramento County, California	34-004497
011024	PAR Environmental Services, Inc.	2012	Historic Properties Survey Report, 12 th Street Corridor Project, City of Sacramento, Sacramento County, California	-

**TABLE 4.4-6.
ARCHAEOLOGICAL MONITORING REPORTS NOT ON FILE AT NORTH CENTRAL INFORMATION
CENTER**

Authors	Year	Title	Resources
Wyatt, Kyle	2000	EMR-West Daily Monitoring Reports	Isolated railroad related artifacts.
Wyatt, Kyle	2001	EMR-West Daily Monitoring Reports	Isolated railroad related artifacts and features.
EMR-West	July 2004	Appendix J: 2004 Cultural Resources Handling Plan, Former Southern Pacific Transportation Company Sacramento Rail Yard Sacramento, California	-
EDAW	2004	Cultural Resources Monitoring for the Sacramento Rail Yard, 2004 Soil Remediation Activities	"...no significant finds during monitoring of the 2004 loci"
EMR-West		2000 Soil remediation Summary	"No significant industrial artifact or pre-industrial artifact was discovered."
EMR-West	October 2006	2001 Soil remediation Summary	"No significant industrial artifact or pre-industrial artifact was discovered."
McGowan, Dana	August 2007	Sacramento Rail Yard Cultural Resources Monitoring Status Summary	Identified isolated industrial features discovered near Central Shops in 2003. Noted ongoing soil remediation was in "non-sensitive areas".
ICF	October 2008	HPSR Sacramento Intermodal Transportation Facility	Overview of historic resources in southern half of project area.
Roark, Gabriel	December 2008	Draft Supplemental HPSR Sacramento Intermodal Transportation Facility	Overview of historic resources in southern half of project area.
Unk	February 2009	Draft Section 4(f) Evaluation, Sacramento Intermodal Transportation Facility	Sacramento Southern Pacific Railroad Station Depot, Sacramento Southern Pacific Railroad Station District, <i>Railway Express Agency Building</i> , 6 th Street Levee (P-34-1561/CA-SAC-940-H), Central Shops Historic District
Roark, Gabriel	April 2009	Cultural Resources Monitoring for the Railyards 2007 and 2008 Remediation Activities	A number of railroad related features were identified, but "No pre-industrial archaeological materials were identified"
Havelaar, Christiaan	February 2010	Archaeological Testing Plan Railyards Specific Plan	Archaeological testing plan for the 5 th and 6 th Street Corridor and Railyards Blvd.
Roark, Gabriel	May 2010	Historic Archaeological Site Discovery (SAN-18), Sacramento Intermodal Transportation Facility, Sacramento, California	Identification, testing, and evaluation of historic period deposits in southern portion of project area. Determined not significant.
Roark, Gabriel	September 2011	APE Modification for West Pedestrian Tunnel Ramp, Phase I of the Sacramento Intermodal Transportation Facility Project	Archaeological sensitivity assessment of a small area in southern portion of Project area.
Roark, Gabriel	September 2011	Historic Archaeological Site Discovery (SAN-18), Sacramento Intermodal Transportation Facility, Sacramento	Identification of railroad related domestic refuse.
Roark, Gabriel and Andrea Nardin	December 2011	Historic Archaeological Site Discovery, Sacramento Intermodal Transportation Facility, Sacramento, California	Discovery of foundations in southern portion of project area.

**TABLE 4.4-6.
ARCHAEOLOGICAL MONITORING REPORTS NOT ON FILE AT NORTH CENTRAL INFORMATION
CENTER**

Authors	Year	Title	Resources
ICF	2011	Archaeological Monitoring Plan Phase 1 (Track Relocation) of the Sacramento Intermodal Transportation Facility	Monitoring plan for area in southern portion of project area.
Roark, Gabriel	March 2012	Progress Report on Implementation of the Archaeological Testing Plan, 5 th and 6 th Street Extension Projects, Railyards Initial Phase, Sacramento	Identified portions of 6 th Street Levee (P-34-1561/CA-SAC-940H), building foundations, and industrial refuse deposit. Further investigation proposed.
ICF	May 2012	Mitigative Recordation Central Pacific/Southern Pacific Railroad Car Wheel Foundry Annealing Pits	HAER level recordation of car wheel annealing pits
EMR-West	2013	2012-2013 Soil Summary Report	"miscellaneous railroad car parts and numerous locomotive fire boxes and boilers"
ICF	2013	Extended Phase I and Phase II Archaeological Investigations, Sacramento Intermodal Transportation Facility Project, Sacramento, California	Archaeological testing in southern portion of project area. Identified non-significant historic-period resources.
Havelaar, Christiaan	2014	Cultural Resources Monitoring for the Railyards 2012 and 2013 Remediation Activities	Several industrial era resources were located including miscellaneous metal fragments, concrete footings, wood, a cache of locomotive boilers, various brick features, cut bone, and glass fragments.
Rashmawi, Elias	2015	Northern Area Excavations	Figure graphically displaying depths of excavation for soil remediation 1996-2014.
ICF	n.d.	Archaeological Testing in the 5 th and 6 th Street Corridors	Testing plan for 5 th and 6 th Street areas.
ICF	n.d.	Draft Cultural Resources Monitoring Report for Phase 1 of the Sacramento Intermodal Transportation Facility Construction Project	Three inadvertent archaeological discoveries.
ICF	n.d.	Draft Addendum Archaeological Survey Report for the Sacramento Intermodal Transportation Facility, City of Sacramento	

Significance Criteria

This SEIR assumes implementation of the proposed projects would have a significant impact related to cultural resources if they would:

- Cause a substantial change in the significance of historical or archaeological resource as defined in CEQA Guidelines Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource; or
- Adversely affect tribal cultural resources.

These significance criteria for the provision of cultural resources have been updated since the 2007 RSP EIR, and do not specifically call out impacts of human remains. The City of Sacramento uses the above standard of significance in its Initial Study Checklist.

For the purposes of the impact discussion, “historic resources” is colloquially used to describe built environment historic period resources. Archaeological resources (both prehistoric and historic), while referred to as “historical resources” per the CEQA guidelines, are discussed separately from historic resources.

Issues Not Discussed in Impacts

Impact 6.3-4 of the 2007 RSP EIR found that the 2007 RSP would have a less-than-significant impact on the Sacramento Depot/Sacramento Valley Station as a result of the relocation of the UPRR main line tracks. The tracks have been relocated since 2007, and the relocation is now part of the existing setting rather than proposed as part of the RSPU. Therefore this issue is not addressed further.

Impacts and Mitigation Measures

Impact 4.4-1: The proposed projects could cause a substantial adverse change in the significance of an archaeological resource, including human remains.

The 2007 RSP EIR discussed impacts to archaeological resources and human remains under Impact 6.3-1 on pages 6.3-45 through 6.3-49.

Impact 6.3-1 of the 2007 RSP EIR found that the 2007 RSP would have a less-than-significant impact relating the archaeological resources with the implementation of Mitigation Measure 6.3-1. Mitigation Measure 6.3-1 included guidance for Archaeological Treatment Plans for Archaeologically Sensitive Areas, monitoring of sensitive areas, and guidance for unanticipated discovery of archaeological resources or human remains.

Railyards Specific Plan Update

The 2007 RSP EIR stated that the RSP Area has environmental attributes, such as the confluence of two major rivers and elevated areas suitable for habitation, to support a wide range of prehistoric resource types, from long-term occupation sites to isolated artifacts. In addition, the 2007 EIR stated that the RSP Area could contain a variety of important historic-period archaeological features. However, at the time the 2007 EIR was prepared, any archaeological features within the RSP Area were covered by fill or pavement. Since 2007, extensive excavation has occurred during remediation of contaminated soils, and much more is known about what resources could be located within the RSP Area.

While monitoring proven that the property contains a wide variety of isolated historic-period artifacts, only one significant historic-period archaeological resource (the wheel annealing pits)

has been identified in the RSP Area. The wheel annealing pits were documented as part of remediation activities, and a treatment plan was developed and implemented for this resource.⁵⁶ Therefore, it would not be affected by the proposed RSPU, and is not addressed further in this analysis.

Despite the fact that extensive ground disturbance has occurred since the 2007 RSP was adopted, no known prehistoric resources have been identified within the RSP Area. One nearby prehistoric resource, P-34-2359, was recorded subsequent to the 2007 RSP EIR in 2009.⁵⁷ This site was recorded adjacent to the RSP Area within H Street between 6th and 7th streets. Tremaine and Farris suggested that this site possibly extends into the Railyards property but this has not been confirmed through excavations.

Native American tribal representatives from the UAIC have indicated that there may have been three village/cemetery locations based oral history information within the RSP Area, and that these are areas of concern to the Tribe. The SSB included in their concerns a site location plotted directly adjacent to P-34-2359, an area that is included in in Sacramento Station Area ASA as described below.

A reassessment of the RSP Area indicates that while there has been extensive disturbance during the remediation process, some areas could still contain a variety of important, prehistoric and historic-period archaeological resources. Areas that retain archaeological sensitivity are designated Archaeologically Sensitive Areas for the purpose of this SEIR and are depicted in Figure 4.4-7, including:

- The Central Shops area, which could contain important archaeological resources relating to the development and expansion of the Railyards' manufacturing operations that could provide information on 19th- and early 20th-century technological processes;
- The 6th-7th Street Corridor; which could contain important archaeological remains relating to early settlement, levee construction, and the development of working-class neighborhoods in 19th- and early 20th-century Sacramento.
- Sacramento Valley Station Area, which could contain important archaeological remains relating to early settlement, and the development of working-class neighborhoods in 19th- and early 20th-century Sacramento and is also sensitive for prehistoric archaeological resources.

⁵⁶ ICF International, 2012. Mitigative Recordation Central Pacific/Southern Pacific Railroad Car Wheel Foundry Annealing Pits.

⁵⁷ Tremaine, K. and G. Farris, 2009. Rediscovering A Legacy: Archaeological Monitoring Report for the Sacramento Regional Transit District Light Rail Extension Project. Sacramento, California.

Additionally, as described above and in further detail in the Project Description (Chapter 2), the current proposed site grading includes the removal and grading of the northern embankment to an elevation approximately 4 feet above the elevation of North B Street. The material in the embankment would be used for fill within the RSP Area, and new development would extend over the current embankment footprint to North B Street. Previous construction efforts associated with the 2002 7th Street extension demolished portions of the embankment. No prehistoric or historic archaeological materials were identified during construction. As such, there is limited potential for the presence of archaeological materials within the embankment. The historic ground surface below the embankment has some potential for archaeological resources pre-dating the embankments early 20th century construction, but is not considered to be an archaeologically sensitive area. While the current RSPU grading plan does not include excavation below the current base of the levee embankment, excavation below the historic ground surface assumed to be equivalent to North B Street has the potential to affect the physical integrity of subsurface archaeological resources.

Archaeological resources could be affected from construction activities such as excavation and grading that could affect the physical integrity of the archaeological resource or its suitability for scientific research or expose Native American human remains. Such impacts include:

- activities that physically destroy the resource or portions thereof. These could include pile driving, grading, further soil remediation, subsurface construction (such as basements and underground utilities), and the alteration of conditions such that the resource's future integrity is at risk, through activities such as erosion or looting; and,
- activities that do not directly destroy the resource or portions thereof, but that adversely affect those physical characteristics that convey its historical significance and justify its eligibility for inclusion in the CRHR. These consist of activities such as deep filling or the use of construction techniques that remove the potential for research by effectively rendering the resource inaccessible.

RSPU Policy HR-2.1 calls for the development and implementation of an archaeological observation and evaluation plan to identify and recover archaeological resources, if any, within areas of the site during excavation, grading, and piling. However, because the policy does not address identification of potential archaeological resources in sensitive areas prior to grading or specify the steps to be taken to ensure that archaeological resources are protected, additional previously unidentified resources could be discovered, damaged, or destroyed during project construction. In addition, although unlikely due to the level of prior disturbance, it is possible that archaeological resources could be present in areas that are outside of the archaeologically sensitive areas. Therefore the proposed RSPU could result in **potentially significant impacts** to archaeological resources.

Railyards Specific Plan Update Land Use Variant

Under the RSPU Land Use Variant, potential impacts to archaeological resources and human remains would be the same as discussed above for the RSPU, because the same archaeologically sensitive areas would be subject to disturbance. As such, the discussion above would be applicable to the RSPU Land Use Variant and effects to the RSPU Land Use Variant would be equal to those of the RSPU, resulting in a **potentially significant impact**.

KP Medical Center

The KP Medical Center is not proposed in an area that was previously or currently considered sensitive for prehistoric or historic period archaeological resources. The closest previously identified archaeologically sensitive area is Slater's Addition, an area as archaeologically sensitive for historic period resources in the 2007 RSP EIR. Slater's Addition is mapped as an area extending west from the Central Shops Area, which is shown on maps as a residential development in the 1850s which was later subsumed by the Railyards development. This area, as shown on **Figure 4.4-7**, was extensively modified by railroad construction and railyard development. Subsequently, the area of Slater's Addition and the proposed site of the KP Medical Center have been subjected to ground disturbing activities associated with remediation activities, as illustrated in **Figure 4.4-8**. During this extensive remediation work, no prehistoric-period materials were observed during monitoring and no significant historic-period archaeological remains were identified. For these reasons, it is not considered likely that archaeological resources would be encountered during construction of the KP Medical Center. However, while unlikely, it is possible that archaeological resources could be present in areas that were not subject to deep excavation. In addition, some aspects of construction (e.g., pile driving and/or augers) could extend below the depths of previous excavation. Potential impacts to resulting from unanticipated discovery of archaeological resources and human remains would be a **potentially significant impact**.

MLS Stadium

The MLS Stadium is not proposed in an area that was previously or currently considered sensitive for prehistoric or historic period archaeological resources. The closest previously identified archaeologically sensitive area is the 6th-7th Street Corridor, which was characterized as archaeologically sensitive for historic period resources in the 2007 RSP EIR. This area, which is at a considerable distance, has been modified extensively by railroad construction and railyard development. Subsequently, the area of the proposed site of the MLS Stadium was the location of extensive ground disturbing activities associated with remediation activities, as illustrated in **Figure 4.4-8**. During this extensive remediation work, no prehistoric-period materials were observed during monitoring and no significant historic-period archaeological remains were identified. For these reasons, it is not considered likely that archaeological resources would be encountered during construction of the MLS Stadium. However, while unlikely, it is possible that archaeological resources could be present in areas that were not subject to deep excavation. In addition, some aspects of construction could extend below the depths of previous excavation.

Potential impacts to resulting from unanticipated discovery of archaeological resources and human remains would result in a **potentially significant impact**.

Stormwater Outfall

The Stormwater Outfall would be constructed in an area that was not previously identified as archaeologically sensitive. The closest previously identified archaeologically sensitive area is Slater's Addition. A thin strip of this circa 1850s former residential area is mapped just to the south of the proposed Stormwater Outfall.

As detailed in the setting, while shipwrecks have been documented along the Sacramento River, no historically documented shipwrecks have been identified within the footprint of the Stormwater Outfall. The remnants of the historic Pioneer Flouring Mill lack sufficient integrity to reflect their historic associations, and as such have been recommended ineligible for listing. No other known submerged resources have been documented within or in the river adjacent to the RSP Area. However, there could be unanticipated archaeological resources and/or human remains located within the Stormwater Outfall footprint, and any disturbance of such resources would result in a **potentially significant impact**.

Summary

The proposed projects would include construction involving ground disturbing activities that could disturb or destroy potentially significant buried resources, including human remains, or submerged archaeological sites. Destruction or loss of these resources would potentially result in **significant impact**.

The magnitude of this impact is similar to the impact described in the 2007 RSP EIR, except that the potential areas where such impacts are expected to be most likely to occur has been reduced due to the extent of remediation-related excavation.

Mitigation Measure

Mitigation Measure 4.4-1 described below is similar to Mitigation Measure 6.3-1 on page 6.3-45 of the 2007 RSP EIR. The measure has been revised to include updated sensitivity analysis prepared for this SEIR. Mitigation Measure 4.4-1(a) would apply to the portions of the RSP Area shown in Figure 4.4-9 as archaeologically sensitive areas. Mitigation Measure 4.4-1(b) addresses the potential for subsurface resources that are potentially present below the northern levee embankment. Mitigation Measure 4.4-1(c) addresses the discovery of unanticipated archaeological resources, and applies to all of the proposed projects. Implementation of the following mitigation measures would ensure that (1) CRHR-eligible resources are identified and (2) that the important information these remains contain is recovered, as well as (3) ensuring that human remains are treated appropriately. These actions would reduce these impacts to a less-than-significant level.

Mitigation Measure 4.4-1(a) (RSPU ASAs)

- i. *Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. An example outline of the ATP is included in Appendix E of this Draft SEIR.*
- ii. *If the testing program identifies CRHR-eligible archaeological resources, an Archaeological Mitigation Plan shall be prepared and implemented.*
- iii. *Based upon the results of test excavations, it may be necessary to conduct archaeological monitoring in some areas. In these areas, an Archaeological Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of anticipated archaeological resources, if any are discovered during grading or construction activities. At a minimum, the Monitoring Plan shall include provisions to result in the cessation of activities upon discovery, evaluation of such resources for historic significance, and if the resource is significant, appropriate treatment based on recommendations of a qualified archaeologist. Appropriate treatment shall include protection of the resource from further damage, and one of the following, as appropriate: (1) preservation in place; (2) return of the resource to the most likely descendent (MLD) (if determined to be of Native American origin), (3) curation in an appropriate location or facility, and/or (4) recordation. The City Preservation Director shall approve the Archaeological Monitoring Plan prior to implementation. An example outline of an Archaeological Monitoring Plan is included in Appendix E of this Draft SEIR.*
- iv. *Prior to construction activities, an archaeologist will lead an in-field tailgate training session for project construction crews on the kinds and types of resources that may be present, and give plans for actions of work stoppage to occur should archeological features be encountered.*

Mitigation Measure 4.4-1(b) (RSPU, footprint of the northern levee embankment only)

Within the current footprint of the northern levee embankment, prior to ground-disturbing activities that are anticipated to extend below the level of North B Street (e.g. excavation below the base of the extant levee embankment), an Archaeological Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of anticipated archaeological resources, if any are discovered during grading or construction activities. In the event of inadvertent discovery of a potential archaeological resource or human remains, Mitigation Measure 4.4-1(c) will be implemented.

Mitigation Measure 4.4-1(c) (RSPU, KPMC, MLS, SO)

In the event that unanticipated archaeological resources or human remains are encountered, compliance with federal and state regulations and guidelines regarding the treatment of cultural resources and human remains shall be required. The following details the procedures to be followed in the event that new cultural resource sites or human remains are discovered.

- i. If a monitoring archaeologist or a member of the construction team believes that an archaeological resource has inadvertently been uncovered, all work adjacent to the discovery shall cease, and an SOI qualified archaeologist immediately notified. Appropriate steps shall be taken, as directed by the archaeologist, to protect the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archaeological resources in accordance with Federal and State Law. At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel shall not be permitted to traverse the discovery site. The archaeologist shall conduct a field investigation and assess the significance of the find. Impacts to cultural resources shall be lessened to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.*
- ii. If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine and contact the most likely descendant. The approved mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.*

If the remains are of Native American origin, the landowner or the landowner's representative shall contact the Native American Heritage Commission to identify the Most Likely Descendant. That individual shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human

remains and any associated grave goods as provided in Public Resources Code Section 5097.983.

If the Most Likely Descendant fails to make a recommendation or the landowner or his or her authorized representative rejects the recommendation of the descendant, and if mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner, then the landowner or authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

Impact Significance After Mitigation: With the implementation of Mitigation Measure 4.4-1(a) through (c), this impact would be reduced to a **less-than-significant** level. Implementation of pre-construction testing and accidental discovery procedures during construction would lessen anticipated impacts to prehistoric and historic period, including Native American archaeological resources by ensuring that previously unidentified archaeological resources are protected.

Impact 4.4-2: The proposed projects could cause a substantial adverse change in to the Central Shops Historic District or the Water Tower.

The 2007 RSP EIR discussed direct impacts on the Central Shops Historic District under Impact 6.3-2 on pages 6.3-49 through 6.3-51. As part of the proposed 2007 analysis, the Water Tower was to be relocated into the Central Shops Historic District, and impacts to it as an individual resource were not addressed.

Impact 6.3-2 of the 2007 RSP EIR found that the 2007 RSP would have a less-than-significant impact relating to the Central Shops Historic District with the implementation of Mitigation Measure 6.3-2. Mitigation Measure 6.3-2(a) and (b) included guidance for formal documentation of the Central Shops Historic District, completion of HAER documentation for the Southern Pacific Company Sacramento Shops, and completion of a Historic District Plan for the Central Shops.

Railyards Specific Plan Update

The RSPU anticipates plans to rehabilitate the buildings in the Central Shops District, as defined by the Specific Plan, to prepare them for habitation and use by tenants. In conjunction with the 2007 RSP, the Central Shops District was listed in the Sacramento Register as a Historic District. Contributing resources were identified, as well as and significant features and characteristics of the district. The Sacramento County Historical Society and other non-profit organizations also prepared and submitted a National Register nomination to the State Historic Preservation Officer (SHPO) in 2007. This submittal was reviewed by SHPO, which provided comments in 2008, but the nomination was not finalized.

The proposed RSPU and Design Guidelines include goals, policies, and guidelines for proposed new development, tenant improvements, signage and open space improvements within the Central Shops Historic District, a surrounding Transition Zone the Water Tower site, and for the area surrounding the Sacramento Valley Station. The RSPU states that work conducted within the Central Shops Historic District, at the Water Tower, and at the Sacramento Valley Station site, would comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties, Rehabilitation Standards.

The Central Shops Historic District is listed as a Historic District in the Sacramento Register. The Central Shops Historic District's designation ordinance, listing it in the Sacramento Register, identifies the significant features and characteristics of the district and its contributing resources. Any proposed new projects that do not comply with the Secretary of the Interior's Rehabilitation Standards could significantly affect the character defining features of the district and could jeopardize its eligibility as an historical resource, and would be a **significant impact** to the historic district.

The Water Tower, located approximately 500 feet northeast of the Central Shops Area, is considered a potentially eligible individual local Landmark. The designation of the Water Tower as an individual Landmark would require proposed new projects on the Water Tower parcel to be reviewed for compliance with the City's Planning & Development Code and applicable SOI Standards. No development on the Water Tower parcel is currently anticipated, and if a proposal were made, compliance with the code and SOI standards would ensure that any potential development would be done in compliance to treatment of the Water Tower as a historic resource. No additional mitigation is required for impacts to the Water Tower.

Railyards Specific Plan Update Land Use Variant

Under the RSPU Land Use Variant, potential impacts to the Central Shops Historic District, the Water Tower, and the Sacramento Valley Station would be the same as discussed above for the RSPU. As such, the discussion above would be applicable to the RSPU Land Use Variant and effects to the RSPU Land Use Variant would be equal to those of the RSPU, resulting in a **significant impact**.

KP Medical Center

Because the KP Medical Center is not located near the Central Shops, the Water Tower, nor the Sacramento Valley Station, no direct impacts to the shops will occur due to the construction or operation of KP Medical Center. This would result in **no impact** to historical resources, so no mitigation is required.

MLS Stadium

Because the MLS Stadium is not located near the Central Shops, the Water Tower, nor the Sacramento Valley Station, no direct impacts to the district will occur due to the construction or

operation of the Stadium. This would result in **no impact** to historical resources and no mitigation required.

Stormwater Outfall

Because the Stormwater Outfall is not located near the Central Shops, the Water Tower, nor the Sacramento Valley Station, no direct impacts to the district will occur due to the construction or operation of the Stormwater Outfall. This would result in **no impact** to historical resources and no mitigation required.

Summary

The proposed KP Medical Center, MLS Stadium, and Stormwater Outfall would have **no impact** on the Central Shops Historic District, the Water Tower, or on the Sacramento Valley Station. The RSPU and Land Use Variant would include the anticipated rehabilitation and adaptive reuse of the Southern Pacific Railroad Shops. The Central Shops Historic District is listed as a Historic District in the Sacramento Register. The Central Shops Historic District's designation ordinance, listing it in the Sacramento Register, identifies the significant features and characteristics of the district and its contributing resources. Any proposed new projects that do not comply with the Secretary of the Interior's Rehabilitation Standards could significantly impact the character defining features of the district and could jeopardize its eligibility as an historical resource, and could result in a **significant impact** to the historic district.

The magnitude of this impact is less than described in the 2007 RSP EIR due to the completion of a Sacramento Register nomination, as required by 2007 RSP EIR mitigation measures.

Mitigation Measure

Mitigation Measure 4.4-2, below, is similar to Mitigation Measure 6.3-2 on page 6.3-51 of the 2007 RSP EIR. The measure has been revised to reflect the designation of the Central Shops as a local historic landmark. The mitigation addresses compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, the Rehabilitation Standards, completion of a Central Shops Historic District Plan, and completion of HABS/HAER documentation for the Southern Pacific Company Shops. This would reduce impacts to the Central Shops Historic District to a less-than-significant level by ensuring that the complex is documented, and that any new construction in proximity to these historic resources would be compatible.

Mitigation Measure 4.4-2(a) (RSPU Central Shops District)

Consistent with Section 17.604 and other sections of Title 17 of the City's Planning & Development Code, and in coordination and consultation with the Preservation Director and the Preservation Commission, and adopted by the City Council, a Historic District Plan that is specifically focused on the Historic District in the Central Shops shall be prepared. Any development within the Historic District shall comply with the standards

and criteria identified in the plan. The Historic District Plan shall include, at a minimum, the following components:

1. *Statement of the goals for review of development projects within the Historic District;*
2. *A representation of the historical development of land uses, existing land uses, and any adopted plans for future land uses;*
3. *A statement of findings, including the following:*
 - a. *The historical or pre-historical period to which the area is significant.*
 - b. *The predominant periods or styles of the structures or features therein.*
 - c. *The significant features and characteristics of such periods or styles, as represented in the Historic District and incorporating the findings of the historic district designation completed by the City in 2007, including, but not limited to, structure height, bulk, distinctive architectural details, materials, textures, archeological and landscape, hardscape and site features and fixtures.*
 - d. *A statement, consistent with Title 17, Sacramento Register of Historic and Cultural Resources, of this chapter, of the standards and criteria to be used in determining the appropriateness of any development project involving a landmark, contributing resource or noncontributing resource within the Historic District.*

Mitigation Measure 4.4-2(b) (RSPU Central Shops District)

A copy of the full Southern Pacific Company Sacramento Shops HAER document (HAER CA303) shall be completed, and filed with the City's Preservation Office and Center for Sacramento History, including the historic narrative, architectural drawings, and photographs, and archive quality copies disseminated to the appropriate state, regional, and local repositories.

Impact Significance After Mitigation: With the implementation of **Mitigation Measures 4.4-2(a) and 4.4-2(b)** listed above, this impact would be reduced to a **less-than-significant** level by ensuring that the integrity of the Central Shops Historic District is protected. All proposed new work would comply with the Secretary of the Interior's (SOI) Rehabilitation Standards. The 2007 EIR Mitigation Measures 6.3-2(a) and (b) included the Sacramento Register listing of the Central Shops as a Historic District which has been completed, concurrent with the adoption of the to the 2007 Railyards Specific Plan. Mitigation Measure 6.3-2(b) and (c) required preparation of a Historic America Building Survey document and Historic District Plan for the Central Shops

Historic District, and are reiterated in Mitigation Measure 4.4-2. Implementation of the proposed Specific Plan policies and design guidelines, along with Mitigation Measure 4.4-2 would ensure that no new impacts to the Central Shops Historic District would occur as a result of the proposed RSPU.

Impact 4.4-3: The proposed projects could cause a substantial adverse change to the Central Shops Historic District, or Water Tower, by new construction surrounding and affecting the contributing resources and the significant features and characteristics of the district.

The 2007 RSP EIR discussed indirect impacts on the Central Shops Historic District under Impact 6.3-3 on pages 6.3-51 through 6.3-52.

Impact 6.3-3 of the 2007 RSP EIR found that the 2007 RSP would have a less-than-significant impact relating to the Central Shop Historic District with the implementation of Design Guidelines and the designation of the Transition Zone, along with compliance with the City Preservation Ordinance.

Railyards Specific Plan Update

As noted above, in conjunction with the adoption of the 2007 RSP, the Central Shops Historic District was listed in the Sacramento Register as an Historic District and specific policies, rehabilitation standards and design guidance for proposed new projects within the Central Shops Historic District and in the Transition Zone were also adopted.

As explained in greater detail in the Chapter 2, Project Description, the proposed 2016 land use designation for Central Shops Historic District parcels is proposed to be changed from those in the approved 2007 RSP. The boundary for the Central Shops Historic District is proposed to be slightly modified from the adopted 2007 boundary. Figure 4.4-11 shows the 2007 historic district boundary, the currently proposed historic district boundary, and the current transition zone. The primary driver for this change is slight northward alignment of the proposed public right-of-way currently referred to as Camille Lane, shifting the Transition Zone area north of the Historic District. Interstate 5 abuts the Central Shops Historic District to the west, creating a physical barrier and transition between the River District and the Central Shops Historic District. In general, the proposed boundary change proposed for the Central Shops Historic District would increase the land acreage within the district from 11.6 acres (2007) to 12.5 acres (2016), while retaining the Transition Zone acreage at 7.2 acres, though reconfigured. Although not on a contiguous parcel, the existing Water Tank located north-west to the intersection between Camille Lane and 5th Street, which was originally planned to be moved into the Historic District, is now proposed to be individually listed because the structure is now proposed to be preserved at its current location, and the historic district ordinance is proposed to be amended to no longer include it as a contributing resource within the historic district.

The primary purpose of redefining the Central Shops Historic District and Transition Zone boundaries is related to proposed street alignment and parcel map changes. Any new buildings in the Transition Zone will be reviewed for their compatibility with the Central Shops Historic District to the south and west and transition to the scale of the West End District to the north and east.

The proposed RSPU and Design Guidelines include goals, policies, and guidelines for proposed new development, tenant improvements, signage and open space improvements within the Central Shops Historic District, a surrounding Transition Zone, for the Water Tower site, and for the area surrounding the Sacramento Valley Station. The proposed RSPU states that work conducted within the Central Shops Historic District, at the Water Tower, and at the Sacramento Valley Station site, would comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties, the Rehabilitation Standards.

The parcels immediately surrounding the Central Shops Historic District are included within a Transition Zone within the RSPU. The transition zone is proposed to ensure that new construction, streetscape, site and landscaping, and additions, alterations, or other improvements adjacent to the Central Shop Historic District complement the historic resources. The designation of the Transition Zone immediately adjacent to the Central Shops Historic District and Water Tower would lessen the isolation of the Water Tower from the Historic District. The retention of the Water Tower at its original location encourages the view of the historic Southern Pacific Railyards as an expansive working property, rather than a false view of a smaller, more compact historic use of the Railyards space.⁵⁸ The designation of the Water Tower as an individual Landmark will ensure that if new projects are proposed for the Water Tower parcel, they will be reviewed for compliance with the City's Planning & Development Code and the SOI Standards. Furthermore, the RSPU states that the facades of development adjacent to the Water Tower (on Lot 4d) shall be reviewed by the City's Preservation Director for compatibility with the Water Tower. Impacts relating to construction vibration on parcels adjacent to historic resources are addressed in the Noise and Vibration Section of this SEIR (Section 4.10). No additional mitigation is required for indirect impacts to the Water Tower.

In addition to the introduction of the potential for new construction immediately adjacent to the Central Shops Historic District, the proposed RSPU tentative map includes the introduction of new parcels within the Historic District boundaries, which could result in new construction within the Central Shops Historic District. No plans currently exist for any project on these proposed new lots, but the lots as proposed would be considered "buildable lots." Introduction of incompatible construction within a historic district or affecting significant features and characteristics of the historic district could result in a potentially significant impact by allowing construction that could be out of scale with the existing shop buildings, could impact historic features and characteristics, or could impact the historic integrity of the site.

⁵⁸ Deering, Roberta. Personal communication with Kathy Anderson, ESA. May 16, 2016.

City Code Ordinance Chapter 17.604 and other sections of Title 17, the Planning & Development Code, provides protections for buildings, structures, objects, sites, and districts that are listed in, or nominated to the Sacramento Register. The chapter is intended to nominate and protect city-designated landmarks/historic districts and provides the clearest legal authority to the protection of city landmarks/historic districts. The introduction of incompatible elements, scale and design would, however, result in a **potentially significant** impact.

Railyards Specific Plan Update Land Use Variant

Under the RSPU Land Use Variant, potential indirect impacts to the Central Shops Historic District or Water Tower would be the same as discussed above for the RSPU, because the land use designations would not change for these areas. As such, the discussion above would be applicable to the RSPU Land Use Variant and the impact would be **significant**.

KP Medical Center

The proposed KP Medical Center is not located in proximity to the Central Shops Historic District or Water Tower, so no indirect impacts to historical resources would occur due to the construction or operation of KP Medical Center. This would result in **no impact** and no mitigation required.

MLS Stadium

In consideration of the distance of the proposed MLS Stadium from the Central Shops Historic District or Water Tower, no indirect impacts to historical resources would occur due to the construction or operation of the Stadium. This would result in **no impact** and no mitigation required.

Stormwater Outfall

In consideration of the distance of the proposed Stormwater Outfall from the Central Shops Historic District or Water Tower, no indirect impacts to historical resources would occur due to the construction or operation of the Stormwater Outfall. This would result in **no impact** and no mitigation required.

Summary

The RSPU and land use variance would include the introduction of new construction within the vicinity of the Central Shops Historic District or Water Tower. Proposed new projects on the sites of historic resources for the RSPU and land use variant only could adversely affect these historic resources. Therefore, this impact would be **potentially significant**.

The magnitude of this impact is greater than that described in the 2007 RSP EIR, as a result of the introduction of the potential for development on the proposed new Lot 22 within the Central Shops Historic District.

Mitigation Measure

Mitigation Measure 4.4-3, below, is a new measure, because the proposed new Lot 22 was not included in the 2007 RSP. The mitigation below addresses compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, the Rehabilitation Standards, compliance with an adopted Central Shops Historic District Plan, and with Preservation review by the City's Preservation Development Project Site Plan & Design Review procedures and levels of review by the Preservation Commission, Preservation Director or Preservation Staff, as appropriate. This would reduce impacts to the Central Shops Historic District to a less-than-significant level by ensuring that any new construction in proximity to these historic resources would be compatible.

Mitigation Measure 4.4-3 (RSPU, Central Shops and Transition Zone)

Any proposed new project within the Central Shops Historic District (including new construction on Lot 22) shall be designed in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, specifically the standards for rehabilitation and new construction within a historic district. Standards 9 and 10 for Rehabilitation state that:

9. *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*
10. *New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The RSPU Design Guidelines and policies shall be consistent with these standards. In addition to compliance with the above, with the proposed adopted Historic District plan, and with the Design Guidelines established as part of the proposed RSPU, the project developer shall ensure that any new project involving the design of a new building shall not have a significant impact on the Historic District's contributing resources or its features and characteristics. The City of Sacramento Preservation Director, or the Commission, as appropriate per Preservation Development Project Site Plan & Design Review requirements of Title 17 of the City Code, shall review any proposed project's site plan and design to ensure its compatibility with the SOI Standards and the adopted Historic District plan.

Impact Significance After Mitigation: With the implementation of **Mitigation Measure 4.4-3**, this impact would be reduced to a **less-than-significant level**. Compliance with the Secretary of

the Interior's Rehabilitation Standards, the proposed Historic District plan, and the proposed RSPU Design Guidelines and policies, in conjunction with the design and preservation site plan and design review requirements in Mitigation Measure 4.4-3, would reduce anticipated impacts on the Central Shops Historic District and Water Tower to a less-than-significant level through design standards and historic district plan and design guidelines guidance.

Impact 4.4-4: The proposed projects could cause a substantial adverse change to the I Street Bridge.

The 2007 RSP EIR discussed impacts to the I Street Bridge under Impact 6.3-5 on page 6.3-53.

Impact 6.3-5 of the 2007 RSP EIR found that the 2007 RSP would have a less-than-significant impact on the to the I Street Bridge, because removal of the Jibboom Street Overhead, a non-contributing resource, would not materially impair the significance of the I Street Bridge as a National Register listed resource.

Railyards Specific Plan Update

The RSPU would alter the approach to the I Street Bridge by removing the Jibboom Street Overhead, but this would not cause a substantial adverse change to the NRHP listed I Street Bridge (Bridge 22C0153). The I Street Bridge itself is not located within the RSP Area and the eastern approaches to the I Street Bridge over the Sacramento River are not contributing structures to the NRHP listed property. These approaches include Jibboom Street Overhead (Bridge 24C0006), built in 1937, I Street Viaduct (Bridge 24C0364L), built in 1936, and the J Street Viaduct (Bridge 24C0364R), built in 1969.

The RSPU Circulation Plan shows that the Jibboom Street would be lowered to ground level, and that the Jibboom Street Overhead would be demolished and Bercut Drive completed as a dead-end street. The I Street Viaduct and its west bound lanes would remain in place, and the J Street Viaduct, which carries east bound traffic off the I Street Bridge on a concrete box girder structure down to J Street, would not be affected.

The Jibboom Street Overhead is not a historical resource in its own right nor is it a contributing element to the Historic I Street Bridge. The removal of the Jibboom Street Overhead would not alter or otherwise materially impair the NRHP-listed I Street Bridge and would not diminish the historic integrity of the I Street Bridge resulting in a **less-than-significant impact**.

Railyards Specific Plan Update Land Use Variant

Under the RSPU Land Use Variant, potential impacts to the I Street Bridge would be the same as discussed above for the RSPU. The Jibboom Street Overhead would be removed, but because it is not a historical resource, the impact would be **less than significant**.

KP Medical Center

In consideration of the distance of the proposed KP Medical Center from the I Street Bridge, no direct or indirect impacts to the bridge would occur due to the construction or operation of KP Medical Center. This would result in **no impact** and no mitigation required.

MLS Stadium

In consideration of the distance of the proposed MLS Stadium from the I Street Bridge, no direct or indirect impacts to the district would occur due to the construction or operation of the Stadium. This would result in **no impact** and no mitigation required.

Stormwater Outfall

In consideration of the distance of the proposed Stormwater Outfall from I Street Bridge, no direct or indirect impacts to the bridge would occur due to the construction or operation of the Stormwater Outfall. This would result in **no impact** and no mitigation required.

Summary

The proposed projects would include the removal of the Jibbom Street Overhead, a noncontributing component of the historic I Street Bridge. As a noncontributing element, demolition of this feature would not impact the historic significance of the bridge, and no mitigation is required.

The magnitude of this impact is the same as described in the 2007 RSP EIR.

Mitigation Measure

None required.

Impact 4.4-5: The proposed projects could cause a substantial adverse change in the significance of historic resources outside of the Central Shops, specifically the remnant portion of the Pioneer/Sperry Grain Mill, California State Landmark 780 the First Transcontinental Railroad, and the Sacramento River Levees.

Impact 6.3-6 of the 2007 RSP EIR found that the 2007 RSP would have a significant impact on the First Transcontinental Railroad, which would be reduced to a less-than-significant level as a result of Mitigation Measure 6.3-6, which required documenting the railroad on HABS/HAER recordation and a historic display. The remaining resources were recommended ineligible for listing in the California and National Registers, and as such not considered historical resources under CEQA.

Railyards Specific Plan Update

As discussed above, other built environment resources are located in the RSP Area including a remnant of the Pioneer/Sperry Grain Mill adjacent to the Sacramento River, the route of the First Transcontinental Railroad, and levees.

Pioneer/Sperry Grain Mill – The remnant portion of the Pioneer/Sperry Grain Mill is located on a parcel to the west of the Jibboom Street Viaduct on property owned by the State of California Department of Parks and Recreation. The 2007 EIR identified this resource as ineligible for listing in the California or National Registers due to a lack of sufficient physical integrity. The documentation was reviewed for this SEIR analysis, and the findings were confirmed. Therefore, the remnant portion of the Pioneer/Sperry Mill does not appear to be a historical resource for the purposes of CEQA and therefore no impact would occur and no mitigation is required.

The First Transcontinental Railroad Route – The proposed public right-of-way currently referred to as Camille Lane was, in the 2007 RSP, proposed to be constructed in an arc-shaped footprint that would generally follow the path of the First Transcontinental Railroad route as it passed through the RSP Area in Sacramento. The proposed new alignment of Camille Lane would not follow the original Transcontinental Railroad route. As required by Mitigation Measure 6.3-6 of the 2007 RSP EIR, the route within the RSP Area was evaluated for historical significance and found to be ineligible for listing on the National or State registers. Significant portions of the track along the route have been removed during soil remediation on the property. For these reasons, the proposed projects would not have any impact to physical features of California State Landmark 780, the First Transcontinental Railroad, and its route, portions of which were recorded outside of the RSP Area.

Levees – The levee embankment that runs along the north edge of the RSP Area from I-5 to 12th Street appears to have been mostly constructed in the early twentieth century, prior to the late 1920s, although a portion of it could have its origins in the 1860s before the American River channel was moved northward. The railroad had built earlier embankments on the north side of the Railyards, constructed immediately north of the tracks adjacent to the roundhouse and adjacent buildings. It is likely that Southern Pacific built the embankment at the north edge of the RSP Area as a secondary protection measure in addition to the levees built along the American River by Reclamation District 1 in the 1910s. The integrity of this embankment has been compromised, most recently by the 7th Street Extension, and the assessment of this structure in the 2007 RSP EIR indicates that it does not appear to meet the criteria for listing in the NRHP and would not be considered a historical resource for the purposes of CEQA compliance. Therefore, the proposed projects would not have an adverse effect on the historic significance of the embankment. The archaeological resource potential of the levees and embankments has been covered in Impact 4.4-1 above.

For the reasons discussed above, the proposed projects would have a **less-than-significant impact** on historic resources within the RSP Area other than the Central Shops. This impact is

similar to but less severe than Impact 6.3-6 of the 2007 RSP EIR because the 2007 mitigation has been implemented.

Railyards Specific Plan Update Land Use Variant

The RSPU Land Use Variant would develop the same area as the proposed projects, which as discussed above, does not contain historically significant resources other than the Central Shops. Therefore, the effects of the RSPU Land Use Variant would be equal to those of the RSPU, resulting in a **less-than-significant impact**.

KP Medical Center

As described above, the Sacramento River levee and associated northern levees were recommended ineligible for listing in the 2007 EIR, and as such are not considered historical resources for the purposes of CEQA. Therefore, the proximity of the proposed KP Medical Center to the northern levees would result in no direct or indirect impacts to historical resources resulting from the construction or operation of KP Medical Center. This would result in **no impact** and no mitigation is required.

MLS Stadium

As described above, the Sacramento River levee and associated northern embankments were recommended ineligible for listing in the 2007 EIR, and as such are not considered historical resources for the purposes of CEQA. Therefore, the proximity of the proposed MLS Stadium to the northern levees would result in no direct or indirect impacts to historical resources resulting from construction or operation of the Stadium. This would result in **no impact** and no mitigation is required.

Stormwater Outfall

The US Army Corps of Engineers has recognized flood control project levees on the Sacramento River as eligible for listing in the NRHP in their recent emergency work to upgrade levees around the city. This conclusion was meant to facilitate the environmental process for the levee improvement projects, wherein SHPO accepts a presumed eligibility and reviews the potential effects that the project might have on the various project levees. It is understood that this presumed eligibility is only used for consideration under the emergency levee improvement projects. The Stormwater Outfall would affect portions of the Sacramento River levee system.

The levee on the western edge of the RSPU area is immediately adjacent to the portion of levee evaluated by JRP in 1998, which was recommended ineligible for the National and California Registers due to a lack of significant historical associations within its historic context. It is likely that the portion of the levee within the RSP Area shares a similar history, particularly as it relates to the Sacramento River Flood Control Project and improvements that the Corps made to the levees in the vicinity, and as such is presumed similarly ineligible for listing in the National and California Registers due to a lack of significant associations within its historic context. As such, **no impact** to historical resources is anticipated and no mitigation is required.

Summary

The proposed projects would include the construction that would alter previously recorded historic period structures and buildings within the RSP Area, including the Pioneer/Sperry Grain Mill adjacent to the Sacramento River, the route of the First Transcontinental Railroad, and levees. Evaluations of the levees and the Pioneer/Sperry Grain Mill in 2007 recommended these resources ineligible for listing in the National and California Registers. Soil remediation efforts in the vicinity of the route of the First Transcontinental Railroad have identified and documented no physical remains of the alignment. Because these resources are not eligible for listing, the proposed projects would result in **no impact** on built historical resources outside of the Central Shops.

The magnitude of this impact is the same as described in the 2007 RSP EIR.

Mitigation Measures

None required.

Impact 4.4-6: The proposed projects could cause a substantial adverse change in the significance of the Alkali Flat West and North Historic Districts.

The 2007 RSP EIR discussed impacts to the Alkali Flat West and North Historic Districts under Impact 6.3-7 on pages 6.3-55 and 6.3-56.

Impact 6.3-6 of the 2007 RSP EIR found that the 2007 RSP would have a less-than-significant impact relating to the Alkali Flat Historic Districts as a result of implementation of RSPU Design Guidelines.

Railyards Specific Plan Update

The Alkali Flat West Historic District is located east of and adjacent to the Railyards Depot District. The Alkali Flat North Historic District extends south from the intersection of 7th and D streets to 7th and F streets, and east to 8th and D streets, and is located approximately 1,000 feet south of the proposed MLS Stadium. New development adjacent to these NRHP, CRHR and Sacramento Register-listed districts could disrupt the setting of the neighborhood and threaten the integrity of this historical resource.

The proposed configuration of the RSP's East District is essentially the same as in the 2007 RSP, although building height restrictions in the northern part of district, between South and North Park streets from 7th and 10th, are proposed to be removed. This district continues to be proposed as a largely residential neighborhood, but the traditional, more fine-grained grid system depicted in the 2007 RSP would be replaced with larger blocks. In addition, in the RSPU, the blocks between 8th Street and 10th Street, north of Railyards Boulevard would be the site for the proposed MLS Stadium. The proposed configuration of the Depot District, located adjacent to Alkali Flat

Historic District along 7th Street, is unchanged from the 2007 RSP, but design guidelines have been changed to allow mid-rise as well as high-rise commercial mixed-use buildings.

The RSPU policies and Design Guidelines contain guidance for the area of development adjacent to Alkali Flat West Historic District. While the boundaries of the district extend to this location, the majority of contributing resources within the district are located along E and F streets starting on the eastern end of the 7th Street block and extending to the eastern end of the 8th Street block. Contributing resources located along 7th Street include 517 7th Street, 521 7th Street, and 523 7th Street (shown on Figure 4.4-6). Proposed changes in height restrictions in the land uses on the west side of the 7th Street corridor would increase building heights from 85 feet with a 35-foot street-wall, to 120 feet with a 65-foot street-wall in the vicinity of those contributing buildings. The introduction of buildings and structures incompatible with the historic character of the Alkali Flat West Historic District could result in a potentially significant indirect impact to the historic setting of the district, impacting the historic context of the district and its integrity of setting. While building heights along 7th Street in the RSPU are unrestricted south of the contributors, and have increased along the E/F block of 7th Street, 7th Street currently acts as a boundary separating the Alkali Flat West Historic District from the RSP Area, and is proposed to be widened along its western end, further differentiating the district from existing and proposed modern development described in the Project Description (Chapter 2).

According to the RSPU Design Guidelines, the Depot District has specific design guidelines that address impacts to the Alkali Flat neighborhood. The design guidelines address relating to existing scale and character of the Alkali Flat neighborhood, specifically in the blocks bounded by 7th, 8th, F and D streets, and adjoining Central City. By requiring design elements that are similar to those of the Alkali Flat Neighborhood, the new development would likely not be a stark contrast to the existing neighborhood. As such, the proposed change to the land use would not result in a significant impact to the Alkali Flat West Historic District. Adherence new design guidelines and policies would ensure less-than-significant impact on the Alkali Flat West Historic District.

Railyards Specific Plan Update Land Use Variant

Under the RSPU Land Use Variant, potential impacts to the Alkali Flat West Historic District would be the same as discussed above for the RSPU, because the Design Guidelines for the area adjacent to Alkali Flat would be the same. Therefore, the impact would be the same as the RSPU, resulting in a **less-than-significant impact**.

KP Medical Center

The proposed KP Medical Center site is not located near the Alkali Flat West Historic District, so **no impact** on this district would occur due to the construction or operation of KP Medical Center.

MLS Stadium

The proposed MLS Stadium is located approximately 1,000 feet north of the boundary of the Alkali Flat North Historic District boundary at Chinatown Alley and 11th Street. The introduction of the MLS Stadium would be located on the other side of the railroad levee, hindering views of the Stadium from the district. The distance between the MLS Stadium and the district, the obstruction provided by the tracks, and implementation of the RSPU Design Guidelines would provide adequate differentiation and distance to lessen any potential indirect impacts. Therefore, the impact would be **less than significant**.

Stormwater Outfall

Because of the distance of the proposed Stormwater Outfall from the Alkali Flat Historic Districts, **no impact** on these districts would occur due to the construction or operation of the Stormwater Outfall.

Summary

The proposed projects would include the introduction of new development adjacent to or in close proximity to the Alkali Flat West Historic District. Within the immediate proximity of the districts, proposed height restrictions along 7th Street, the visual obstruction of the railroad berm, and Design Guidelines and policies would ensure the impact to the Alkali Flat West Historic District would be **less than significant**.

The magnitude of this impact similar to the impact described in the 2007 RSP EIR.

Mitigation Measures

None required.

Impact 4.4-7: Construction of the proposed projects could damage and/or destroy paleontological resources.

The 2007 RSP EIR did not address paleontological resources.

Railyards Specific Plan Update

The City of Sacramento and surrounding area are not highly sensitive for paleontological resources although some discoveries have been made in the past. As with archaeological resources, the construction and remediation efforts within the RSP Area have largely removed any potential traces of paleontological resources. Based on a review of known disturbances, there appears to be a very low potential to uncover paleontological resources during project implementation. Nonetheless, if such resources are present, they could be damaged or destroyed during project excavation, pile driving, utilities and/or and related construction activities. Therefore, this impact would be **potentially significant**.

Railyards Specific Plan Update Land Use Variant

Under the RSPU Land Use Variant, potential impacts to paleontological resources would be the same as discussed above for the RSPU, resulting in a **potentially significant impact**.

KP Medical Center

The proposed KP Medical Center is not proposed in an area that was considered sensitive for paleontological resources. Nonetheless, as discussed above, the unanticipated discovery of paleontological resources during MLS Stadium construction, if such resources were present, would be a **potentially significant impact**.

MLS Stadium

The proposed MLS Stadium is not proposed in an area that was considered sensitive for paleontological resources. Nonetheless, as discussed above, the unanticipated discovery of paleontological resources during MLS Stadium construction, if such resources were present, would result in a **potentially significant impact**.

Stormwater Outfall

The Stormwater Outfall is not proposed in an area that was considered sensitive for paleontological resources. Nonetheless, as discussed above, the unanticipated discovery of paleontological resources during Stormwater Outfall construction, if such resources were present, would result in a **potentially significant impact**.

Mitigation Measures

Mitigation Measure 4.4-7 is a new measure, because paleontological resources were not analyzed in the 2007 RSP EIR.

Mitigation Measure 4.4-7 (RSPU, KPMC, MLS, SO)

If discovery is made of items of paleontological interest, the contractor shall immediately cease all work activities in the vicinity (within approximately 100 feet) of the discovery. After cessation of excavation the contractor shall immediately contact the City. The contractor shall not resume work until authorization is received from the City. Any inadvertent discovery of paleontological resources during construction shall be evaluated by a qualified paleontologist. If it is determined that the project could damage a unique paleontological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines. If avoidance is not feasible, the paleontologist shall develop a treatment plan in consultation with the City.

Impact Significance After Mitigation: Mitigation Measure 4.4-7 would ensure that paleontological resources would be identified before they had been damaged or destroyed, and

then properly evaluated and treated. The impact would therefore be **less than significant** with mitigation.

Cumulative Impacts

The cumulative setting for cultural resources includes Sacramento County for historic period resources, and the portions of Central Valley identified as the territory of the local Native American community for prehistoric archaeological resources. Historic resources tend to be more highly concentrated within city limits. However, even within city limits, the majority of these resources have not been surveyed for significance under local, state, or federal criteria.

Within the City of Sacramento, excavations have uncovered evidence of prehistoric Native American culture dating to 7,750 before present, and future development within city limits increases the likelihood that archaeological sites be uncovered.

Impact 4.4-8: The proposed projects could contribute to the cumulative loss or alteration of archaeological resources, including human remains.

Based upon previous cultural resource surveys and research, the area that comprises the City of Sacramento and surrounding area has been inhabited by prehistoric peoples for thousands of years. The proposed projects, in combination with other development in the City of Sacramento, could contribute to the loss of significant archaeological resources. Because all significant archaeological resources are unique and non-renewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. While the annealing pits potentially associated with the Central Shops were identified within the RSP Area and were considered potentially significant, no other known significant archaeological resources are documented within the RSP Area. Nonetheless, the proposed projects have the potential to adversely affect significant archaeological resources through excavation or accidental discovery. As unique and non-renewable members of finite classes, the project's incremental contribution to the cumulative effects would itself be potentially cumulatively considerable; therefore, this is a **potentially significant cumulative impact**.

Mitigation Measures

Mitigation Measure 4.4-8

Implement Mitigation Measures 4.4-1(a) through 4.4-1(c).

Impact Significance After Mitigation: Implementation of **Mitigation Measures 4.4-1(a) through 4.4-1(c)** would ensure that existing archaeological resources are identified, evaluated and treated promptly before they can be damaged or destroyed during construction. However, as noted above, archaeological resources are finite. As such, the loss of this material record cannot be completely mitigated. Therefore, the project's potential contribution to this impact would be **significant and unavoidable**.

Impact 4.4-9: The proposed projects could contribute to the cumulative loss or alteration of historic built resources, including the Central Shops Historic District (the Southern Pacific Railroad Shops,) the Water Tower, the Sacramento Valley Station, or the Alkali Flat Historic Districts.

Historic development of the City of Sacramento dates back to the mid-nineteenth century and reflects the ongoing development of the City. The Railyards, as a component of the urban core, reflects the ongoing development of the City, including the transportation, economic growth, and changing patterns of urban development through the nineteenth and twentieth centuries.

The proposed projects have the potential to directly and indirectly affect the historic resources within the Central Shops Historic District either through the alteration of the resources or the setting. The proposed Specific Plan changes, Special Planning District changes, proposed Tentative Map parcels within and surrounding the Central Shops Historic District, and the proposed boundary changes to the Central Shops Historic District and the Transition Zone within the RSP Area could cause a substantial adverse change in the significance of an historical resource. If historic resources were damaged or destroyed during construction of the proposed projects, that would be allowed pursuant to the RSPU, then the project's contribution to cumulative loss of historic resources would be considered **significant**.

Federal, state, and local laws can generally protect historical resources in most instances. Even so, it is not always feasible to retain historical resources. For this reason, the cumulative effects of the proposed RSPU coupled with other development in the City of Sacramento would constitute a **potentially significant** impact.

The RSP Area includes several historical resources, including the Central Shops Historic District, the Water Tower, and the Sacramento Valley Station. The RSPU proposes to protect these resources through designation of the Central Shops Historic District and establishment of the Transition Zone, as well as protection of the Water Tower as a Landmark in the Sacramento Register. Because the Sacramento Valley Station and Alkali Flat North and West Historic Districts (which are located adjacent to and west of the RSP Area) are listed in the NR, CR, and Sacramento Registers, there are provisions in the City Code for these resources. Proposed new development projects involving listed historical resources must comply with the Secretary of the Interior's Rehabilitation Standards and the Preservation Site Plan & Design Review process. Compliance with City Codes and SOI Standards, and review by the City's Preservation Director of building designs within the Transition Zone and adjacent to the Water Tower, in addition to mitigation measures requiring plan policies, HABS/HAER recordation, an historic district plan and design guidelines to protect the Central Shops Historic District, SOI Standards to protect the Water Tower, the Sacramento Valley Station, and the Alkali Flat West Historic District, would ensure that the contribution of the proposed projects to the regional loss or degradation of

significant historic resources, so this would be a less-than-significant contribution to the cumulative impact.

Mitigation Measures

Mitigation Measure 4.4-9

Implement Mitigation Measures 4.4-2 and 4.4-3.

Impact Significance After Mitigation: With the implementation of **Mitigation Measures 4.4-2 and 4.4-3** listed above, this impact would be reduced to a **less-than-significant level**.

Compliance with the SOI Standards, through undertaking HABS/HAER recordation, and filing it with the City's Preservation Director and Center for Sacramento History, and adopting a Historic District Plan per Mitigation Measure 4.4-2(b), RSPU Design Guidelines and policies, and the City Preservation Site Plan & Design Review procedures per Title 17 of the City Code, would lessen the project's contribution to cumulative impacts on historic built resources by protecting the integrity of the Central Shops Historic District, through review of proposed new projects within the district for compliance with the SOI Standards, the Historic District Plan and design guidelines.

Impact 4.4-10: The proposed projects would contribute to cumulative losses of paleontological resources.

The City of Sacramento and surrounding areas are not considered highly sensitive for the presence of paleontological resources. Nonetheless, there could be undiscovered paleontological resources located in the region. Development that requires extensive excavation could damage or destroy such resources. This is considered a significant cumulative impact. The Proposed projects could contribute to this impact if paleontological resources are located beneath the RSP Area at depths that are disturbed by project construction. This would be a **significant cumulative impact**.

Mitigation Measures

Mitigation Measure 4.4-10

Implement Mitigation Measure 4.4-7.

Impact Significance After Mitigation: With the implementation of Mitigation Measures 4.4-7 the project contribution toward the loss of paleontological resources would be reduced to a **less-than-significant level** by requiring implementation of accidental discovery procedures during construction would lessen anticipated cumulative impacts to paleontological resources.