Appendix C

Senate Bill No. 2063

CALIFORNIA INDIAN HERITAGE CENTER

Senate Bill No. 2063

CHAPTER 290

An act to add Chapter 1.77 (commencing with Section 5097.993) to Division 5 of the Public Resources Code, relating to parks and recreation, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor August 27, 2002. Filed with Secretary of State August 27, 2002.]

LEGISLATIVE COUNSEL'S DIGEST

SB 2063, Brulte. California Indian Cultural Center and Museum.

Existing law requires the Department of Parks and Recreation to implement and administer various programs designed to preserve, protect, and promote historical resources in the state.

This bill would establish the California Indian Cultural Center and Museum Task Force within the department for the purpose of assisting the department in developing a California Indian Cultural Center and Museum, and would require the task force to be convened on or before February 1, 2003.

This bill would require the task force to advise and make recommendations to the department regarding development of the cultural center, including its location, design, content, and governance structure. The bill would also require the task force to submit an annual report to the Legislature detailing its activities and progress.

This bill would specify that the task force's responsibilities shall be complete and its duties discharged when the cultural center is completed and the department adopts a governing structure for the completed cultural center, but would authorize the director to terminate the task prior to that time if the director obtains approval from $^{2}/_{3}$ of the task force members.

This bill would declare that it is to take effect immediately as an urgency statute.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) Studies conducted by the Department of Parks and Recreation in 1960 determined a pressing need for a modern and expanded California State Indian Museum.

(b) The department created a task force in 1975 to consider an alternative to the California State Indian Museum as it then existed.

(c) In 1977 the department identified a site and drafted an architectural plan for the proposed California State Indian Museum.

(d) In 1984 the department considered four potential sites for the expanded California State Indian Museum.

(e) A report commissioned by the department in 1991 concluded that a new California State Indian Museum should be created within the Resources Agency for the purpose of acquiring, recording, preserving, protecting, studying, developing, interpreting and exhibiting information of outstanding importance on the history, cultural heritage and contemporary lifestyles of California Indians.

(f) The 1991 report concluded that participation by California Indians in every aspect of the California State Indian Museum should be encouraged and actively sought.

(g) In 1992, the department completed a feasibility study for the creation of a new California State Indian Museum.

(h) The existing California Indian Museum is too small for effective interpretation of the diverse populations of California Indians or to adequately display the tens of thousands of artifacts currently in storage.

(i) There is an urgent need for the creation of a modern and expanded California Indian Cultural Center and Museum.

SEC. 2. Chapter 1.77 (commencing with Section 5097.993) is added to Division 5 of the Public Resources Code, to read:

Chapter 1.77. California Indian Cultural Center and Museum Task Force

5097.993. For the purposes of this chapter, the following terms have the following meanings:

(a) ''Cultural center'' means the California Indian Cultural Center and Museum.

(b) ''Task force'' means the California Indian Cultural Center and Museum Task Force as described in Section 5097.994.

5097.994. (a) The California Indian Cultural Center and Museum Task Force is hereby created within the department. The task force shall be convened by the department on or before February 1, 2003.

(b) The task force shall consist of 9 voting members, appointed as follows:

(1) Three members from separate California Indian tribes, appointed by the director. Each member shall reside in California at the time of appointment. The director shall consider geographic and cultural diversity when making the appointments.

(2) Two members from California Indian tribes shall be appointed by the Executive Secretary of the Native American Heritage Commission.

In making these appointments, the executive secretary shall select those individuals who have demonstrated an expertise in any of the following areas:

(A) American Indian education.

(B) California Indian arts, culture, and language.

(C) California Indian history.

(3) One member shall be the director or his or her designee. This member shall serve as the executive secretary of the task force and coordinate work product and assistance with the department.

(4) One member shall be the Executive Secretary of the Native American Heritage Commission or his or her designee.

(5) One member shall be the State Librarian or his or her designee.

(6) One member shall be the Secretary of the Resources Agency or his or her designee.

(c) The task force shall elect a chairperson and determine the term of office of the chairperson by majority vote.

(d) Members of the task force may not receive any state compensation for their services or be reimbursed for travel or per diem expenses.

(e) The duties and responsibilities of the task force shall include, but shall not be limited to, all of the following:

(1) Make recommendations to the department on the potential siting of the cultural center. Every effort shall be made to site the cultural center within proximity of other cultural and historical facilities. The siting recommendations shall also take into consideration the public accessibility of the facility. A task force report on the potential sites for the cultural center shall be delivered to the department no later than one year after the task force is convened.

(2) Advise and make recommendations to the department on the cultural concepts and designs of the cultural center.

(3) Establish and maintain communication between tribes, museums, and local, state, and federal agencies.

(4) Request and utilize the advice and services of tribes, museums, and local, state, and federal agencies as needed to carry out the objectives of this chapter.

(5) Develop and recommend to the department a governing structure for the ongoing operation of the cultural center.

(6) Prepare and submit to the Legislature an annual report detailing the task force's activities and progress towards establishing the cultural center.

(f) The task force's responsibilities shall be complete and its duties discharged when the cultural center is completed and the department has adopted a governing structure for the completed cultural center. The

director may terminate the task force prior to that time, but only if the director obtains approval from two-thirds of the task force members.

(g) The department shall make every effort to encourage nonstate participation and partnerships in the development and construction of the cultural center.

SEC. 3. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

In order to address the urgent need for an expanded museum to adequately display the thousands of California Indian artifacts of historical and educational significance that are currently in storage, it is necessary that this act take effect immediately.

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Appendix D

Phasing Diagrams

CALIFORNIA INDIAN HERITAGE CENTER

Note 1: Actual alignment of all trails to be determined at design stage.
Note 2: Properties not currently owned or controlled by CA State Parks are shown for long-range planning purposes only. This does not represent a commitment by CA State Parks. Use of any lands shown within the zones of interest is dependent on future acquisitions and agreements.

PREFERRED ALTERNATIVE, JTS PROPERTY CONCEPT PLAN

COMPLETION DEPENDENT ON OPPORTUNITIES
CALIFORNIA INDIAN HERITAGE CENTER

SACRAMENTO RIVER

RIVER CREST DRIVE

FOUNTAIN DRIVE

Discovery Park

5

To Discovery Park

Boat Dock for Water Shuttle and Private Vessels

JIBBOOM ST/ AMERICAN RIVER BIKE TRAIL

AMERICAN RIVER

Emergency Ingress/Egress

SP

Public Safety & Facility Operations Center

BP

Gate

To Old Sacramento

To Destinations South

FOUNTAIN DRIVE

SP

R

Drop-off Area

Existing Roadway

SP

Amphimeadow

JTS

MARINA WAY

LIGHTHOUSE DRIVE

West Riverview

Right in/ Left out

R

R

Existing bike lanes

Existing soundwall

Levee Trail

C.I.R.I. Property

A STREET

5TH STREET

4TH STREET

Potential joint parking at Broderick Boat Ramp

SP

Not to Scale

KEY

- Vehicular Circulation (two-way)
- Vehicular Circulation (one-way)
- Water Shuttle
- Bike Circulation/Multi-Use Trail
- Pedestrian Circulation
- (SP) Surface Parking
- (BP) Bus Parking
- (JTS) Property Aquired by DPR for CIHC
- Existing Condominiums
- Condominiums at Proposed Build-out
- (R) Restrooms
- Interpretive Displays, Structures, and Signage
- Proposed CIHC Property Boundary

Note: Actual alignment of all trails to be determined at design stage.

PREFERRED ALTERNATIVE, PHASE 1 AND 2 CONCEPT PLAN

15% COMPLETION, YEARS 2010-2017

CALIFORNIA INDIAN HERITAGE CENTER

CITY OF WEST SACRAMENTO

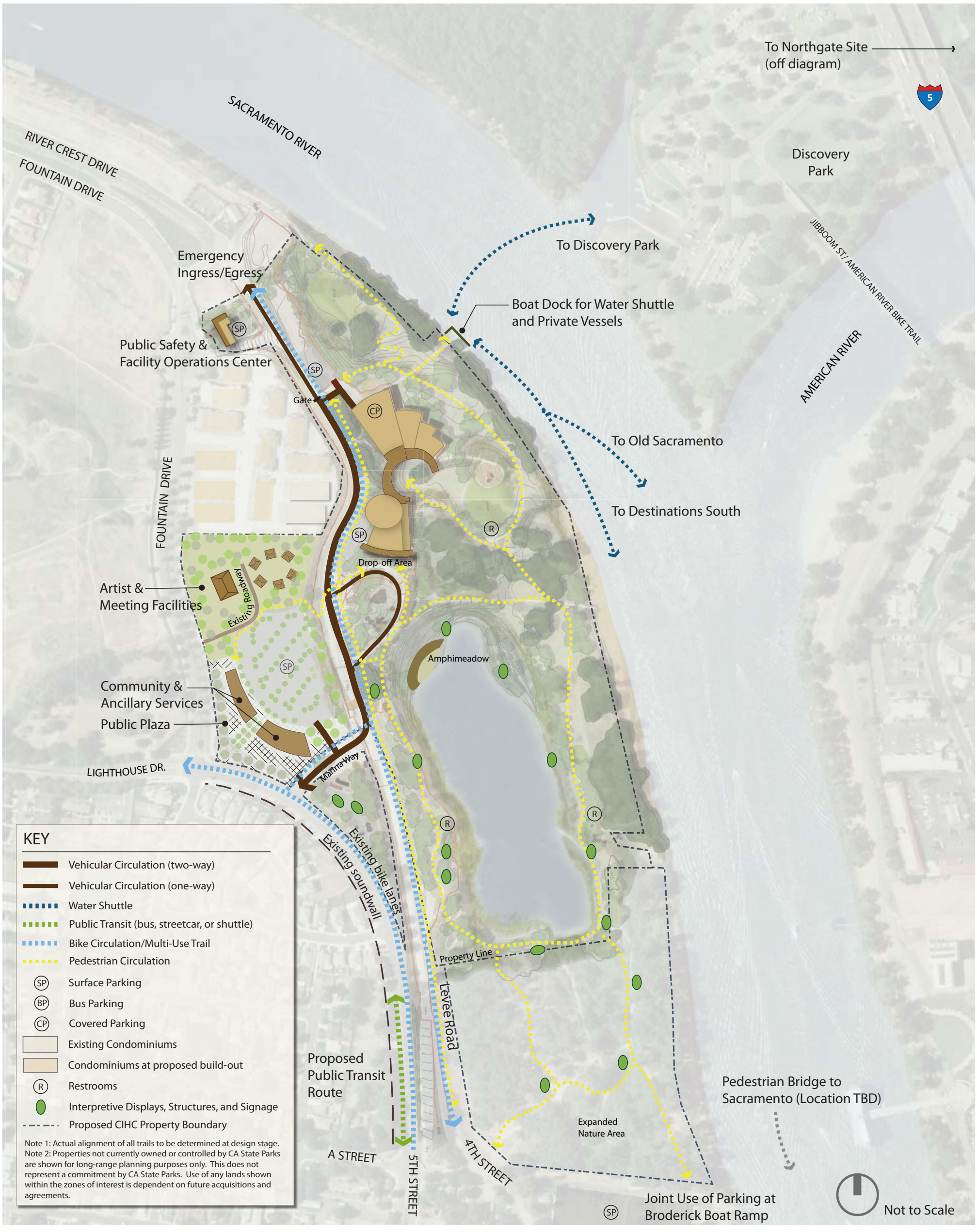
CALIFORNIA STATE PARKS

CALIFORNIA INDIAN HERITAGE CENTER

PREFERRED ALTERNATIVE, PHASE 3 CONCEPT PLAN

60% COMPLETION, YEARS 2017-2030

CALIFORNIA INDIAN HERITAGE CENTER



PREFERRED ALTERNATIVE, PHASE 4 CONCEPT PLAN

100% COMPLETION, YEARS 2030+

CALIFORNIA INDIAN HERITAGE CENTER

Appendix E

Transportation Study

CALIFORNIA INDIAN HERITAGE CENTER

TRANSPORTATION STUDY FOR THE CALIFORNIA INDIAN HERITAGE CENTER

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1. INTRODUCTION

This study analyzes the potential impacts of the proposed California Indian Heritage Center (CIHC) on the surrounding transportation system. The proposed site of the CIHC is located in the northeastern corner of the City of West Sacramento, on the western bank of the Sacramento River. The impact analysis examines the roadway, waterway, transit, bicycle, and pedestrian components of the overall transportation system under the following scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Cumulative Conditions

PROJECT DESCRIPTION

Construction of the CIHC is proposed to occur in four phases over an approximately 20 year period. At full build-out in Phase 4, the CIHC would total 174,500 square feet, including potential facilities on the JTS property.[1] The structures would include exhibit space, office space, archival and museum storage, a museum store, café, library, and other support facilities. Improvements to the grounds surrounding the main CIHC facility would provide amenities for visitors to the center and the surrounding community. Site improvements would include pedestrian/bicycle trails, re-vegetation of the pond with native plants, an "amphimeadow," interpretive exhibits, site enhancement, and demonstration areas. The plans also include a potential future transit stop at the corner of Marina Way and Lighthouse Drive, as well as a reconstructed boat dock on the Sacramento River.

In addition to assuming the full build-out of all phases of the CIHC, this study also assumes acquisition of additional parcels not currently under the control of California State Parks (State Parks). Although the acquisition of these parcels is not essential for the CIHC to be fully operational, the parcels would allow for additional enhancements to the project areas that would not otherwise be possible. Some of the additional land could be used for enhancements such as an expanded natural area, while other

[1] Main facility: 125,000 square feet; Community and Ancillary Service Center: 40,000 square feet; Artist-in-residence/Security: 9,500 square feet

portions could include a landscaped sculpture garden, parking, a public plaza, an artist-in-residence facility, as well as a "community and ancillary service center."

DATA COLLECTION

Similar to established units of the State Park System (SPS) in the vicinity of the proposed site of the CIHC, such as the California State Railroad Museum located in Old Sacramento, the CIHC is expected to experience higher visitation on weekends than on weekdays, except during the peak school visitation period. However, during the peak school visitation period, students arrive by bus and fewer vehicle trips are generated than on a typical weekend day.

The hours of operation for the main CIHC facility are anticipated to begin after weekday AM peak hour traffic flows, and commence prior to weekday PM peak hour traffic flows on the surrounding roadways.[2] Conversely, the time period during which visitation of the CIHC is expected to peak (estimated between 11:00 AM and 2:00 PM), corresponds with the same time period as peak traffic on the surrounding roadways on weekends.

For these reasons, the facility is more likely to impact the surrounding transportation system on weekends than during the typical weekday AM and PM peak hours, and this transportation analysis was conducted for the projected peak weekend hour. To provide a baseline for the transportation analysis, traffic counts were collected at 11 existing study intersections located in the City of West Sacramento. The counts were conducted in May 2010 during the midday Saturday peak period (11:00 AM – 1:00 PM). In addition, daily roadway segment counts were conducted on Lighthouse Drive, the Tower Bridge, and the I Street Bridge on multiple midweek and weekend days in May 2010.

STUDY INTERSECTIONS

Study intersections were selected based on the expected travel characteristics associated with the project (i.e., project location and amount of project trips), as well as the susceptibility of nearby intersections to increased traffic due to the full build-out of the project. The following 13 intersections were studied as part of the transportation analysis:

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[2] Based on May 2010 traffic count data collected on Lighthouse Drive, weekday AM traffic peaks between 7:00 – 8:00 AM, and weekday PM traffic peaks between 5:00 – 6:00 PM.

1. Lighthouse Drive – Pierce Street/Kegle Drive
2. Lighthouse Drive/Douglas Street
3. Lighthouse Drive/Fountain Drive – Watercolor Lane
4. Lighthouse Drive/Marina Way
5. Lighthouse Drive/A Street
6. Sacramento Avenue/Jefferson Boulevard – Kegle Drive
7. C Street/5th Street
8. C Street/3rd Street
9. West Capitol Avenue/Jefferson Boulevard
10. West Capitol Avenue/5th Street (existing conditions only)
11. West Capitol Avenue/3rd Street (existing conditions only)
12. Tower Bridge Gateway/5th Street (cumulative conditions only)
13. Tower Bridge Gateway/3rd Street (cumulative conditions only)

STANDARDS OF SIGNIFICANCE

In accordance with CEQA, the lead agency evaluates the effects of a proposed project to determine if they could result in significant adverse impacts on the environment. The standards of significance in this analysis are based upon the thresholds found in the City of West Sacramento's *Traffic Impact Analysis Guidelines* (December 2006). Under CEQA, the City of West Sacramento is the local responsible agency. For the purposes of this analysis, an impact is considered significant if implementation of the project would result in any of the following:

Bicycle and Pedestrian Facilities:

- Construction of the proposed project would adversely affect an existing bikeway or pedestrian facility such that access and/or usage of the facility is discouraged or conflicts are created.

- Construction of the proposed project would impact or affect an aspect defined in the City's *Bicycle and Pedestrian Path Master Plan* (October 1991).

Transit Facilities:

- Construction of the proposed project would adversely affect public transit operations or fails to adequately provide access to transit.

Signalized Intersections:

- Traffic generated by the proposed project would degrade the level of service (LOS) from an acceptable LOS (without the project) to an unacceptable LOS (with the project).
- Traffic generated by the proposed project would cause the volume/capacity (V/C) ratio to increase by more than 0.05 at an intersection operating at an unacceptable LOS without the project.[3]

Unsignalized Intersections:

- Traffic generated by the proposed project would degrade the LOS from an acceptable LOS (without the project) to an unacceptable LOS (with the project) based on the average conditions across all movements, and causes the intersection to meet traffic signal warrants.
- Traffic generated by the proposed project would increase the average delay by more than five seconds at an intersection that meets a signal warrant and operates at an unacceptable LOS without the project.

The City's General Plan identifies a standard of LOS C for roadways maintained by the City. However, a provision is made to accept LOS D "at intersections on roadway segments within one-quarter mile of a freeway interchange or bridge crossing of the Deep Water Ship Channel, barge canal, or Sacramento River."[4]

Therefore, the LOS C standard applies to six of the 11 study intersections (see list on page 2), while the LOS D standard applies to the following five study intersections that are within one-quarter mile of a freeway interchange or a crossing of the Sacramento River:

7. C Street/5th Street (I Street Bridge)
8. C Street/3rd Street (I Street Bridge)

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[3] The City of West Sacramento's *Traffic Impact Analysis Guidelines* assume that signalized intersections are studied using Circular 212 methodology. However, this methodology is no longer state-of-the-practice, and this study makes use of HCM methodologies as discussed later. By definition, an increase in the Circular 212 V/C ratio of 0.05 corresponds to an increase of one half of a level of service letter grade. Therefore, an impact to an intersection operating unacceptably at LOS D corresponds to an increase of 10 seconds of delay, while an intersection operating unacceptably at LOS E corresponds to an increase of 12.5 seconds of delay.

[4] City of West Sacramento, 2004

9. West Capitol Avenue/Jefferson Boulevard (US-50/Business 80/Jefferson Boulevard)
10. West Capitol Avenue/5th Street (Tower Bridge)
11. West Capitol Avenue/3rd Street (Tower Bridge)

ANALYSIS METHODOLOGY

All intersections were analyzed using procedures and methodologies contained in the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000). These methodologies were applied using Synchro[5], a traffic operations analysis software package.

The HCM methodologies determine a level of service (LOS) for each study intersection. Level of service is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions. Table 1 presents the intersection LOS thresholds.

TABLE 1:
INTERSECTION LEVEL OF SERVICE THRESHOLDS

Level of Service	Average Control Delay (seconds/vehicle) [1]	
	Signalized Intersection	Unsignalized Intersection
A	0 – 10.0	0 – 10.0
B	10.1 – 20.0	10.1 – 15.0
C	20.1 – 35.0	15.1 – 25.0
D	35.1 – 55.0	25.1 – 35.0
E	55.1 – 80.0	35.1 – 50.0
F	> 80.0	> 50.0

Notes:
1. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay.

Source: *Highway Capacity Manual,* Chapter 16 (Signalized Intersections) and Chapter 17 (Unsignalized Intersections), Transportation Research Board, 2000.

[5] Trafficware, 2005

Detailed Assumptions and Methodologies

- Per HCM procedures, the level of service (LOS) for signalized and all-way stop-controlled intersections was based on the average control delay for all vehicles. For minor-street stop-controlled intersections, the average control delay as well as minor-street movement with the greatest delay were reported.
- Signalized intersections were analyzed using the most up-to-date traffic signal timings provided by the City of West Sacramento.
- Per the City of West Sacramento's *Traffic Impact Analysis Guidelines* (December 2006), a peak hour factor (PHF) of 1.00 was assumed for all existing and cumulative scenarios.
- Intersection peak hour heavy vehicle[6] percentages were set at 2 percent.

REPORT ORGANIZATION

The remainder of this report is organized into the chapters listed below:

- Chapter 2 – Existing Conditions
- Chapter 3 – Existing Plus Project Conditions
- Chapter 4 – Cumulative Conditions

[6] As defined by the *Highway Capacity Manual*, a heavy vehicle is any "vehicle with more than four wheels touching the pavement during normal operation."

2. EXISTING CONDITIONS

This chapter describes the physical and operational characteristics of the transportation system within the study area, and includes the roadway, transit, bicycle, and pedestrian components of the transportation system.

EXISTING TRANSPORTATION SYSTEM

The proposed CIHC site is located in the northeastern portion of West Sacramento adjacent to the Sacramento River. Regional access to the CIHC facility would be provided by Interstate 5 (I-5), the primary north-south freeway in the area, and Business 80/US Highway 50 (US-50), an east-west freeway that is less than a two mile drive south of the proposed project site. To access I-5, visitors to the CIHC would have to travel across the Sacramento River on one of two crossings connecting the study area to Downtown Sacramento: the I Street Bridge or the Tower Bridge. A description of these regional facilities, as well as the local roadways, pedestrian and bicycle facilities, and transit services that provide access to the project site is below (see Figure 1 for a map of the study area roadways).

Freeway System

- **Interstate 5** is a freeway that extends the length of California into Oregon and Washington. The segment of I-5 on the opposite side of the Sacramento River from the CIHC serves as a vital link between primarily residential neighborhoods to the north and south of Downtown Sacramento and the Central Business District. Interstate 5 also links Downtown Sacramento to the region's two major east-west freeways, Interstate 80 and Business 80/US-50. The nearest access to I-5 from the CIHC is provided via on-ramps at I Street and L Street, and off-ramps at J Street. In this area, I-5 has four northbound and four southbound travel lanes. South of the I Street merge, southbound I-5 gains a fifth lane that serves as an auxiliary lane between the I Street on-ramp and the Business 80/US-50 off-ramp. According to the Caltrans Traffic Data Branch, I-5 carries approximately 178,000 daily trips south of I Street.

- **Business 80/US Highway 50** is a freeway that extends from Interstate 80 in West Sacramento to the State Route 99/US-50 interchange in Midtown Sacramento. Business 80 then extends northward to rejoin Interstate 80 near Watt Avenue, while US-50 continues east toward South Lake Tahoe and points beyond. Within West Sacramento, Business 80/US-50 has three to four mainline

lanes in each direction, which are accompanied by auxiliary lanes at select interchanges. Local access from Business 80/US-50 to the CIHC is provided via eastbound off-ramps to Tower Bridge Gateway and Jefferson Boulevard, and westbound off-ramps to South River Road and Jefferson Boulevard. On-ramps to eastbound Business 80/US-50 are located on Jefferson Boulevard and South River Road, and westbound on-ramps are located on Tower Bridge Gateway and Jefferson Boulevard. According to the Caltrans Traffic Data Branch, Business 80/US-50 carries approximately 117,000 daily trips west of Jefferson Boulevard.

Bridges

- **I Street Bridge:** The I Street Bridge has one travel lane in each direction, and serves largely as a local connection between West Sacramento and Downtown Sacramento. It has the northernmost location of the three bridges connecting the two cities. Between the I Street crossing on the east side of West Sacramento, and the Bryte Bend Bridge (which carries Interstate 80 over the Sacramento River) in the northwestern corner of the City, no other river crossings exist. The I Street Bridge carries approximately 12,700 vehicles per day. In addition to motor vehicles, the I Street Bridge also accommodates pedestrians and bicyclists. However, sidewalks on the bridge are narrow and are directly adjacent to the vehicle travel lanes. Since no bicycle lanes are provided on this crossing, bicycles must use the vehicle travel lanes. No transit routes currently make use of the I Street Bridge.

- **Tower Bridge:** The Tower Bridge is located less than a half a mile south of the I Street Bridge on the Sacramento River. This crossing has four motor vehicle travel lanes (two in each direction) in addition to striped shoulders which are used by bicyclists. Bicyclists may also share the Tower Bridge's wide protected sidewalks with pedestrians. This bridge carries about 20 percent more traffic than the I Street Bridge, handling approximately 15,600 vehicles per day on a weekday (May 2010 traffic count revealed that the volume on the bridge is approximately 30 percent less on a Saturday). Numerous transit routes use the Tower Bridge to travel between West Sacramento and Downtown Sacramento.

Roadway System

- **5th Street** is a four lane collector roadway that travels north-south from West Capitol Avenue to just north of A Street, where it becomes Lighthouse Drive. Fifth Street is expected to handle the vast majority of trips to and from the

proposed CIHC, and has an undercrossing at the Union Pacific Railroad (UPRR). This undercrossing is one of only two motor vehicle crossings of the UPRR tracks east of Jefferson Boulevard. South of the railroad tracks, 5th Street is undivided, while a raised median is present on all segments north of the railroad. The posted speed limit on 5th Street is 35 mph, and on-street parking is allowed on both sides of the roadway.

- **Lighthouse Drive** is a continuation of 5th Street that runs north from A Street, before turning westward adjacent to the proposed site of the CIHC. This east-west roadway provides a connection between the eastern portion of the City and Kegle Drive. Between A Street and Fountain Drive, Lighthouse Drive has four travel lanes separated by a raised median; west of this point, Lighthouse Drive has only two travel lanes, also separated by a raised median. Traffic calming devices in the form of speed humps are present between Kegle Drive and Douglas Drive, and this segment has a posted speed limit of 25 mph. Currently, Lighthouse Drive is categorized as a collector roadway, except for a short segment just west of Douglas Drive which is classified as a local street. However, the City of West Sacramento is in the process of updating their General Plan. The City's Draft General Plan Transportation and Circulation chapter categorizes the entire length of Lighthouse Drive as a local roadway.

- **3rd Street** is a north-south minor arterial that runs from its intersection with Ballpark Drive/South River Road northward to B Street. The majority of the roadway has two travel lanes, but the segment between West Capitol Avenue and G Street has four travel lanes. On-street parking is allowed on the west side of the roadway between G Street and E Street, and on both sides of the roadway north of E Street. Between G and E Streets the roadway has a center two-way left-turn lane. Third Street has one of the two crossings of the UPRR railroad tracks east of Jefferson Boulevard. However, unlike 5th Street, 3rd Street's railroad crossing is at-grade which results in delays to motorists when trains are crossing. The City's Draft General Plan would re-categorize this roadway as a collector street.

- **C Street** is an east-west collector street that connects Sacramento Avenue to the I Street Bridge across the Sacramento River. A short segment of the roadway on either side of 5th Street has four travel lanes (two in each direction), with the remainder of the roadway consisting of one travel lane in each direction. On-street parking and a center two-way left-turn lane are provided between 3rd and

4th Streets. C Street provides access to 3rd Street and 5th Street, two roads that are expected to handle traffic heading to and from the CIHC. The City's Draft General Plan would recategorize this roadway as an arterial.

- **Fountain Drive** is a collector roadway located just west of the proposed project site that travels northward from a signalized intersection with Lighthouse Drive and Watercolor Lane. Before reaching the river levee, the road is gated; from this point, Fountain Drive turns westward and continues as a private roadway providing access to residences in The Rivers community. The public portion of the roadway south of the gates has four travel lanes, two in each direction, and is separated by a raised median. Fountain Drive has a posted speed limit of 25 mph. The City's Draft General Plan would recategorize this facility as a local roadway rather than a collector roadway.

- **Jefferson Boulevard** is a north-south roadway that runs from Sacramento Ave in West Sacramento, southward to the Courtland Road located in unincorporated Yolo County. Jefferson Boulevard traverses the western edge of the study area, and serves as a link to Business 80/US-50. Within the study area, it has two travel lanes in each direction, and provides an undercrossing of the UPRR tracks. Jefferson Boulevard is currently classified as a principal arterial, and is classified as an arterial under the City's Draft General Plan as well. North of Sacramento Avenue, Jefferson Boulevard transitions to Kegle Drive, a two lane collector roadway.

- **Kegle Drive** is a north-south two lane collector roadway that runs for approximately three quarters of a mile connecting the residential neighborhoods in the northern portion of the City to Jefferson Boulevard and Sacramento Avenue. Kegle Drive provides access to Lighthouse Drive. Between Sacramento Avenue and Lighthouse Drive, Kegle Drive has a posted speed limit of 25 mph and three stop controlled intersections. The roadway has multiple fronting residential driveways, and on-street parking is allowed.

Rail Crossing

A Union Pacific Railroad line is located approximately a quarter mile south of the proposed project with an at-grade crossing located on 3rd Street just south of C Street. These east-west tracks handle freight as well as Amtrak and Capitol Corridor (Amtrak California) passenger trains. According to the Federal Railroad Administration website, this line averages 22 trains per day at speeds less than 35 miles per hour. This at-

grade crossing is currently equipped with warning signage, crossing arms, warning bells, flashing lights, and pavement markings.

Bicycle and Pedestrian Facilities

Field surveys indicate low levels of pedestrian and bicycle activity along Lighthouse Drive and Fountain Drive, the two major streets bordering the project site. Both of these facilities provide sidewalks on both sides of the roadway, as well as bicycle facilities. In the vicinity of the proposed project, Lighthouse Drive has Class II on-street bicycle lanes in both directions between A Street and Fountain Drive. The public portion of Fountain Drive has a Class II on-street bicycle lane in the southbound direction, but not in the northbound direction. Signage directs northbound bicyclists to use the sidewalk on this segment of the roadway. The residential neighborhoods to the west of the proposed CIHC site generally have sidewalks on at least one side of the street, and a short pedestrian path connects 6th Street to Watercolor Lane.

Despite having sidewalks on both sides of the street, 5th Street/Lighthouse Drive does not have any marked crosswalks between the pedestrian crossings provided at the 5th Street/C Street and Lighthouse Drive/Fountain Drive signalized intersections. This results in a distance of just over half a mile between marked pedestrian crossings along this roadway. At the southern end of this segment, the intersection of 5th Street/C Street, moderate levels of pedestrian activity were observed using the crosswalks while traffic counts were conducted. During the midday Saturday study period, pedestrian crossings peaked at 31 pedestrian crossings per hour at the C Street/5th Street intersection.

Within the project site, a paved roadway (County Road 136) runs along the top of the Sacramento River levee. This roadway is not open to public motor vehicle traffic, and field visits indicate that this route is frequently used by pedestrians and cyclists. This likely helps to explain the low level of pedestrian and bicycle activity north and south along 5th Street/Lighthouse Drive, as pedestrians and bicyclists favor this parallel route that is separated from motor vehicle traffic. South of the project site, the levee access roadway connects with the City of West Sacramento's River Walk Promenade Trail. Recent projects have added visitor amenities to the promenade, including landscaping and lighting, between the Tower Bridge and the I Street Bridge. Future projects are planned by the City of West Sacramento to continue to improve this pedestrian and bicycle connection along the riverfront, including a project to extend the trail south from the Tower Bridge to the Pioneer Bridge.

Transit Facilities

The Yolo County Transportation District (Yolobus) provides bus service within the vicinity of the proposed project site. Regular fares for local buses cost $2.00 for a one-way trip, with free transfers issued to other local bus routes operated by Yolobus. Yolobus no longer offers free transfers to Sacramento's Regional Transit (RT) service, however daily passes for unlimited rides remain valid for both systems, and cost $6.00. The following routes travel within a half mile of the CIHC:

- **Route 40** is a local route that provides service on one hour headways seven days a week. On weekdays, the route begins operation at 5:40 AM and concludes service at 10:30 PM. Saturday service runs from 7:40 AM to 7:10 PM, while service on Sundays and holidays runs from 8:40 AM to 5:30 PM. Route 40 completes a counterclockwise loop through the northern portion of the City before traveling southward to connect to the West Sacramento Transit Center. From the transit center, Route 40 crosses the Tower Bridge and completes a second counterclockwise loop in Downtown Sacramento. The closest bus stops to the site of the CIHC served by Route 40 are less than a half mile in walking distance, and are located at the intersection of Cummins Way/Reuter Drive, and on 6th Street south of James Street.

- **Route 41** is a local route that provides service on one hour headways on weekdays only. Service on weekends and holidays was discontinued in July 2010. Weekday service begins at 6:10 AM and concludes at 8:00 PM. Route 41 completes a clockwise loop through the northern portion of West Sacramento before traveling southward to connect to the City's transit center. From the transit center, Route 41 follows an identical route to Route 40, crossing the Tower Bridge and completing a loop in Downtown Sacramento. Route 41 serves a stop located on the opposite corner of the Lighthouse Drive/Fountain Drive intersection from the proposed CIHC site.

Routes 40 and 41 connect the proposed CIHC project site to West Sacramento's new transit center located on West Capitol Avenue. The transit center serves as a connection point to five additional routes serving West Sacramento: Route 35, an hourly local service serving Southport; Routes 42A and 42B, hourly intercity services connection West Sacramento to Davis, Woodland, Sacramento International Airport, and Downtown Sacramento; Route 240, an hourly shuttle between West Sacramento and Downtown Sacramento; and Route 241, a West Sacramento to Sacramento commuter service offered during peak commute hours.

Several of the Yolobus routes serving West Sacramento and the CIHC travel across the Tower Bridge to the City of Sacramento. These routes travel within one to three blocks of the Sacramento Valley Station, one of the ten busiest Amtrak stations in the nation.[7] This convenient link provides access to two long distance Amtrak routes, the Coast Starlight (Seattle-Portland-Sacramento-Los Angeles) and the California Zephyr (Emeryville-Sacramento-Denver-Chicago). Additionally, the station is served by two Amtrak California regional routes, the Capitol Corridor (San Jose-Sacramento-Auburn), and the San Joaquin (Sacramento-Bakersfield). The Capitol Corridor is operated by the Capitol Corridor Joint Powers Authority. Regional Transit's Gold Line also connects the Sacramento Valley station to the Sacramento region's light rail transit network.

The cities of Sacramento and West Sacramento initiated a planning process in 2006 to assess the feasibility of connecting the two cities with a streetcar line across the Tower Bridge. The study proposed the West Sacramento Civic Center as the western terminus of the line, and the Sacramento Convention Center as the eastern terminus. Future studies will determine the exact alignment and phasing of any streetcar projects. However, the City of West Sacramento is exploring a possible north-south alignment in addition to the initial line over the Tower Bridge. A future north-south alignment through West Sacramento would likely travel north on 5th Street from Tower Bridge Gateway, and could provide a future connection to the CIHC.

Water Transportation

The Sacramento River forms the eastern border of the proposed site for the CIHC. At the height of the Gold Rush, the section of river just south of the CIHC site served as the City's central transportation artery. Although the river no longer serves this function, the Sacramento River is still used for transport, and a significant number of recreational boat trips pass by the proposed CIHC site on a daily basis. Commercial boat traffic also uses the Sacramento River, including river cruises that leave from Old Sacramento operated by Hornblower Cruises & Events. Below is a brief description of the two public boat launches that are located on either side of the CIHC:

- **The Broderick Boat Ramp** is located immediately south of the proposed CIHC site on the same side of the river. This is a public facility operated by the City of West Sacramento, and has amenities including a picnic area and restrooms.

[7] Amtrak's Fiscal Year 2009 *National Fact Sheet* lists Sacramento as 7th in total Amtrak ridership.

- **The Discovery Park Boat Ramp** is located directly across the Sacramento River from the northeastern corner of the proposed CIHC site. This boat ramp is also a public facility, and is operated by the Sacramento County Regional Parks Department.

INTERSECTION OPERATIONS

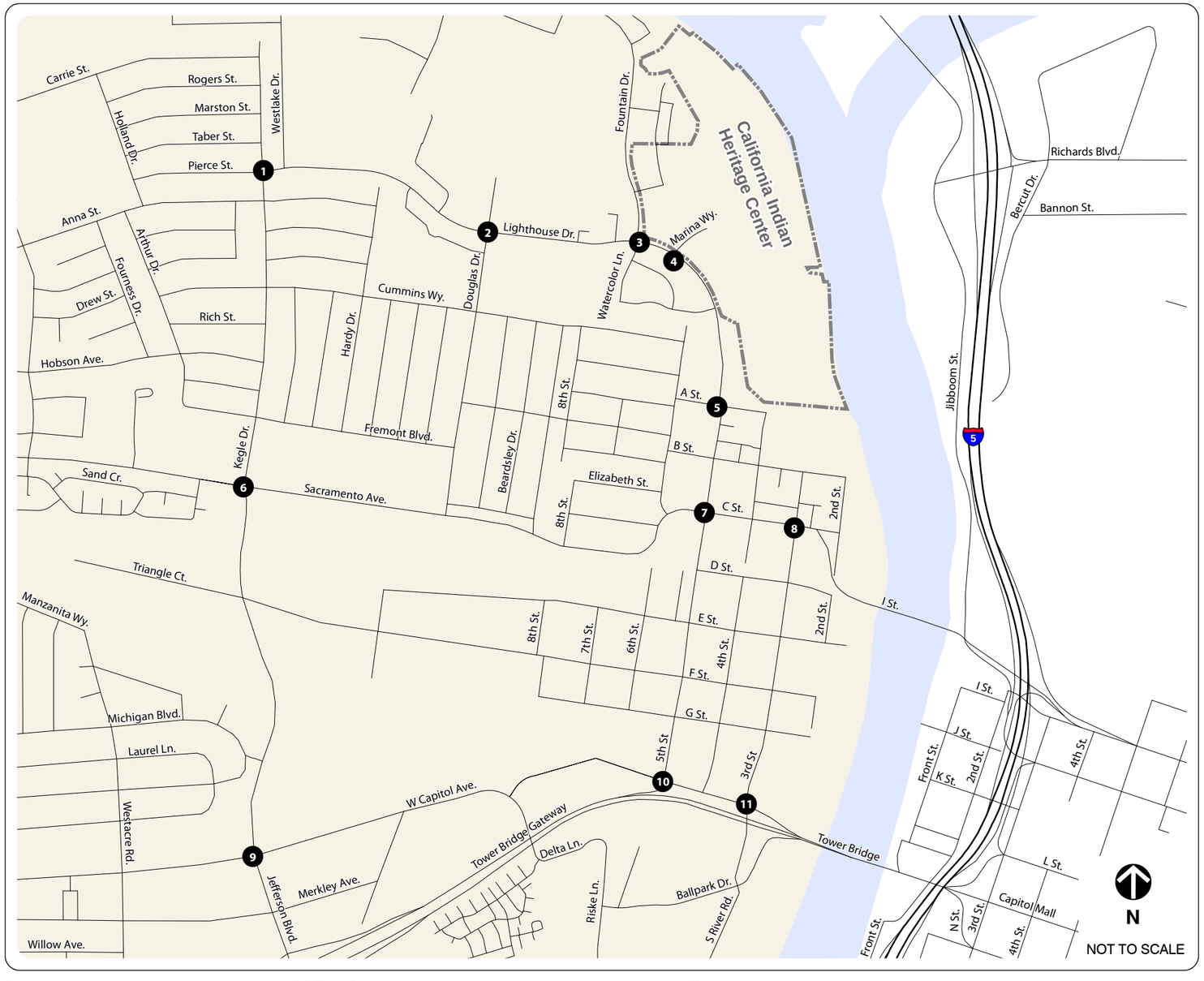
Figure 1 displays the existing midday Saturday peak hour traffic volumes, as well as the current lane configurations and traffic controls present at each of the eleven study intersections. Table 2 summarizes the existing Saturday peak hour intersection operations at the study intersections (refer to separate Appendix A for detailed calculations). As shown, all signalized and unsignalized intersections currently operate at LOS C or better. The two study intersections on Jefferson Boulevard at Sacramento Avenue and West Capitol Avenue currently experience the most peak hour delay.

TABLE 2:
INTERSECTION LEVEL OF SERVICE –
EXISTING CONDITIONS (SATURDAY PEAK HOUR)

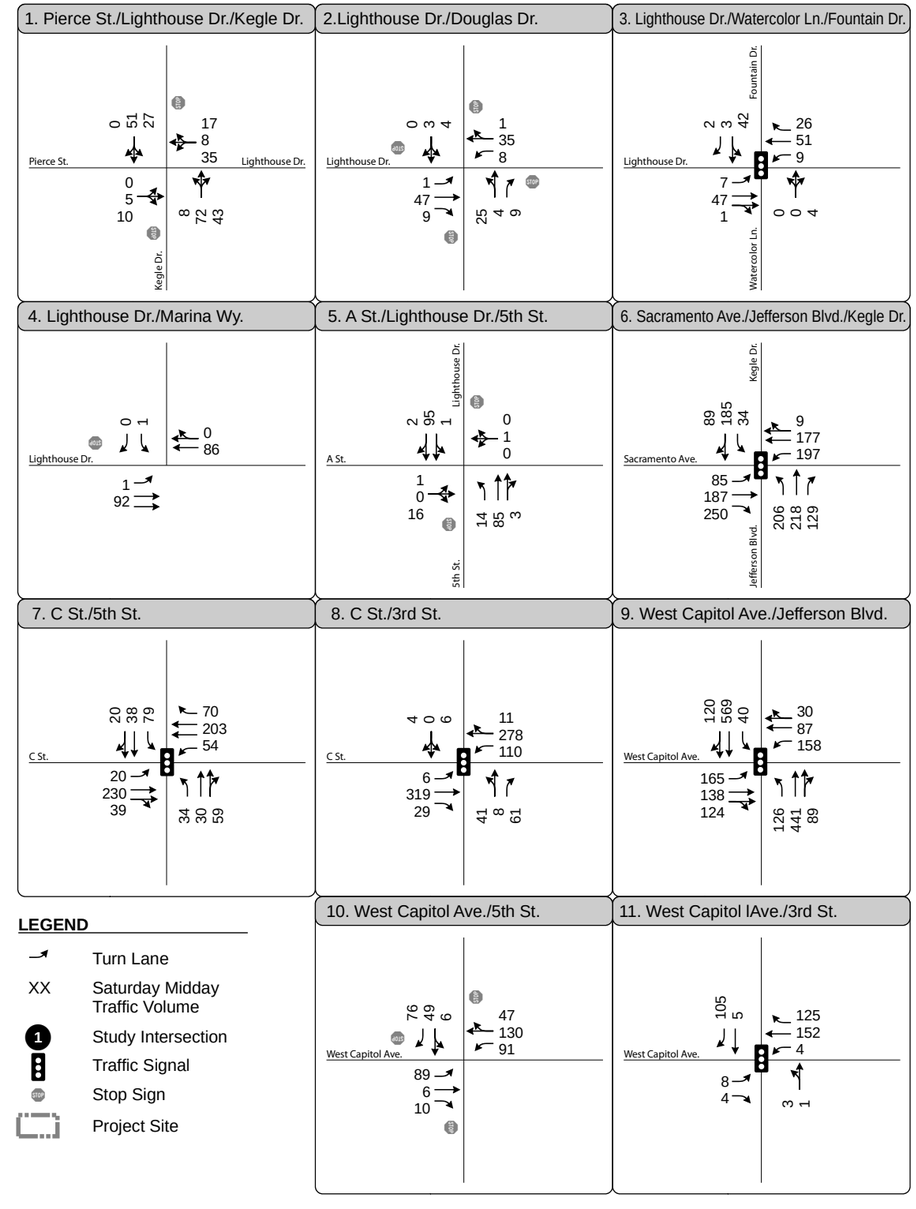
Intersection	Control	LOS	Delay[1]
1. Lighthouse Drive – Pierce Street/Kegle Drive	Side-Street Stop	A (B)	4 (10)
2. Lighthouse Drive/Douglas Street	All-Way Stop	A	8
3. Lighthouse Drive/Fountain Drive – Watercolor Lane	Traffic Signal	B	14
4. Lighthouse Drive/Marina Way	Side-Street Stop	A (A)	1 (9)
5. Lighthouse Drive/A Street	Side-Street Stop	A (B)	1 (10)
6. Sacramento Avenue/Jefferson Boulevard – Kegle Drive	Traffic Signal	C	30
7. C Street/5th Street	Traffic Signal	B	17
8. C Street/3rd Street	Traffic Signal	A	9
9. West Capitol Avenue/Jefferson Boulevard	Traffic Signal	C	34
10. West Capitol Avenue/5th Street	All-Way Stop	A	9
11. West Capitol Avenue/3rd Street	Traffic Signal	B	11

Notes: [1]For signalized and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, the delay and LOS for the most-delayed individual movement is shown in parentheses next to the average intersection delay and LOS.

Source: Fehr & Peers, 2010.



Properties not currently owned or controlled by CA State Parks are shown for long-range planning purposes only. This does not represent a commitment by CA State Parks. Use of any lands shown within the zones of interest is dependent on future acquisitions and agreements.



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PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - EXISTING CONDITIONS

FIGURE 1

3. EXISTING PLUS PROJECT CONDITIONS

This chapter discusses the conditions of the transportation system under Existing Plus Project conditions.

PROJECT DESCRIPTION

As discussed in Chapter 1, the CIHC facility would total 174,500 square feet at full build-out, including 125,000 square feet for the main building on the Riverfront property, 40,000 square feet for community and ancillary service center, and 9,500 square feet for the security and artist-in-residence structures. At full build-out, the facility would include exhibit space, office space, storage, a museum store, café, library, maintenance, and other support facilities. Improvements to the CIHC grounds would provide amenities for park visitors and the surrounding community. Site improvements could include pedestrian/bicycle trails, re-vegetating the pond with native plants, an "amphimeadow," and interpretive exhibits.

The Plus Project transportation analyses conducted for this study assume full build-out of all four phases of the CIHC, as well as the acquisition of additional parcels not currently under the control of State Parks. These additional parcels would be used for an expanded natural area, while other portions would include a landscaped sculpture garden, a public plaza, an artist-in-residence facility, as well as a "community and ancillary service center."

TRIP GENERATION

The trip generation potential of the proposed CIHC reflected in this Transportation Study was calculated from information contained in the draft *Business Plan* (AECOM 2010), with attendance projections estimated at approximately 173,000 to 316,400 visitors annually. Based on a thorough evaluation of similar museum facilities nationwide, the final *Business Study* (AECOM 2011) subsequently revised projected annual attendance at the CIHC downward, to 228,300 (with 176,800 at the low end of the projected range and 265,500 at the high end). Since this transportation analysis was based upon a higher attendance projection than the final estimate, it provides for a slightly more conservative analysis of project impacts, and all conclusions reached in this study remain valid. Projected annual visitation at the CIHC is approximately 62% of the current level of annual visitation to the CA State Railroad History Museum, which had 367,672 visitors in 2009.

Local attractions in the Sacramento area have attendance patterns that are highly seasonal, peaking during the summer months. According to State Parks, the CIHC is expected to follow this pattern, with peak attendance days occurring during the summer, and peak vehicle trip generation occurring on the weekends. Trip generation calculations for the weekday PM peak hour (the time period on a weekday with the highest levels of traffic on the surrounding roadways) resulted in 59 percent fewer motor vehicle trips generated by the project than the trip generation estimate for the weekend midday peak hour (the time period on a weekend with the highest levels of traffic on the surrounding roadways). As mentioned previously, peak trip generation for the CIHC occurs during midday, the same time of day that traffic within the study area peaks on weekends. The daily trip generation estimate for the CIHC on a peak summer Saturday is shown in Table 3 below.

TABLE 3:
DAILY PROJECT TRIP GENERATION – PEAK SUMMER SATURDAY

Peak Daily Attendance (visitors)	2,186
Travel by Automobile (%)	75%
Travel by Private Bus (%)	20%
Alternative Mode (Walk, Bike, Transit) (%)	5%
Average Persons per Automobile	2.5
Average Persons per Private Bus	30
Inbound Automobile Trips	656
Inbound Private Bus Trips	15
Total One-Way Daily Motor Vehicle Trips	**1,342**

Source: Fehr & Peers, 2010.

The trip generation potential of the project shown in Table 3 was calculated based on the maximum projected peak daily attendance for the CIHC (using the high estimate of 316,400 annual visitors[8]). It was assumed that 5 percent of visitors to the CIHC would arrive via an alternative transportation mode (including walking, bicycling, and transit) and that the remaining 95 percent of visitors would arrive in either an automobile or a private bus. This value is conservative, and is lower than the regional walk/bike and transit mode splits reported in the *2000 Sacramento Area Household Travel Survey*

[8] As previously discussed, this estimate was subsequently revised downward in the final *Business Study* (AECOM 2011) to 265,500 annual visitors.

conducted by the Sacramento Area Council of Governments. The survey revealed the following transit and walk/bike mode splits for the Sacramento region:

Trip Type	Walk/Bike Mode Split	Transit Mode Split
Work Trips	5.9%	3.4%
Non-Work Trips	6.8%	0.8%
All Trips	6.7%	1.3%

Table 4 presents the Midday Saturday peak hour trip generation calculations used for the CIHC transportation analysis. The Midday Saturday peak hour calculations were based off of the daily project trip generation estimates presented in Table 3. It was assumed that visitor arrival/departure patterns at the CIHC would be similar to arrival/departure patterns at the California State Railroad Museum. Based on a survey conducted at the Railroad Museum, it was found that approximately 20 percent of daily visitors arrive during the peak hour of operation on a Saturday, yet only four percent leave during the peak hour since it occurs early in the day.[9]

TABLE 4:
SATURDAY MIDDAY PEAK HOUR TRIP GENERATION (11:30 AM – 12:30 PM)

	Units	Trips
CIHC Main Facility	125,000 square feet	158
Artist Housing	6 dwelling units	8[1]
Community and Ancillary Service Center	40,000 square feet	196[2]
Gross Trips		362
Community and Ancillary Service Center Pass-by Trips		-51
Internal Trips between CIHC and Community/Ancillary Center (75%)		-109
Net Project Trip Generation		**202**

Notes: [1] Calculation based on rate from *Trip Generation* (ITE, 2008).
[2]Calculation conservatively assumes that the entire community and ancillary service center will be occupied by retail uses. This calculation based on rate from *Trip Generation* (ITE, 2008).

Source: Fehr & Peers, 2010.

[9] Survey data collected by California State Railroad Museum employees in November 2005. See separate technical appendix D for details.

In addition to the trip generation potential of the main CIHC facility, further calculations were performed to account for trips generated by the proposed artist housing and Community and Ancillary Service Center. The results of these calculations are shown in Table 4 along with factors to account for pass-by trips and trip internalization between the main CIHC facility and the Community and Ancillary Service Center. Based on data in the *Trip Generation Handbook* (ITE, 2004), retail pass-by percentages average 26 percent during the midday Saturday peak hour. It should be noted that the trip generation potential of the Community and Ancillary Service Center was conservatively calculated by assuming that the entire center would be occupied with retail uses. A more likely scenario is a combination of uses, including offices, which generate trips at a lower rate than retail.

Since the Community and Ancillary Service Center is envisioned as a facility that would complement the offerings of the CIHC, it is assumed that the vast majority of visitors to the center would also visit the CIHC. These trips would be internal to the site, and were therefore subtracted from the total number of non-pass-by trips.

TRIP DISTRIBUTION

The distribution of project trips was estimated using the following sources and analytical techniques:

- Traffic assignment using the West Sacramento Travel Demand Model
- Geographic distribution of visitors estimated in the Draft Business Plan by Economics at AECOM
- Review of existing travel patterns within the study area using traffic counts collected in May 2010
- Relative travel time/speed comparisons between the project and key travel corridors for various routes

Figure 2 displays the expected distribution of project trips estimated using the above sources and techniques. Project trips were assigned to the study intersections in accordance with the trip generation and distribution methodologies discussed in this chapter.

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PROJECT TRIP DISTRIBUTION

FIGURE 2

PROJECT ACCESS ALTERNATIVES

Three separate project site access alternatives were originally developed for the CIHC, and are presented in Figure 3. These alternatives refer to site access only, and do not correspond with the construction phases of the project, or with the CEQA alternatives presented to the public during workshops. Under each of the three alternatives, the regional distribution of trips to/from the project site remains identical. As shown in Figure 3, each of the three alternatives also makes use of the same location for traffic to exit the project site (Marina Way). However, the route for traffic entering the project site would differ under each of the alternatives as follows:

- **Alternative 1:** This alternative utilizes the existing access at Marina Way for both entering and exiting traffic. The Marina Way access is currently served by an eastbound left turn lane, and a westbound shared right-through lane. Immediately adjacent to Lighthouse Drive, Marina Way has over thirty feet of pavement on either side of a raised median. The roadway then narrows to two lanes and ascends to the top of the levee.

- **Alternative 2:** This alternative assumes construction of a new access point from 5th Street at the southern end of the project site that would align with the western segment of A Street. Construction of this access point would likely be contingent on the reconstruction of the levee, as the driveway would have to ascend to the top of the levee that is located just east of Lighthouse Drive at this location. Once on top of the levee, the driveway alignment would remain on top of the levee and continue northward before meeting up with the project exit at Marina Way. Construction of this alternative would likely involve the acquisition of the homes on the south side of A Street, as these properties would lose access to the roadway.

- **Alternative 3:** Alternative 3 would locate the primary automobile access point at the northern end of 4th Street, adjacent to the Broderick Boat Ramp entrance. Fourth Street currently ascends the levee, and once on top of the levee, entering vehicles would continue northward along the levee into the project site.

PREFERRED ACCESS ALTERNATIVE

Although Alternatives 2 and 3 would have the primary CIHC automobile entrance located at the southern end of the project site, entering vehicles would still have the ability to utilize the Marina Way access to the project site. For these two alternatives, signage would direct automobiles to the southern entrance, and buses and delivery vehicles to the Marina Way entrance. Motor vehicles accessing the CIHC from the neighborhoods to the west would also likely make use of the Marina Way entrance as this access would be the first access point vehicles would encounter on their journey to the site; by utilizing the Marina Way access point, the length of these trips is approximately 0.6 miles shorter than using the Alternative 2 southern entrance, and 0.85 miles shorter than using the southern entrance provided under Alternative 3.

Alternative 3 would route inbound project traffic along 4th Street, which is a two-lane local roadway with numerous fronting residential driveways. The likelihood of visitor traffic conflicts with local auto and pedestrian traffic on this local residential street was supported by traffic data collected in May 2010. Stakeholder comments expressed at a July 2010 public workshop were not supportive of this access route. Additionally, this alternative would locate the entrance off of a different roadway than the project exit, which would be located nearly a half mile away. Although signage would direct visitors, this situation would likely result in wayfinding difficulties for visitors to the CIHC. For these reasons, it was determined that it would be infeasible to carry Alternative 3 forward for detailed traffic operations analysis.

Traffic operations were analyzed for Alternatives 1 and 2 under Existing Plus Project and Cumulative Plus Project conditions, and the results of these analyses are presented in their respective chapters. However, due to environmental constraints, as well as impacts to properties with existing access from the east leg of the 5th Street / A Street intersection, the CIHC preferred alternative incorporates Alternative 1 to provide access to the proposed project site.

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PROJECT AUTOMOBILE ACCESS ALTERNATIVES

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FIGURE 3

INTERSECTION OPERATIONS

The Existing Plus Project scenario assumes that all four phases of the CIHC are constructed, and layers the trips generated by a fully built-out CIHC on top of existing 2010 trip levels using the previously discussed trip distribution estimates. As shown in Table 5, all study intersections continue to operate acceptably with the addition of project generated traffic under both access alternatives (refer to separate Appendix B for detailed calculations). Therefore, all project specific impacts to the study intersections are considered less than significant.

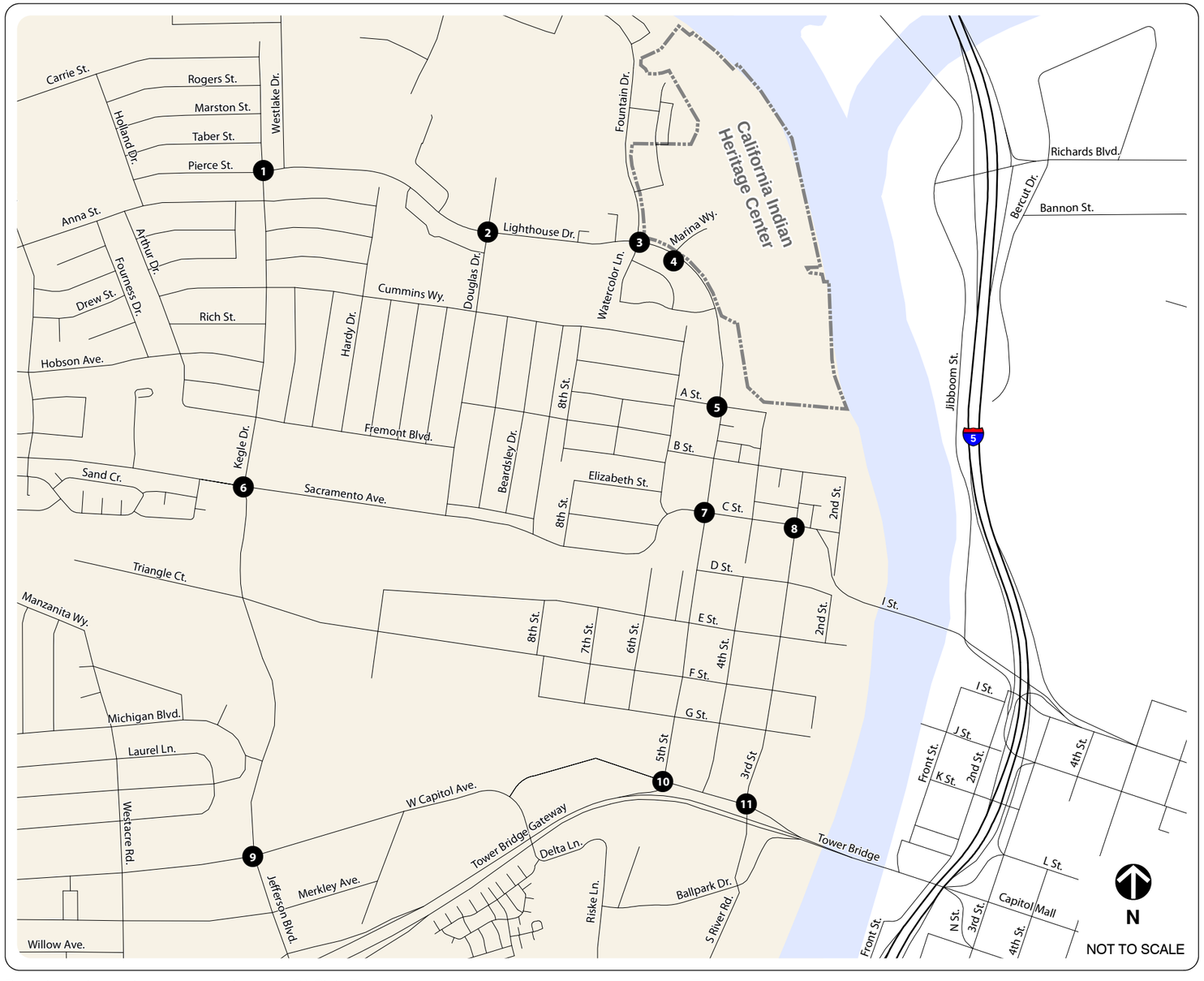
Figure 4 displays the Existing Plus Project traffic volumes. For turning movements with volumes that vary between the two access alternatives (intersections 4 and 5 only), traffic volumes for Alternative 2 are shown in parentheses.

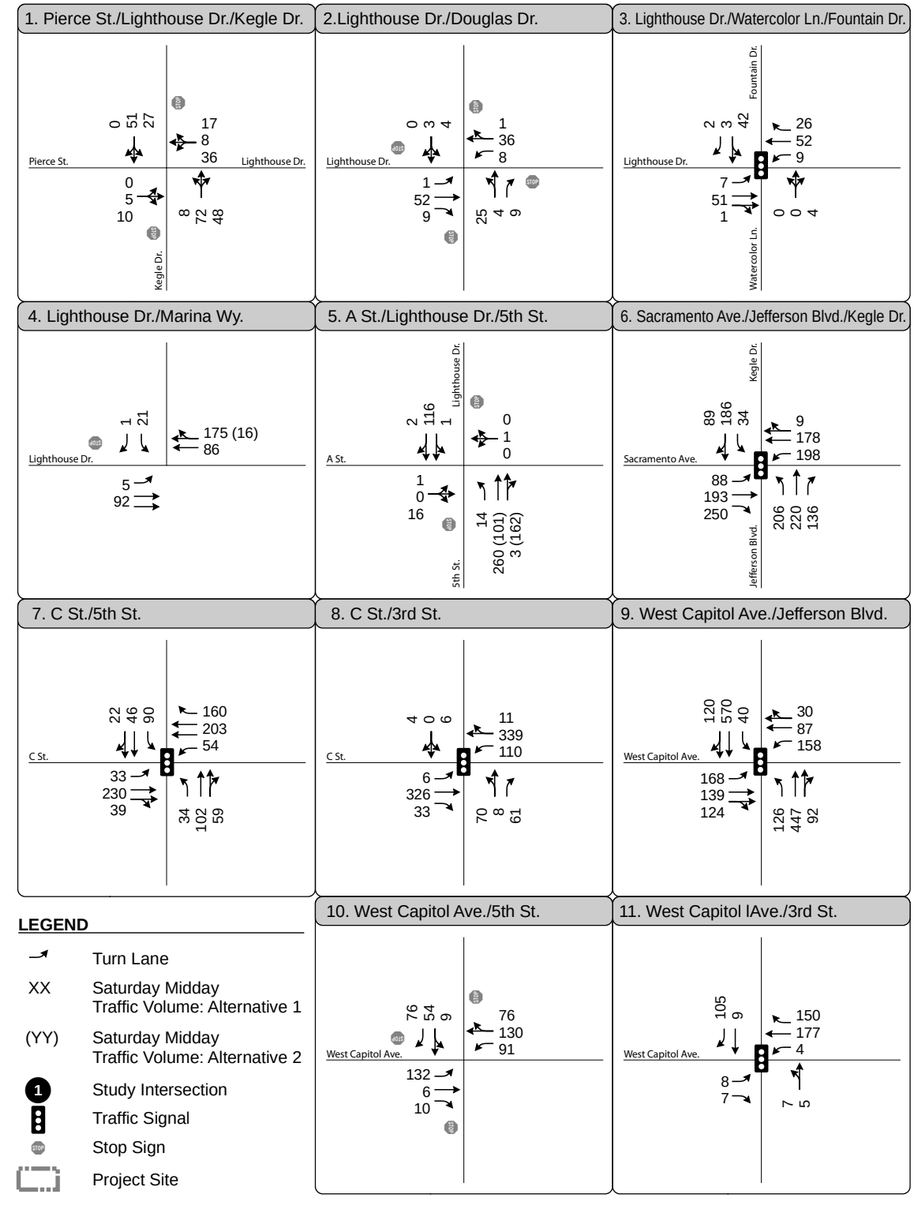
TABLE 5:
INTERSECTION LEVEL OF SERVICE –
EXISTING PLUS PROJECT CONDITIONS (SATURDAY PEAK HOUR)

Intersection	Control	Alternative 1		Alternative 2	
		LOS	Delay[1]	LOS	Delay[1]
1. Lighthouse Drive – Pierce Street/Kegle Drive	Side-Street Stop	A (B)	4 (10)	A (B)	4 (10)
2. Lighthouse Drive/Douglas Street	All-Way Stop	A	8	A	8
3. Lighthouse Drive/Fountain Drive – Watercolor Lane	Traffic Signal	B	14	B	14
4. Lighthouse Drive/Marina Way	Side-Street Stop	A (B)	1 (10)	A (A)	1 (10)
5. Lighthouse Drive/A Street	Side-Street Stop	A (B)	1 (12)	A (B)	1 (11)
6. Sacramento Avenue/Jefferson Boulevard – Kegle Drive	Traffic Signal	C	29	C	29
7. C Street/5th Street	Traffic Signal	B	18	B	18
8. C Street/3rd Street	Traffic Signal	A	10	A	10
9. West Capitol Avenue/Jefferson Boulevard	Traffic Signal	C	34	C	34
10. West Capitol Avenue/5th Street	All-Way Stop	A	9	A	9
11. West Capitol Avenue/3rd Street	Traffic Signal	B	11	B	11

Notes: [1]For signalized and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, the delay and LOS for the most-delayed individual movement is shown in parentheses next to the average intersection delay and LOS.

Source: Fehr & Peers, 2010.





LEGEND

- Turn Lane
- XX — Saturday Midday Traffic Volume: Alternative 1
- (YY) — Saturday Midday Traffic Volume: Alternative 2
- Study Intersection
- Traffic Signal
- Stop Sign
- Project Site

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PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - EXISTING PLUS PROJECT CONDITIONS

FIGURE 4

4. CUMULATIVE CONDITIONS

This chapter discusses the cumulative conditions of the transportation system with and without the full build-out of the proposed CIHC. The cumulative conditions analysis considers all future planned developments and transportation improvements within the vicinity of the proposed CIHC.

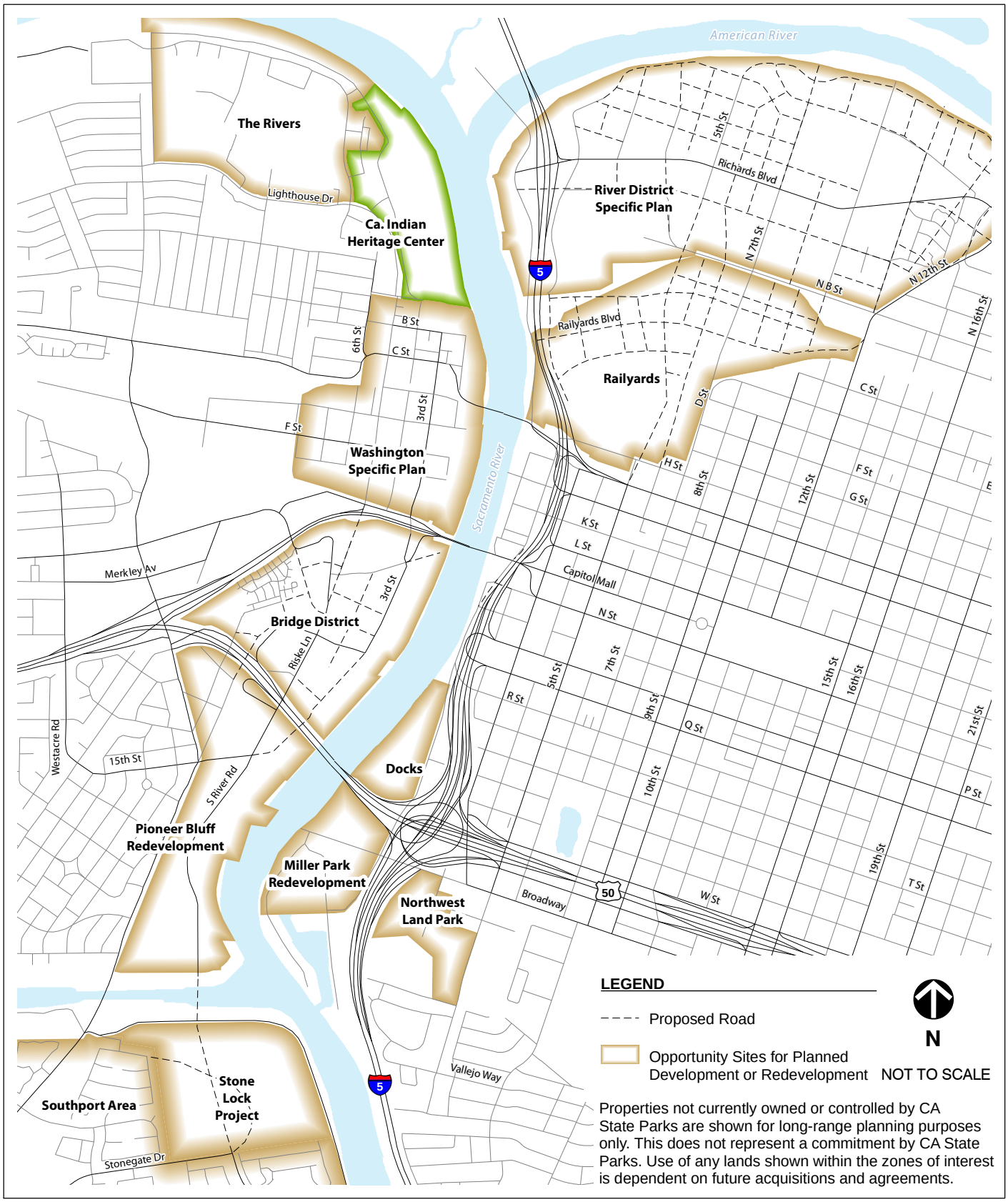
TRAFFIC FORECASTS

The City of West Sacramento Travel Demand Model (TDM) was used to estimate the growth in traffic volumes between existing and cumulative (year 2025) conditions. The cumulative version of this model contains the most up-to-date land use assumptions within the City, and reflects planned roadway improvements and growth throughout the entire Sacramento region. Numerous large-scale development projects are planned in the vicinity of the CIHC on either side of the Sacramento River. Figure 5 highlights several of these planned development/redevelopments that have been included in the modeling of cumulative conditions.

Similar to other TDM's, the City of West Sacramento's model does not forecast Saturday traffic volumes. Therefore, to forecast the Saturday midday peak period, the daily growth rates between the base and cumulative year versions of the TDM were applied to the existing Saturday traffic counts to forecast cumulative volumes. Figure 6 displays the Cumulative No Project lane configurations and traffic volumes at each of the study intersections.

It should be noted that under cumulative conditions the East Phase of the Tower Bridge Gateway Modification Project is assumed in place. This project is expected to be completed by May 2011, and will extend the recently completed improvements at the Tower Bridge Gateway/West Capitol Avenue intersection along Tower Bridge Gateway to the Tower Bridge. New signalized at-grade intersections will be constructed on Tower Bridge Gateway at 5th Street and 3rd Street. All ramps will be removed from this section of roadway, and Tower Bridge Gateway will be reconstructed as a city street.

As part of the East Phase of this project, the segment of West Capitol Avenue between 5th Street and 3rd Street will be abandoned. For this reason, the cumulative conditions analysis studies the two future at-grade intersections on Tower Bridge Gateway (intersections 12 and 13), and does not study the West Capitol Avenue/5th Street and West Capitol Avenue/3rd Street intersections which were analyzed under existing conditions.



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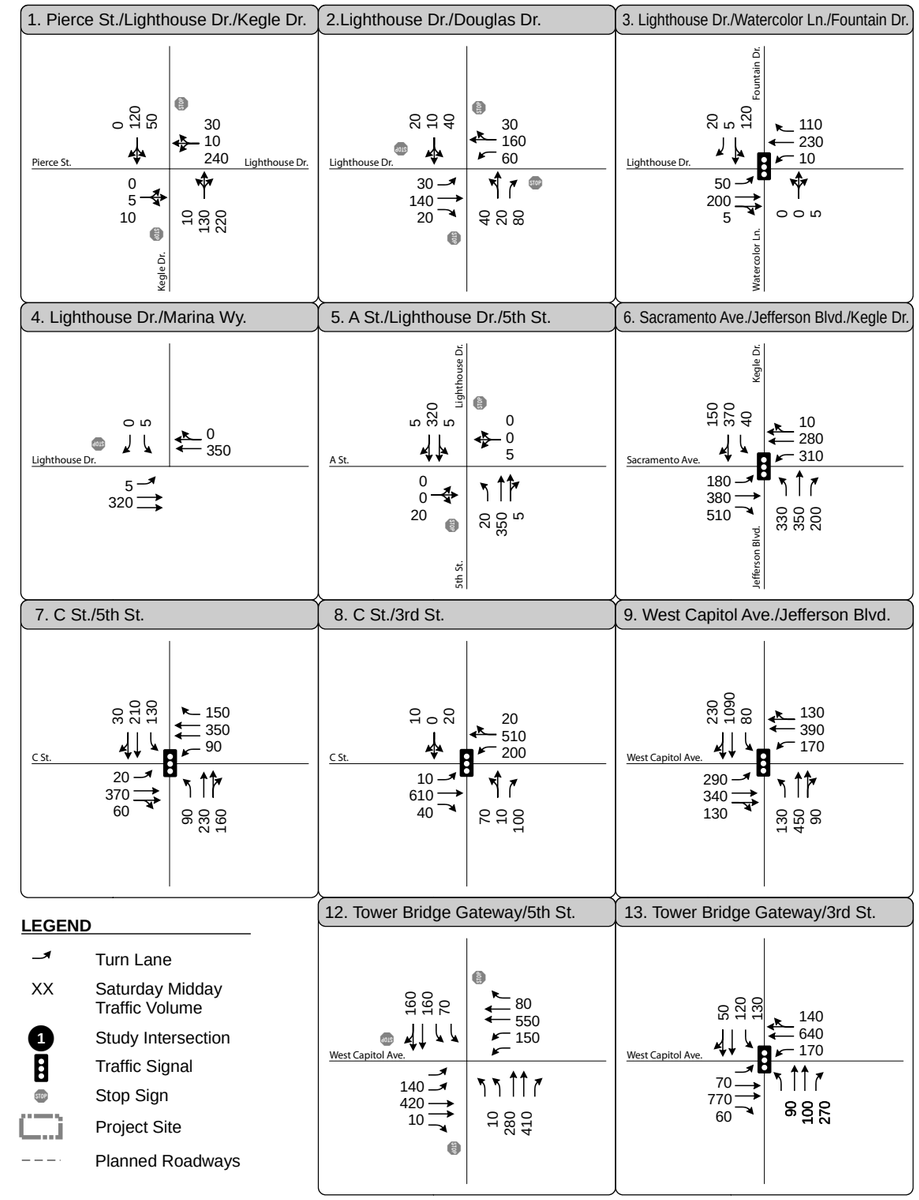
PLANNED DEVELOPMENT/ REDEVELOPMENT OPPORTUNITIES

FIGURE 5



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PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - CUMULATIVE NO PROJECT CONDITIONS

FIGURE 6

CUMULATIVE NO PROJECT INTERSECTION OPERATIONS

Table 6 summarizes traffic operations at the study intersections under Cumulative No Project conditions (refer to separate Appendix C for detailed calculations). As shown in Table 6, the Sacramento Avenue/Jefferson Boulevard – Kegle Drive intersection is expected to operate at LOS E in the future without the construction of the proposed CIHC. Per the City of West Sacramento's LOS standards, LOS E is an unacceptable level of service at this location. All other study intersections are expected to continue to operate acceptably under cumulative conditions during the midday Saturday peak hour.

TABLE 6:
INTERSECTION LEVEL OF SERVICE –
CUMULATIVE NO PROJECT CONDITIONS (SATURDAY PEAK HOUR)

Intersection	Control	LOS	Delay[1]
1. Lighthouse Drive – Pierce Street/Kegle Drive	Side-Street Stop	A (C)	8 (22)
2. Lighthouse Drive/Douglas Street	All-Way Stop	A	10
3. Lighthouse Drive/Fountain Drive – Watercolor Lane	Traffic Signal	B	11
4. Lighthouse Drive/Marina Way	Side-Street Stop	A (B)	1 (13)
5. Lighthouse Drive/A Street	Side-Street Stop	A (B)	1 (15)
6. Sacramento Avenue/Jefferson Boulevard – Kegle Drive	Traffic Signal	**E**	**69**
7. C Street/5th Street	Traffic Signal	C	20
8. C Street/3rd Street	Traffic Signal	B	15
9. West Capitol Avenue/Jefferson Boulevard	Traffic Signal	D	53
12. Tower Bridge Gateway/5th Street	Traffic Signal	B	18
13. Tower Bridge Gateway/3rd Street	Traffic Signal	B	22

Notes: **Bold** indicates unacceptable operations.

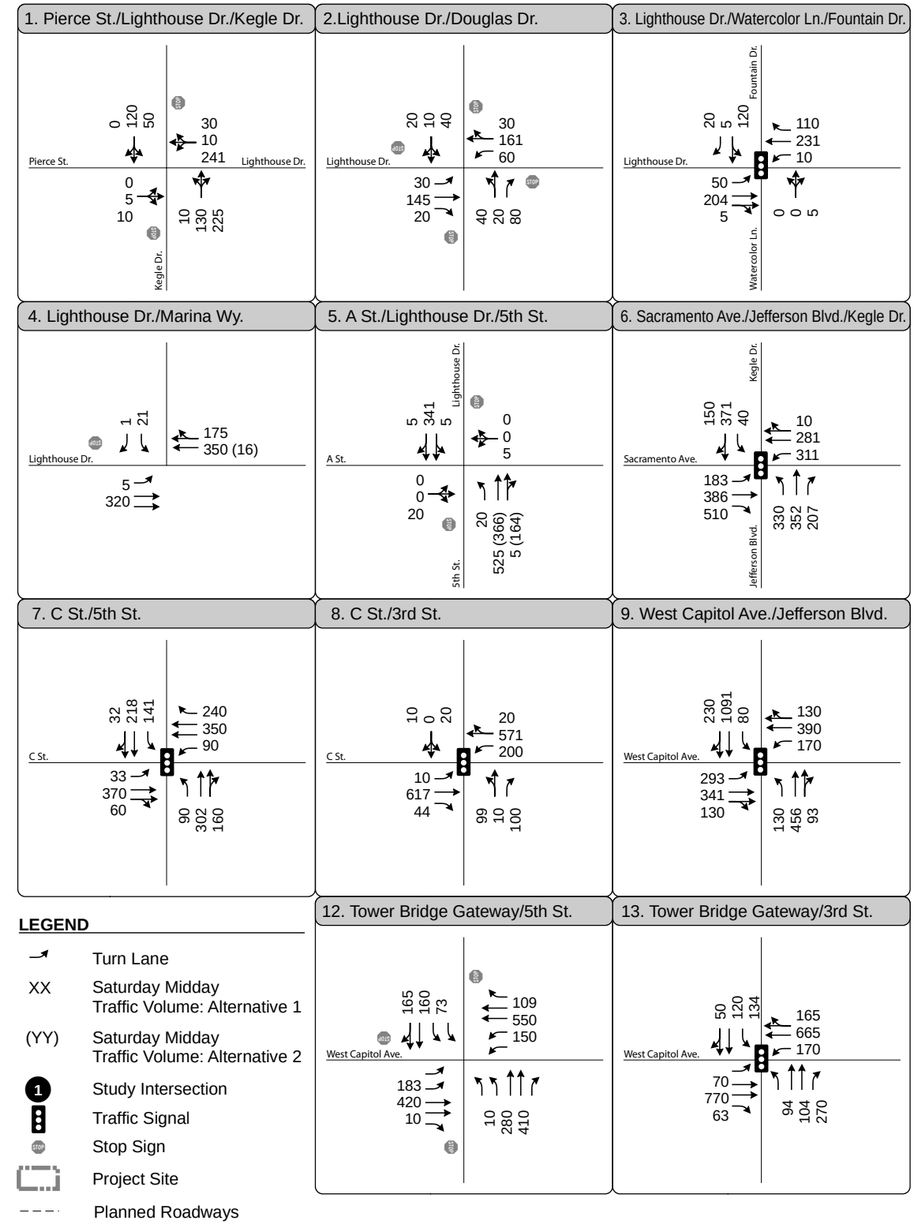
Intersections 10 and 11 not analyzed under Cumulative Conditions due to the assumed reconfiguration of Tower Bridge Gateway.

[1]For signalized and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, the delay and LOS for the most-delayed individual movement is shown in parentheses next to the average intersection delay and LOS.

Source: Fehr & Peers, 2010.

CUMULATIVE PLUS PROJECT INTERSECTION OPERATIONS

Figure 7 displays the Cumulative Plus Project traffic volumes. For turning movements with volumes that vary between the two access alternatives (intersections 4 and 5 only), traffic volumes for Alternative 2 are shown in parentheses.



LEGEND

- Turn Lane
- XX — Saturday Midday Traffic Volume: Alternative 1
- (YY) — Saturday Midday Traffic Volume: Alternative 2
- Study Intersection
- Traffic Signal
- Stop Sign
- Project Site
- Planned Roadways

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PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - CUMULATIVE PLUS PROJECT CONDITIONS

FIGURE 7

Table 7 summarizes traffic operations at each of the 11 study intersections (refer to separate Appendix C for detailed calculations). As shown in Table 7, the Sacramento Avenue/Jefferson Boulevard – Kegle Drive intersection continues to operate unacceptably at LOS E under Cumulative Plus Project Conditions.

TABLE 7:
INTERSECTION LEVEL OF SERVICE –
CUMULATIVE PLUS PROJECT CONDITIONS (SATURDAY PEAK HOUR)

Intersection	Control	Alternative 1		Alternative 2	
		LOS	Delay[1]	LOS	Delay[1]
1. Lighthouse Drive – Pierce Street/Kegle Drive	Side-Street Stop	A (C)	9 (23)	A (C)	9 (23)
2. Lighthouse Drive/Douglas Street	All-Way Stop	A	10	A	10
3. Lighthouse Drive/Fountain Drive – Watercolor Lane	Traffic Signal	B	11	B	11
4. Lighthouse Drive/Marina Way	Side-Street Stop	A (B)	1 (14)	A (B)	1 (13)
5. Lighthouse Drive/A Street	Side-Street Stop	A (C)	1 (18)	A (C)	1 (17)
6. Sacramento Avenue/Jefferson Boulevard – Kegle Drive	Traffic Signal	**E**	**69**	**E**	**69**
7. C Street/5th Street	Traffic Signal	C	21	C	21
8. C Street/3rd Street	Traffic Signal	B	16	B	16
9. West Capitol Avenue/Jefferson Boulevard	Traffic Signal	D	53	D	53
12. Tower Bridge Gateway/5th Street	Traffic Signal	B	18	B	18
13. Tower Bridge Gateway/3rd Street	Traffic Signal	C	21	C	21

Notes: **Bold** indicates unacceptable operations.
Intersections 10 and 11 not analyzed under Cumulative Conditions due to the assumed reconfiguration of Tower Bridge Gateway.
[1]For signalized and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop controlled intersections, the delay and LOS for the most-delayed individual movement is shown in parentheses next to the average intersection delay and LOS.
Source: Fehr & Peers, 2010.

Although the Sacramento Avenue/Jefferson Boulevard – Kegle Drive intersection operates at an unacceptable LOS under Cumulative Plus Project conditions, the addition of project traffic does not significantly increase overall intersection delay or the V/C ratio at this location from Cumulative No Project conditions. Therefore, according to the City of West Sacramento's significance criteria, the unacceptable level of delay at

this location does not constitute a project impact. All cumulative impacts to the study intersections are considered less than significant.

In order to maintain LOS C at the Sacramento Avenue/Jefferson Boulevard – Kegle Drive intersection under Cumulative Plus Project Conditions, all legs of the intersection would require widening. Modifications to the intersection would include an additional eastbound through lane, an additional northbound left-turn lane, and construction of an exclusive southbound right-turn lane. These improvements would reduce the average intersection delay during the midday Saturday peak hour from 69 seconds to 34 seconds (refer to separate Appendix C for detailed calculations). Since there is a not a project impact at this location, the potential construction of these improvements would be unrelated to the development of the CIHC.

BICYCLE AND PEDESTRIAN FACILITIES

Construction of the proposed CIHC would include the development of a bicycle and pedestrian trail system throughout the project site. This system of pathways is consistent with the City of West Sacramento's *Bicycle and Pedestrian Path Master Plan* (October, 1991), which also envisions a pathway looping through the project site. The CIHC Concept Masterplan includes amenities for pedestrians and cyclists along these trails including restrooms, interpretive displays, and signage. Many of the site improvements, including the bicycle/pedestrian trail system, would be constructed as part of the initial phases of the CIHC build-out.

The Concept Masterplan allows for the possibility of connecting the CIHC trail system to a future bicycle/pedestrian bridge crossing the Sacramento River, which would link the site to planned developments/redevelopments on the Sacramento side of the river. Although the final locations of future crossings of the Sacramento River have not yet been determined, the City of West Sacramento and the City of Sacramento are currently collaborating on a study to examine future river crossing locations to link to two cities. The Sacramento River Crossings Alternatives Study prepared by Fehr & Peers in October 2010 has identified a link between the CIHC site and the Richards Boulevard area as a future "crossing location opportunity."

Construction of the CIHC would not remove or adversely impact any existing bicycle/pedestrian facilities, and would ensure the continuity of future riverfront pedestrian paths by integrating into the existing and planned bicycle/pedestrian system. The existing bicycle lanes and sidewalks on Lighthouse Drive would assist with

providing access to the bicycle/pedestrian infrastructure that would be constructed as part of the CIHC.

TRANSIT AND WATERWAY FACILITIES

This analysis shows that construction of the CIHC at full build-out would not adversely affect public transit operations. Visitors to the CIHC would have access to two Yolobus transit routes on weekdays and one on the weekend. Stops for these bus routes are located within a half mile of the project site. The CIHC plans allow for a future transit stop and public gathering area at the corner of Lighthouse Drive and Marina Way.

The concept plans for the proposed CIHC also include the reconstruction of a boat dock as part of Phase 2. This boat dock would be designed to accommodate the potential for future water shuttle service to attractions along the banks of the Sacramento River, and would be of sufficient size to accommodate tour boats originating in Old Sacramento.

Appendix F

Scope of Collections Statement

CALIFORNIA INDIAN HERITAGE CENTER

State Indian Museum
California Indian Heritage Center

Scope of Collections Statement

Prepared by:

_____

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Adopted February 2011

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Acronyms and Abbreviations

CIHC/SIM	California Indian Heritage Center/State Indian Museum
de Young Museum	M. H. de Young Memorial Museum
DOM	Department Operations Manual
IPM	Integrated Pest Management
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
SACRF	State Archaeological Collections Research Facility
SMRC	State Museum Resource Center
State Park	California State Parks
WPA	Works Progress Administration Project

F.1 Preamble

The California Indian Heritage Center/State Indian Museum (CIHC/SIM) is a unique unit of California State Parks (State Parks). Through consultation with many Native California advisors, the collection and its care has been directed by the wishes of the Native community. This Scope of Collections will reflect many of those wishes.

F.2 Introduction

The current SIM (which will be transitioning into the CIHC) is located on the grounds of Sutter's Fort State Historic Park at 26th and K Streets in Sacramento. It is a single building which was built in 1940 and is approximately 4,650 square feet. The museum displays less than 5% of the significant Indian holdings in its care.

The new CIHC is to be located on an approximately 50-acre site in the city of West Sacramento. The site is located on the Sacramento River opposite its confluence with the American River.

The majority of the collection is housed at the State Museum Resource Center (SMRC) in West Sacramento. The holdings are located in a warehouse with other collections maintained by State Parks.

F.3 Statement of Purpose

The CIHC honors the diversity and history of California Indian people by preserving cultural and tribal traditions, nurturing contemporary expressions and facilitating research and education for California, the nation, and the world.

F.4 CIHC Vision Statement

Under the guidance of California Indian people, the CIHC will:

- Present a statewide perspective on California's diverse Indian cultural legacy.
- Honor the contributions of California Indians and promote dialogue between generations.
- Enhance public understanding of traditional spiritual beliefs and practices.
- Protect California Indian cultural resources.
- Collect and present traditional and contemporary California Indian artistic and cultural expressions.

- Partner with tribal communities and regional cultural centers and museums.
- Provide educational opportunities to research and understand California's Indian history, cultures and the impact of contemporary issues.
- Be recognized as a culturally essential California destination that enriches public life.

F.5 THEME

The overall theme of the CIHC will convey that California Indian communities and cultures are alive and thriving in contemporary society and that the past gives significant shape and meaning to the experiences and perspectives of California Indian people.

A more in depth analysis of the theme was recorded in "*California Indian Heritage Center: The Developing Vision*" (Developing Vision) (Ralph Appelbaum Associates 2007) and in the *California Indian Heritage Center Preliminary General Plan/Draft EIR* (California State Parks 2011).

F.5.1 INTERPRETIVE PERIOD

The CIHC will strive to interpret all historic and contemporary aspects of the California Indian experience. California Indian culture is alive and continuing and this will be the primary focus of interpretation.

F.5.2 CONTEMPORARY ART COLLECTION

Within the State's holdings are contemporary works by artists such as Brian D. Tripp, Dalbert S. Castro, Dugan Aguilar, Harry Fonseca, Frank LaPena, and Karen Noble Tripp. The collection also includes original paintings and drawings that were produced as part of the Works Progress Administration Project (WPA) between 1939 and 1940. This collection includes paintings depicting Ohlone stories and related figure study paintings and drawings.

F.5.2.1 ARCHIVAL MATERIALS

The State Parks Photo Archives curates a good collection of Native American photographs as well as the SIM's unit images. There should be a discussion to transfer the rights of the Native American photographs to the stewardship of the CIHC while the Photo Archives would retain rights to the unit images. The CIHC would be responsible for ensuring public access for scholarship and requests for publication from scholars, book publishers, schools, libraries and government agencies.

The Photo Archives also has a substantial collection of Native American images for which they do not hold the copyright. None of these images are original; most are copies that were obtained over the years. These have been kept for research purposes; however all of the images are now available digitally through the copyright holders' websites. The CIHC could help

the Photo Archives by recommending which images would be good candidates for deaccession since the State does not own the image and they do not serve the research purposes for which they were originally kept. This process would help streamline the collections for both units.

The collection of photos under the stewardship of the CIHC is more extensive and important than previously known. Recent discoveries in State Parks' archives have brought to light images that were previously thought lost or were totally unknown. These include the original glass plates for the Charles P. Wilcomb collection which were featured in the 1918 book *Aboriginal Indian Basketry* by Otis T. Mason. Many of the early donors to the SIM included photos of the Native people associated with the baskets they were donating. Most of these images are from the turn of the century and in many cases the donor actually named the peoples in the photos. The personal papers of Benjamin Welcome Hathaway and the papers of assistant SIM curator Norm Wilson have been recently discovered. These photos and documents need to be cataloged, scanned and loaded onto the collections database.

F.5.2.2 NATURAL HISTORY SPECIMENS

There are several taxidermy birds, some intact antlers, and plant specimens in the CIHC holdings. There is also a substantial comparative collection of basket weaving materials and food stuffs.

F.5.2.3 ARCHAEOLOGICAL MATERIALS

The CIHC will not be a repository for archaeological holdings and the center will not accept donations of archaeological goods or materials. Whenever possible the staff will direct questions regarding the disposition of archaeological materials to the proper agency.

The current holdings of the CIHC do contain archaeological items. These include mortars and pestles, arrow points, spear points, pipe fragments, shell beads, abalone pendants, animal bone tools, and various other materials. All known archaeological funerary objects have been removed from the holdings. Most of the objects came into the CIHC collection through the original donors. Many of the items were excavated by the donors prior to the passage of laws regulating the collecting and excavation of archaeology sites.

There is ongoing discussion of combining the archaeology collections of the CIHC with those of the State Archaeological Collections Research Facility (SACRF). SACRF's facility, like the collections facility of the CIHC, will be moving to a central storage location. If SACRF does agree to combine the CIHC archaeology items with their collection, the CIHC can retain stewardship or transfer it to SACRF. This option should be discussed with the Advisory Group to get their recommendations.

F.6 Ethnographic Holdings

F.6.1 CALIFORNIA

With over 23,000 objects, by far the largest representation in the statewide ethnographic collection is of California Native American cultures. The largest representation is of the Hupa, Karuk, and Yurok groups in northwestern California with about 2,450 items. Other cultural groups represented in significant numbers are Miwok (about 1,750), Maidu (about 1,700), Pomo (about 1,300), Chumash (about 1,000), Yokuts (about 800), Klamath and Shasta (about 750), Patwin/Wintun (about 600), Achumawi/Atsugewi/Pit River (about 520), and Washoe (about 520). Less than 200 items were identified with specific southern California cultures.

Many of the California items are identified only by general region rather than by cultural group. About 2,800 are identified simply as from California, about 1,000 from northeastern California, about 260 from northwestern California, about 4,000 from the Sacramento Valley, and about 275 from southern California.

The largest category is stone tools and implements, including items like projectile points, blades, hammer stones, and mortars. Another large category is basketry, which has been the object of many requests by Native Americans and others for access to the ethnographic collections. The State Parks' nationally known basket collection includes about 3,500 baskets that reflect the diversity and antiquity of human experience of California Indians. Other kinds of objects include all aspects of Native American material culture: bone tools and implements, ceramic objects and shards, hunting and fishing equipment, weapons, smoking implements, game pieces, toys, textiles, clothing, and objects of personal adornment.

F.6.2 THE SOUTHWEST

From the Southwest region of the United States, there are approximately 4,400 objects including those specifically identified as Navajo (about 400), Hopi (about 350), Apache (about 200), Anasazi (about 100), and about 400 identified with Puebloan groups. The majority is pottery and pottery shards, but there are also clothing, textiles, and kachinas.

F.6.3 THE NORTHWEST

State Parks' holdings include approximately 2,000 items identified as being from Indian groups in Oregon, Washington, northern Idaho and western Montana, of which over 1,300 are associated with the Klamath-Modoc people. The majority of these are baskets, stone tools, and implements.

F.6.4 ALASKA

Of the approximately 1,000 items from Alaska, about 475 are identified as Tlingit, about 150 as Aleutian, and about 40 as Haida. The majority are baskets, and bone or ivory implements, and ornaments.

F.6.5 OTHER REGIONS

From other areas within the United States about 500 objects are from the Great Plains (350 of which are Sioux), about 50 are from the northeastern or Great Lakes regions, about 170 from the southeastern region, and about 20 from Hawaii.

F.7 HISTORY OF THE HOLDINGS

The majority of the Native American objects in State Parks' holdings are from large collections assembled by private individuals in the first half of the 20th century and subsequently donated to the State of California. In addition, State Parks has received other private donations, acquired some things with new park properties, accepted a few loans from other institutions, and made some purchases. The following is the history of the major collections that comprise the holdings of the CIHC. They are listed in order of size and importance.

F.7.1 HATHAWAY COLLECTION

The SSIM was built around the collection assembled by Benjamin Welcome Hathaway. In 1927, Hathaway loaned his collection to the State and a year later it was displayed at the State Capitol. Hathaway was granted the temporary position of "Custodian of the Indian Exhibit" and was eventually hired as the SIM's first curator. When Hathaway announced his retirement in 1950, the State purchased his collection which formed the nucleus of the SIM. The smaller Waer and Graham collections, consisting primarily of lithics, were also included in this purchase.

Besides lithics the collection includes, regalia, beadwork, hunting and fishing accoutrements, and basketry, primarily from California. The baskets of several weavers, such as Lena Dick (Washoe), Nora Lowell (Patwin), Mabel McKay (Patwin/Pomo), and Lucy Thompson (Nisenan/Maidu) have been identified. In 2008, Hathaway's nephew donated a collection of his personal papers and photographs. While not entirely catalogued at this time, the correspondence, purchase journals, and photographs will undoubtedly shed light on more of the weavers whose baskets were acquired by Hathaway.

F.7.2 HEARN COLLECTION

Minnie R. Hearn donated her collection of Native American archaeological and ethnographic objects to the State in 1931. Fleming Hearn, Minnie's father, was one of the first settlers of Yreka, arriving in 1851. Minnie Hearn was born and lived her entire life in Yreka, with the exception of a brief teaching assignment in nearby Scott Valley. Both father and daughter acquired nearby Shasta, Karuk, and Modoc baskets, some of which are the oldest in the State Parks' collection. Five of the baskets have been identified as Shasta, which is significant considering the scarcity of examples in American collections.

F.7.3 DWINNELL COLLECTION

George Washington Dwinnell donated his collection of Shasta, Klamath-Modoc, Paiute, and other Northwestern California basketry to the State in 1932. Dwinnell went to Shasta Valley in 1889 and settled in Montague. In addition to serving as the local physician, Dr. Dwinnell was instrumental in establishing the Shasta River, Big Springs, and Mt. Shasta Land Company Water Districts, and building Dwinnell Dam.

F.7.4 DIGGLES COLLECTION

Henry Emmett Diggles donated his parents' Native American basketry collection to State Parks in 1933. The collection originally belonged to Henry's parents, Henry Jonas and Charlotte Sophia Pattison. Henry Jonas arrived in Fort Jones in 1861 and built the first brick structure in the Valley, which was also the area's first store. The collection consists of primarily Karuk, Shasta, and Hupa basketry, with a few examples of Klamath-Modoc, Achumawi, Wintu, and Maidu basketry as well. Since the baskets were most likely collected before 1890, they are important examples of pre-market basketry. Furthermore, Charlotte has recently been identified as the collector, opening the possibility to even earlier production dates than originally suspected.

F.7.5 STILSON COLLECTION

In 1930, James McCord Stilson placed his collection of Native American objects on loan to the State. Five years later, the State purchased the collection from his heirs. In 1868, Stilson arrived in Chico, California and worked as a statistical correspondent for the Orange Judd Farmer (agricultural journal). In addition to the lithics and basketry in the collection, there are also fourteen objects associated with Ishi (the "last Yahi Indian"). Among the objects associated with Ishi are a moccasin, blanket foundation, and picture, as well as paint pigments and hunting accoutrements.

F.7.6 INGELS COLLECTION

Russell Ray Ingels' collection of Hupa, Yurok, Karuk, Atsugewi, Klamath, Modoc, Pomo, Miwok, Yuki, Washoe, and Paiute basketry was donated to the State in 1936. Ingels, from Mendocino County, was a United States Senator from 1928 to 1934.

F.7.7 MACCALLUM COLLECTION

The MacCallum collection was gifted to the State in 1938. Emma Shirley Kelley (Daisy) was born in Mendocino in 1859. Daisy had an early relationship with Pomoan people and their basketry, having been carried in a traditional Pomo cradle as an infant. From 1879 to 1896, MacCallum lived in Glen Blair while managing her uncle's lumber mill and may have collected baskets from local Pomo working at the mill. The majority of the collection is Pomo basketry collected from 1870 to 1890, which provides excellent examples of pre-market Pomo weaving. Further research of the MacCallum documents at the Mendocino Historical Research Society may provide even more information about the collector and her basketry.

F.7.8 FULLER COLLECTION

Estelle M. Fuller donated her late husband's collection of basketry and beads to the State in 1940. Rolla Dane Fuller lived in Berkeley and operated Rolla Fuller's, a local pharmacy. The Fuller's moved to the Dunsmuir area of Shasta County after 1932 (possibly a vacation home), and the basketry in the collection is representative of the area. While the majority of the collection is Hupa and Modoc, there are also examples of Pomo, Paiute, Shasta, Achumawi, Southern Miwok, Wintu, and Chemehuevi.

F.7.9 DAY COLLECTION

In 1941, Roscoe A. Day's wife, Sarah Helen, and children, Roscoe A. Day, Jr. and Barbara Boscovich, donated his Native American collection to the State. Roscoe A. Day, a Bay Area orthodontist, purchased baskets by Washoe weavers (and sisters) Lena Frank Dick and Lillie Frank James through Carson valley rancher Fred Settlemeyer. Day began commissioning baskets through Settlemeyer around 1926 and continued until his health began to fail in 1934. Several of the *degikup* pieces have been attributed to both of the weavers, some of which were identified by Mr. Settlemeyer in 1979. The collection also contains a fair amount of Paiute beadwork.

F.7.10 GLAS COLLECTION

Winifred Glas donated her husband Maximillian's collection to the State in 1952. According to Winifred, "most of the items were collected in Modoc County, Cedarville, Fort Bidwell area" where Maximillian worked as a druggist during the early twentieth century. The collection consists of Paiute, Washoe, Achumawi Atsugewi, Klamath Modoc, Hupa, Karuk, and Shasta basketry.

F.7.11 MILLER COLLECTION

Mark Trevellick Miller donated his parent's collection of baskets and photographs to the State in 1954, in memory of his grandfather, Andrew Miller, and grandmother, Lydia Russell Miller. Andrew and Lydia came to Susanville in 1963 and built the family home, Longville (Humbug Valley), in 1867. Most of the baskets are Maidu, and were collected by Mark's father Frank Leon Miller and his mother Winifred Miller. Frank inherited the property and lived there with Winifred while operating F. L. Miller Co., a general store, in Greenville. However, at least one was collected by Andrew and Lydia. In correspondence with the State, Winifred Miller refers to this basket as "the old basket" with "ornamental rings" made with "tender pineboughs [sic]," which was "…given to Mother Miller [Lydia] in 1862, and was used as a work basket." The collection includes two photographs of some of the baskets with their makers, which was taken on the Miller property.

F.7.12 FORGEUS COLLECTION

The collection of Jessie Norris Forgeus was gifted to the State by Francis Murphy in 1958. Forgeus lived on a ranch in Spring Valley (Colusa County) and developed friendships with several local Pomo. The baskets are primarily Pomo and Patwin, with the latter originating from

nearby Cortina Rancheria. The Forgeus collection is well documented; therefore, several of the baskets are known to have been woven by Belle Luluk (Patwin). At the time of donation, Francis Murphy also gifted her collection consisting of Pomo, Klamath, Washoe, Miwok, and non-Californian basketry.

F.7.13 SACRAMENTO CITY COLLEGE COLLECTION

"The Sacramento Junior College J. B. Lillard Memorial Loan Collection" was placed on permanent loan to the State in 1959. The bulk of the collection was assembled by Jeremiah B. Lillard, who was president of the college from 1923 to 1940. Lillard initiated the first formal archaeological field classes in California and amassed a comprehensive museum collection at the college. The majority of the objects collected by Lillard are lithics that were unearthed at his excavations; however, there are also a few Hupa, Yurok, and Wappo baskets.

Lillard also secured several private collections during his tenure as president, such as Bluff Creek Tom's collection. Bluff Creek Tom and his baskets are believed to be Karuk and consist of culinary type baskets collected around 1936. George Ochs donated his collection of Yokut and Western Mono basketry to the college in 1937. One of his baskets has been attributed to weaver Jennie Washington (Chuckchansi Yokuts/Southern Miwuk). The collections of Dr. J. H. Barr and Dr. Robert F. Heizer, which are comprised largely of lithics, are also included in the loan.

F.7.14 COHN COLLECTION

Charles Phillip Cohn donated his collection of Native American basketry to the State in 1959. Charles was the son of Senator Phillip C. Cohn (1913–1916) who settled in Folsom in 1874. Charles was born in Folsom in 1901 and remained in Sacramento County until his death in 1970. Washoe, Maidu, and Pomo basketry comprise the bulk of the collection; however, there are also examples of Yurok, Hupa, Pit River, Klamath-Modoc, and Paiute basketry.

F.7.15 WHITE COLLECTION

In 1961, Lottie White bequeathed her sister Gertrude White's collection of Achumawi and Astegewi basketry to the State. Gertrude White acquired most of her baskets in the field while a schoolteacher at Big Bend on the Pit River, and at Hat Creek, in 1898. One of the baskets is attributed to one of Gertrude's students, Lily Tom, an Achumawi weaver. The collection contains several feathered baskets which are in excellent condition.

F.7.16 THE M. H. DE YOUNG COLLECTION

The M. H. de Young Memorial Museum (de Young Museum) (formerly the Golden Gate Memorial Museum) placed many objects no longer relevant to their mission in the care of the State in 1958 and 1964. In addition to several objects collected by the museum's first curator, Charles P. Wilcomb, there are also several from various private collections donated to the museum. The M. H. de Young Collection also includes several sub-collections, which are described below.

F.7.16.1 THE BIEBER COLLECTION

Nathan Bieber came to America from Prussia in 1858 and settled in Chalk Ford (later renamed Bieber) in 1877. Bieber built the first post office in town and acted as the postmaster, as well as a merchant, notary, and publisher of the Big Valley Gazette. Nathan and his wife Clara collected local Pit River basketry and beadwork until they left Lassen County in 1910 and moved to San Francisco. Due to the Bieber's documentation, three separate basket weavers and their baskets have been identified within the collection.

F.7.16.2 THE BOGGS COLLECTION

Mae Helene Bacon Boggs donated her collection of Native American objects to the de Young Museum in 1903. Boggs grew up in Shasta and collected local Pit River basketry (Achumawi and Astarawi bands) from 1874 to 1896. The Boggs collection is probably the largest, most comprehensive, and well documented collection of Pit River cordage warp basketry in existence. While the majority of the collection is Pit River basketry, there are also examples of Hupa, Yurok, Klamath, Tulare, and Shasta basketry, as well as other ethnographic items.

F.7.16.3 THE DUNSHEE COLLECTION

Mrs. Dunshee lived on Larson Ranch near Taylorsville and was childhood friends with a local Maidu girl named Nellie. A cradle in the collection is attributed to Nellie and a burden basket is attributed to Nellie's grandmother, Lucy. The baskets in this collection are primarily Maidu, Hupa, and Washoe.

F.7.16.4 THE WELSH COLLECTION

Henry H. Welsh was a prominent Fresno attorney known to have lived in the county from 1899 until his death in 1945. While the bulk of the collection contains Pomo and Yokuts basketry, there are also Mono, Miwok, Paiute, Chemhuevi, Yuki, Patwin, Wappo, Kawaiisu, and Tubatulabal pieces. The collection also contains a rare example of Coastal Pomo three-strand twining; a basket attributed to Pomo weaver, Mary Mora; and a few baskets made by left-handed weavers.

F.7.16.5 HALL-SHEEDY COLLECTION

The Hall-Sheedy Collection was acquired by the State in 1964. In 1905, Robert Calvin Hall, a Pittsburg businessman, purchased the collection Charles P. Wilcomb had amassed while curator of the de Young Museum. In addition to purchasing Wilcomb's collection, Hall also hired him as a curator for his Native American collection housed at the Ross Mansion in Philadelphia, which became known as the Hall Museum of Anthropology. Wilcomb spent two years designing and constructing cases; cleaning the objects; and creating a card catalog system (with images of the objects glued to the back). He also integrated Hall's collection of 143 baskets, but cataloged them separately from those he collected and sold to Hall.

In 1907, Wilcomb accepted a position as curator of the newly established Oakland Museum. Hall continued to give private tours of his Museum until his death in 1914. Hall's grandsons, Robert and John Sheedy loaned the collection to the Henry Ford Museum in Dearborn, Michigan in 1952. John Sheedy sold the collection to the Twenty-second Agricultural District at Del Mar, California for a fairground exhibit. An audit of the fairgrounds resulted in questionable uses of government funds and the collection was sold to the Museum of the Man in San Diego for one dollar. A state employee at General Services questioned the disposing of "unwanted property" to a non-state agency and contacted the Department of Parks and Recreation. Jack Dyson, curator of the SIM, went to San Diego and retrieved the collection.

The collection consists of lithics, regalia, pottery, weaponry, beadwork, and basketry from Native American groups throughout the continent. The collection is well documented by Wilcomb's catalog cards, which was also acquired by the State. A number of the California Indian baskets also appear in Otis Tufton Mason's, *Aboriginal American Indian Basketry* (1904). In addition, several baskets in the collection are attributed to weavers such as, Joseppa Dick (Pomo), Mary Dunson (Pomo), and Mary Pinto (Pomo).

F.7.16.6 RAKESTRAW PRICKETT COLLECTION

Wilfrid Prickett donated his mother's and grandfather's collection of ethnographic material, glass slides, and documents to the State in 1966. Wilfrid's grandfather, Charles B. Prickett worked as a teacher, Supervisor, and Superintendent of Indian Schools for the United States government from 1879 until his death in 1915. Rita Rakestraw Prickett traveled with her father as a young girl until she began working as a kindergarten teacher for the government Indian schools.

Charles and Rita were assigned to reservations throughout the country, in states such as Nebraska, South Dakota, Oregon, and California. While their collection is comprised of a variety of items from these areas, the majority of the collection is Hupa, Yurok, and Karuk basketry. The bulk of the basketry was collected from friends she made while her father was the superintendent at Chemawa Indian School in Oregon from 1894 to about 1902. At Chemawa, Rita became friends with two Hupa girls attending the school; a friendship she maintained for some forty years. In 1903, Charles was transferred to the Fort Bidwell Industrial School in California, where Rita began her first teaching assignment.

F.7.16.7 ROSE COLLECTION

Anthony and Lois Rose's children donated their parents' collection of Native American items to the State in 1968. Anthony worked as a teacher, principal, and college professor. The Rose's lived in Cedarville (Modoc County) and moved to Modesto (Stanislaus County) around the mid-1920s. The collection consists primarily of Hammawi and Kosealetki basketry, although there are a few examples of Pit River beadwork.

F.7.16.8 CADY COLLECTION

Clara Emily Pardee Cady placed her and her husband's collection of Native American basketry on loan to the State in 1934. In 1969, Clara gifted a fourth of the collection to the State and the remainder of the collection was returned to her in 1970. Clara and Leon Roy were both born in Susanville to influential families in Lassen County. Clara's father and brother comprised the law firm Pardee & Pardee, while Leon's father served as Lassen County Sheriff and Fish and Game Warden. The Cady collection contains mostly Maidu, Paiute, and Pit River basketry, overall, reflecting the tribal population of the Susanville Rancheria.

F.8 USES OF COLLECTIONS

F.8.1 LOANS OF SACRED OBJECTS AND CEREMONIAL REGALIA

Sacred objects and ceremonial regalia are items defined by specific tribes as items needed by spiritual practitioners for traditional Native American spiritual practices, or for the purpose of renewing traditional Native American spiritual practices, and may be requested for loan under the guidelines below:

- Each request must be submitted in writing by the requesting tribe. To be eligible to request loans of sacred objects and/or ceremonial regalia a tribe must be on the list of California Indian tribes maintained by the Native American Heritage Commission.
- Each loan will be considered on a case-by-case basis and will be reviewed by the CIHC Collections Committee and approved by the Capital District Superintendent. Final approval rests with the Deputy Director for Park Stewardship (Operations) as per *Department Operations Manual* (DOM) Chapter 2020.1.3.
- Generally, the duration of loans made for ceremonial purposes shall be for the time necessary for transportation and for the duration of the ceremonial use.
- When cultural materials are affiliated with more than one tribe, the borrower must demonstrate active consultation with all the culturally affiliated tribes. The borrower must provide verification of consultation in the form of a letter of authorization from the culturally affiliated tribe or tribes.
- CIHC staff and designated tribal representatives will determine security precautions and any conditions for handling the loaned object(s) prior to their release by the CIHC. The CIHC reserves the right to conduct appropriate tests on loan objects to protect the health and safety of borrowers, for such things as pesticide contamination.
- For the purpose of security, all loaned objects will be photographed by CIHC staff as well as have a condition report generated.

- In most cases the transportation of sensitive ceremonial material must be by hand-carrying (i.e., in continuous personal possession) or shipment escort, whether by CIHC staff or the borrower, at the borrower's expense. The CIHC will determine method of transport and will work in consultation with the borrower.

- Loaned material may not be moved from the borrower's repository, as agreed, nor shall it be re-loaned. The security and environmental conditions of loaned objects will be agreed upon in advance of the loan by the CIHC and the tribe, including any individuals charged by the tribe with the care of the material.

- Institutions may request sacred objects for research, exhibition or display; however, requests will be reviewed by the CIHC Collections Committee and shall be loaned only after consultation with the appropriate culturally affiliated tribe or tribes. The borrower must provide verification of consultation in the form of a letter of authorization from the culturally affiliated tribe or tribes.

- The CIHC will make available original materials to Native American spiritual practitioners, cultural specialists, and artisans for the purpose of crafting duplicate cultural items in consultation with culturally affiliated lineal descendants or tribes as appropriate.

> *Objects made in the traditional way and used in a traditional way for hands on and ceremonial use, also encourages and strengthens the artistic tradition of Native California Indian people. (Davis, ET. Al, 1991; p. 36.)*

F.8.2 LOANS

- It will be the practice of the CIHC to loan cultural materials to California Indian Tribes, tribal museums, and public institutions, and accept loans from Indian Tribes, tribal museums, and public institutions in accordance with State Parks policy and DOM procedures outlined in DOM Chapter 2010.5.

- The CIHC Collections Committee will be apprised of and make recommendations regarding potential loan requests.

- Loans will be approved by the Capital District Superintendent.

- The receiving institution/authority must have a bona fide cultural and/or educational mandate for loaned cultural material.

- The CIHC will loan cultural material requested by California Indian tribes for ceremonial purposes (see *Loans of Sacred Objects and or Ceremonial Regalia* above).

- Other appropriate agencies eligible for loans may include museums, cultural centers, and public galleries.

- For the purpose of security, all loaned objects will be photographed by CIHC staff as well as have a condition report generated.
- Loans shall not be made for commercial purposes.
- Cultural material(s) shall not be loaned, if it is determined that the material is of such importance, rarity or fragility that lending it would expose it to undue risk or damage.
- Loans requested for traveling exhibitions must be accompanied by a standard facility report for each venue hosting the exhibition.
- Materials that are subject to active repatriation, for which State Parks' legal ownership has been challenged, shall not be loaned except under special circumstances for ceremonial purposes on a case-by-case basis, in consultation with the culturally affiliated lineal descendents or tribe as appropriate.
- Generally, loans are for a one year period. Exceptions may be made, if mutually agreed upon. If so, the loan will be renewed annually for a total period of no more than three years.
- Loans of cultural material made from wildlife specimens will be made in accordance with international, federal, state, and local regulations and applicable State Parks policies.
- Items loaned for exhibits at other institutions must use as a credit line, "Courtesy of California State Parks, California Indian Heritage Center" per DOM Chapter 2010.12.5.

F.8.3 EXHIBITION

- Exhibition and interpretation will be managed in consultation with the curator, CIHC Native Advisory Committee, Native consultants and in accordance with DOM Chapter 2010.10.3
- When developing permanent, temporary or traveling exhibits the CIHC staff will actively seek consultation from Tribal scholars, elders, and other cultural material experts.

F.8.4 RESEARCH

- Research and access to CIHC holdings will be managed in accordance with DOM Chapters 2010.10.2 and 2010.11.

F.8.5 HANDS-ON USE

- Objects for hands-on interpretive use may only be made and used after review and recommendation by the CIHC Collections Committee and approved for use in accordance with DOM Chapter 2010.10.4.

F.9 Relationship to Other Institutions

> *There are 173 museums in the state of California which have special collections of California Indian materials. There are 78 museums in Europe and Asia which possess either a major collection of Native California cultural items or have exceptional items representing the material achievement of the first Californians. Nationally, there are some 190 museums or other institutions outside of California with Native California Collections. (Davis, Et. Al, 1991; p. 12).*

At least 30 State Park Units interpret California Indians. Large collections of Native American cultural materials are cared for at State Parks' Regional Indian Museums at Chawse' (Indian Grinding Rocks State Historic Park), the Antelope Valley Indian Museum State Historic Park, and the Ya'i Hek'i (*Home of the Wind*) Regional Indian Museum at Lake Perris State Recreation Area. The Holman Collection on display at the Pacific House in Monterey State Historic Park has significant Native American holdings from California, the Southwest and Plains cultures.

Many other State Park Units interpret the California Indian cultures of their regions and have displays of tribal items. The holdings at these park units are part of the Statewide Ethnographic Collection cared for by the CIHC. These items will continue to remain at the Park Units where they are now interpreted unless, for some reason, the Capitol District Superintendent requests their transfer back to the CIHC holdings.

A primary goal of the CIHC is to provide for the broad representation of California Indian culture and history. It is not possible for the CIHC to represent every California Native culture in depth. The CIHC encourages the development of regional heritage centers within State Parks. The CIHC should be a strong partner in helping the development and operation of regional centers through training, conservation services, and loans of cultural materials, both incoming and outgoing. The CIHC expects to be an integral partner with museums interpreting the culture and history of California Indian peoples, statewide, nationally, and internationally.

The items from the M. H. de Young Collection present a unique situation that needs to be resolved. In 1964 the de Young Museum gave State Parks most of its ethnographic collection along with other items related to the Midwinter Fair. There was never a formal document that defined the terms of the transfer. Therefore, this collection does have a relationship, be it undefined, between the de Young Museum and State Parks.

F.10 Collection Development Goals

- Develop holdings through accepting gifts, making purchases, and through exchanges with other institutions.
- Identify the cultures and geographical areas in which the CIHC holdings are underrepresented. Develop priorities and strategies for acquisition through gift, purchase, exchange or loan as appropriate, to strive for balanced representation of California cultures within CIHC holdings. This process should be directed by the CIHC Collections Committee.
- Develop traveling exhibits and reciprocal loans, including encouraging Native American families to display and interpret their personal collections at the CIHC.
- Actively locate and negotiate for the return of significant California collections in the possession of museums from outside of California through gift, loan, exchange, and purchase, including European museums where the earliest California Indian art and cultural objects are now located.
- Compile all known photographic images of California Indian people, including acquiring a copy of the California Indian Library Collection, currently housed in the State Library.
- Transfer the State Parks Native American Photograph Archives Collections to the CIHC
- Develop a strategy for the acquisition of contemporary Indian art and priorities for acquisition.
- Encourage the production cultural materials by California Indian artisans for tribal use, CIHC programs and demonstrations.
- Encourage the purchase of Native-made reproductions from basket weavers, regalia makers, carvers and artists.

F.10.1 DEACCESSION

- Proposed deaccessions will be reviewed and recommendations made by the CIHC Collections Committee and accomplished in accordance with DOM Chapter 2010.4.
- Recommendations for deaccession:

    1. Arctic collection - a beautiful representation of Arctic carvings, clothing, tools, hunting and fishing equipment. This collection would be better off in a setting that specializes in this type of material.

2. Southwest pottery - pottery that dates from archaeological time periods to items made by contemporary potters. This collection would be better off in a setting that specializes in this type of material. Perhaps a museum, university or tribe in the Southwest.

3. Hunting equipment from Australia, New Guinea, Samoa and New Zealand - items that came under State Parks' stewardship with the items from the de Young. The de Young Museum should be approached first to see if they would like to take possession.

F.10.2 INTELLECTUAL PROPERTY RIGHTS

- State Parks reserves the right to determine how images of the holdings in the care of the CIHC will be used, credited, and interpreted, including but not limited to contemporary art, print, film and electronic media in accordance with DOM Chapter 2010.12.

F.10.3 GIFTS AND PURCHASES

- The CIHC will only accept gifts and make purchases of cultural materials that are appropriate to the purpose, vision and major interpretive themes of the CIHC, and in the interest of balanced cultural representation.

- The CIHC will primarily accept gifts and purchase cultural materials originating from and used by California Indian cultures; however, cultural materials originating from non-California cultures may be acquired to fulfill specific interpretive needs, after staff recommendation and upon review and recommendation of the CIHC Collections Committee.

- Works of contemporary art by California Indians will be the primary focus of the CIHC; however, the CIHC will consider donations of contemporary art by non-California Indian artists to fulfill specific interpretive needs, after staff recommendation and review and recommendation by CIHC Collections Committee.

- Gifts and purchases will be acquired in accordance with State Parks Accessions Policy in accordance with DOM Chapter 2010.3.

- The CIHC will not accept gifts of cultural items determined to be subject to the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) or CalNAGPRA (See Repatriation section below).

- The CIHC will acquire natural history specimens that contribute to the interpretation of California Indian cultures and the evolution of the CIHC site's habitat.

- The CIHC will encourage and aid potential donors of cultural materials that are deemed inappropriate for acquisition by the CIHC for repatriation to the culturally affiliated Indian tribe or other public institution as appropriate.

- CIHC curators will not perform appraisals for potential donors, but may provide referrals to appraisers.

F.11 Condition of the Collection

The general condition of the California Indian collection of the CIHC is good. For the past 20 years the collection has been located in stable climate controlled rooms that also have regular Integrated Pest Management (IPM) programs. This has helped tremendously in keeping the items structurally sound and pest free. Many of the items are housed using museum techniques that include acid free mounts, wide drawers for fragile textiles, and separate units for feathered baskets, headwear, beads, weapons, pottery, and regalia. There are instances where male and female items have been separated by request of tribes.

F.11.1 CROWDING

While the environmental conditions have been good where CIHC items are kept, some do suffer from overcrowded conditions. Many of the shelves at the SMRC warehouse have baskets stored on baskets, due to lack of space. Mitigation measures have been taken to ease the effects of the overcrowding. For example, if baskets are in other baskets, sheets of acid free tissue are in between the two. Where possible, additional shelving has been added; however, space limitations in the Environmental Room prevent adding additional units.

More units to keep regalia flat are needed. While there is a unit for the fragile garments, it would be better practice to have less crowded conditions to optimally protect the regalia. This recommendation also applies to getting more units to store headpieces and other larger regalia items. However, space limitations may prevent adding additional units.

F.11.2 MOUNTS

Basketry and non-basketry items need to be assessed to determine what type of mounts need to be developed for optimal conditions. Items of wood, stone, fabric, leather, feathers, fur, and other natural fibers need to have better mounts designed for their specific needs. Headpieces, for example, should be kept on formed mounts for better conservation conditions. If this was done however, it would also require more space, which is already an issue.

F.11.3 CLEANING

Many of the baskets have an accumulation of “museum dust” and need to be cleaned using a soft brush and a variable-suction vacuum. All baskets being loaned are to be cleaned and a condition report must be generated prior to their release. A schedule for dusting baskets that are not on display or on loan needs to be developed to remove any accumulated grime. A conservator should be engaged for developing a plan that would prioritize conservation needs and treatments in a conservation assessment document.

F.11.4 CONTAMINATION

In May of 2001, testing of the air quality for potential airborne exposure hazards to museum employees and volunteers was conducted at the SIM. The results concluded that there was no evidence of any significant airborne exposures at the museum that occurred during the types of typical routine tasks performed.

In July 2009 old record cards were discovered which indicated that five feather baskets from one collection had been treated with a moth proofing agent in 1959.

After an exhaustive records search, the curators found evidence that 266 items had been treated with a moth proofing agent in 1956. Contaminated baskets and other items have been identified and separated from the rest on the collection.

In February 2011, the air quality of the environmental room at SMRC was tested for potential airborne exposure hazards.

As with other ethnographic collections at other institutions, standard safety precautions are taken when handling items. For safety reasons, comprehensive testing and possible cleaning of contaminated items is extremely important.

F.11.5 REGISTRATION AND INVENTORY

Record keeping for all State Parks' holdings was scant prior to the 1960s, and it was not systematic. Some records of varying degrees of completeness were acquired with donated collections. A systematic registration system was developed in the mid-1960s, but it was inconsistently used statewide. Items were transferred between State Parks Units and the SMRC without documentation. Some long-term loans were received into State Parks' custody without associated inventories.

State Parks is committed to maintaining a complete and accurate inventory of all its holdings. This includes physical inventory, the reconciliation of old records or documentation, and the registration of what was not previously recorded. To manage this undertaking, a computerized collections management system was first instituted in 1989. The majority of State Parks' ethnographic collections have been data entered into this system from paper records. Native American cultural material have had the highest priority in the inventory project, due to exhibit needs in State Parks, the interest expressed by Native people, the general public, and compliance with NAGPRA. Completing the physical inventory and reconciliation for all the collections statewide has been an ongoing project and will continue as funding and staff are available.

F.12 COLLECTIONS MANAGEMENT GOALS

It is an essential part of the museum's mission that it store and exhibit Native American items in its care in ways in accord with Native American beliefs and

> *feelings….Aside from being the ethically correct policy, proper care of Native American items will increase the trust between the California Indian population and the museum. This increased trust can greatly enhance the museum's ability display and interpret Native American materials, and thus help it fulfill its purpose. (Davis, et. Al, 1991; p. 19)*

The CIHC's goal is to manage and develop the holdings under its care for the benefit of California Native People and the citizens of California in accordance with DOM Chapter 2000. In accomplishing this goal the CIHC will:

- Be a professionally designed facility with curatorial, display and research functions.
- Maintain a proper museum environment (environmental and physical security) for collections on and off display.
- Include dynamic *visible storage or open storage* as a component of the CIHC holdings facility.
- Be a leader in the use of appropriate technological innovations in conservation and restoration.
- Make its holdings accessible to Native people and academic professionals for research purposes.
- Adhere to State Park practices and procedures for the approval and gift ownership, park-to-park transfers, and incoming and outgoing loans.
- Strive to make cultural materials available for ceremonial use by tribal spiritual practitioners.
- Strive to curate, display and interpret Native objects in accordance with California Indian traditional values and procedures in consultation with tribal museums and family regalia caretakers to ensure displays do not violate the accepted spiritual or ethical practices of members of the originating Indian group.
- Do not hold Native American human skeletal remains, associated, and unassociated funerary objects. Strive to maintain a balance between the traditional care and standard museum care practices for the collections under its stewardship.
- Be a resource for training Native Americans in traditional and standard museum care, conservation, and restoration practices and procedures.
- Develop and maintain traditional care practices, as well as prevailing museum standards to meet the accreditation criterion of the American Association of Museums.
- Perform ongoing conservation assessments.

- Aid tribes and tribal museums in the care of their own collections in terms of training and conservation services.
- Develop a program to bring cultural objects to isolated Native American tribal groups.
- Complete the physical inventory of the non-basket portion of the ethnographic collections.
- Consult with the de Young Museum to resolve the ownership of the M. H. de Young Collection in State Parks' possession.
- Assess the cultural, historic, interpretive value and relevance of non-native California material in the ethnographic collections.
- Complete recommendations and a plan for the deaccession of non-native California materials in the ethnographic collections.
- Complete an assessment of the impact of contaminants on the holdings cared for by the CIHC.
- Partner with State Parks' Regional Indian Museums and State Park Units holding collections and interpreting California Native culture, tribal museums, regional facilities, and centers.
- Organize its care facility by geographical region and culture.
- Partner civil service/non-civil service staff at all levels to promote training and Indian staff representation.
- Incorporate "cultural competence" as exam criteria in the civil service position examinations for the classifications used at the CIHC.
- Maintain online computer access to CIHC collections.
- Identify CIHC collections on loan to other parks and institutions.
- Identify CIHC collections on loan from other parks and institutions.

F.12.1 COLLECTIONS CARE

> *Many cultural materials in museums today were "dedicated to a particular spirit" when they were made. These materials especially require spiritual caretaking, and the only people who can provide it are the spiritual leaders of the tribes from which the objects originated….Visitors to the California Indian Museum will experience Native California Indian people's value systems as well as see their artifacts….A procedure must be established with tribal leaders to identify the spiritual leaders who will be allowed access to the collections….Indian practices may be in conflict with standard museology. (Davis, ET. Al, 1991; pp. 35-36)*

- How objects are cared for and housed should be in consultation with culturally affiliated tribes and if possible the lineal descendants of their makers, and in accordance with DOM Chapter 2010.9.

- When not on display, collections from the same cultures should be kept together in the same location in the facility.

- The CIHC Collections Committee and relevant cultural specialists should review all exhibit plans to ensure that culturally sensitive items are not inappropriately displayed, and interpretive messages are culturally sensitive and historically accurate.

F.12.2 REPATRIATION

> *The involvement of California Indian people in deciding which Indian ceremonial objects are appropriate for display and which need to be repatriated to the tribes for which they originate, or any other arrangement in between, is essential to the legitimacy of the California Indian Museum as an institution. (Davis, ET. Al, 1991; pg. 19)*

The CIHC California Indian Advisors have stated that they do not want the CIHC to serve as an archaeological repository or be involved with the care of Native American human remains, associated, and unassociated funerary objects in the possession of State Parks that are subject to NAGPRA and CalNAGPRA.

> *The center will not serve as an archeological repository, and will not house human remains and/or associated funerary objects. (Task Force Review of 1991 Study, pg. 5)*

However, the CIHC is also subject to the section of NAGPRA dealing with what the law defines as sacred objects and objects of cultural patrimony. The CIHC may have items in its possession that tribes may find fit these categories.

State Parks' NAGPRA program is administered in the Museum Service Section, in the Department's Division of Archaeology, History and Museums. The Department's NAGPRA coordinator works in the Section and responds to claims for repatriation from lineal descendents and culturally affiliated tribes. The CIHC pledges to work openly with the Department's NAGPRA Coordinator, lineal descendents, and culturally affiliated Indian tribes to facilitate the repatriation of any items that are subject to NAGPRA (also see DOM Chapter 2010.4.5)

F.13 Documents Used in Preparation

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California State Parks. 1989 (July). State Indian Museum Preliminary General Plan. Sacramento, CA.

———*. 1991 (October). California Indian Museum Study*. The Resources Agency, Sacramento, CA.

———*. 1992 (September 21). The Holman Collection of Native American Objects at Pacific House, Monterey State Historic Park*. Office of Interpretive Services. Sacramento, CA.

———. 2000 (January 3). *Status of Ishi-Related Artifacts in the Collection of the Department of Parks and Recreation*. Sacramento, CA.

———. 2004 (October). *Museum Collections Management Handbook Volume II: Practices and Procedures.* Patricia Morris (Ed.). Originally published December 2001, portions revised October 2004. Museum Services Section, Cultural Resources Division.

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———. 2007 (October 30), *Report on the Inventory and Documentation of the Native American Basketry Collection at the Department of Parks and Recreation, State Museum Resource Center, West Sacramento.* Sacramento, CA.

———. 2007 (August). *California Indian Heritage Center Project City of West Sacramento East Riverfront Site Preliminary Environmental Evaluation and Issue Identification*. Northern Service Center, Sacramento, CA.

———. 2009 (March). *Guide for Writing a Scope of Collections Statement.* Archaeology, History & Museums Division Museum Services Section, Sacramento, CA.

———. 2010 (April 22). *Report on the Collections Stewardship Project, State Museum Resource Center, California State Parks, California Indian Heritage Center.* Sacramento, CA.

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Davis, L., R. Miguelena, P. Apodaca, D. Marquart, and D. Koue. 1991. *The California Indian Museum Report of the California State Indian Museum Consultants*, Revised April 15, 1991.

Mason, O.T. 1902. *Aboriginal American Indian Basketry,* Rio Grande Press, Inc., Glorietta, New Mexico.

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State Indian Museum Feasibility Study Central Museum Building Architectural Needs 1991 California Museum Study Appendices (October 1991).

Ralph Appelbaum Associates. 2007 (September). *California Indian Heritage Center: The Developing Vision, Interim Project Planning and Interpretive Programming Report*. New York, NY. Prepared for the California Indian Heritage Center, Sacramento, CA.

Swiden, C. 2005. *State Museum Resource Center Evaluation.* Conducted April to June, 2005.

F.14 ADVISORS

F.14.1 NATIVE AMERICAN ADVISORS

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Adriane Tafoya

Frank LaPena

Cristina Gonzales

F.14.2 STATE PARKS STAFF

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Jena Peterson, Curator I

Lee Eal, Senior Park Aide

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Teresa Williams, Park Aide

Stan Stanich, Park Aide

F.14.3 CONSULTANTS

Brian Bibby

Appendix G

Native American Consultation

CALIFORNIA INDIAN HERITAGE CENTER

State of California • The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Arnold Schwarzenegger, *Governor*
Ruth G. Coleman, *Director*

Acquisition & Development Division
Northern Service Center – Resources Services Section
One Capitol Mall, Suite 500
Sacramento, Ca 95814

To: Native American Heritage Commission
Fax #: 657-5390
Phone #: 653-4082
No. Pages (including this one): 3
Date: May 31, 2007

Re: Request Sacred Lands file search and list of contacts – follow - up

Project: West Sacramento Study Area (Possible California Indian Heritage Center)

Map Names: Sacramento West

Purpose of File Search: On March 21, 2006, I requested the Native American Heritage Commission to complete a search of the sacred lands files for the original study area depicted on the attached topographic map. The study area encompassed an estimated 86 acres in Township 9 North, Range 4 East, on the USGS 7.5' series West Sacramento, CA topographic quadrangle (see attached map). The original study area has now been cut in half to about 43 acres.

Debbie Pilas-Treadway's reply of April 4, 2006 read in part, "The Native American Heritage Commission has reviewed the Sacred Lands File and found several burial/recorded sites within the project area." We followed the recommendation that we contact the Northwest Information Center, and their records showed three sites within a mile of the study area, but nothing within the study area.

After that, the study was put on hold, but has recently been revived. So we now wish to pursue our inquiry. Please review your files once again and inform us whether you have any record of sites or burials specifically within either the original or new smaller study areas. Please also send us an updated Native American contact list for Yolo County.

If you have any questions about this request, please feel free to contact me by mail at the above address, by phone at (916) 445-8814, by fax at (916) 445-8883, or by email at wwulz@parks.ca.gov. Please fax me the results at your earliest convenience.

Thank you,

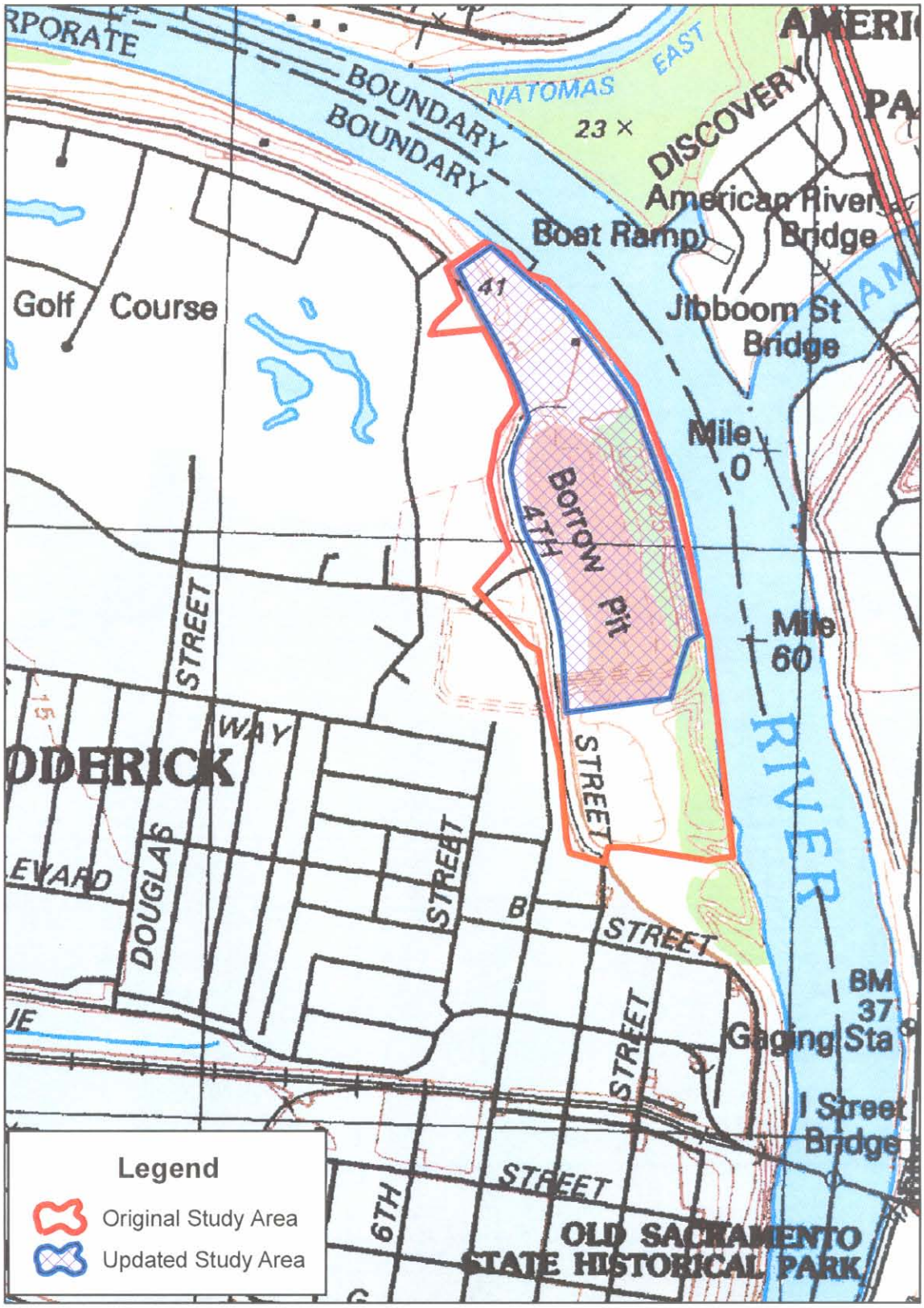
Warren Wulzen, Associate State Archaeologist
Acquisition and Development Division, Northern Service Center

Attachment: Topo map of study area

✓ cc: Maria Baranowski

West Sacramento Study Area

Sacramento West USGS 7.5' Quad Scale 1:10,000



State of California

Memorandum

Date: April 24, 2006

To: Maria Baranowski
Senior Architect
Northern Service Center

From: Warren Wulzen
Associate State Archaeologist
Resources Section, NSC

Subject: CIHC West Sacramento Parcels

I have received the records search from the Northwest Information Center (NWIC) for the area on the West Bank of the Sacramento River that is currently under study for the California Indian Heritage Center (CIHC). We need to acquire copies of the pertinent archaeological reports and site records and synthesize these prior to conducting any field research.

Three sites are indicated on the map returned by the NWIC: CA-YOL-24 (P-57-000027), CA-YOL-25 (P-57-0028), and CA-YOL-27 (P-57-000030). All three are recorded as prehistoric mound sites, and none of these are within our proposed study area. YOL-25 is the closest known site, located approximately 1500 feet northwest of the study area.

Here is a list of the reports that may pertain to the study area:

- Holman, Miley Paul, 1984, *River Bend Archaeological Reconnaissance* (letter report).
- Eddy, Beverly C. & Kenneth J. McIvers, 1989 *Evaluation of the Impact of the Raley's landing Assessment District; Broderick Area Sewer Improvement projects on Archaeological SDite CA-YOL-27, West Sacramento, California.*
- Peak & Associates, 1985, *Cultural Resource Assessment of the Lighthouse Marina Project, Broderick, Yolo County, California.*
- Weaver, Richard A., 1985, *Cultural Resources Survey, Sacramento River Navigation Improvement (SRNI) Disposal Action, Yolo County, California.* US Army Corps of Engineers.
- Jones & Stokes Associates, Inc., 1996, *The archaeological Inventory and Determination of Effect for the City of West Sacramento Riverfront Improvements Project, Yolo County, California.*
- Allan, James M., 2002, *report of Archival and Historic Literature Research on Select Obstructions to navigation in the Sacramento River, Sacramento and Yolo Counties, California.*

I will search for copies of these publications in Department of Parks and Recreation libraries. Please request of the City of West Sacramento copies of any of these reports that they may have available.

If you need further information about these documents or the cultural resource work for the study area, please contact me at (916) 445-8814 or wwulz@parks.ca.gov.

Warren Wulzen
Associate State Archaeologist

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

July 12, 2007

Warren Wulzen
Associate State Archaeologist
Northern Service Center
Department of Parks and Recreation
One Capitol Mall, Suite 500
Sacramento, CA 95814

RE: Proposed California Indian Heritage Center, West Sacramento, Yolo County

Sent By Fax: (916) 445-8883
Pages Sent: 8

Dear Mr. Wulzen:

A record search of the Sacred Lands File has failed to indicate the presence of Native American cultural resources in the immediate project area. The presence or absence of specific site information in the Sacred Lands File does not indicate the absence of other cultural resources in any project area. Other sources of information regarding cultural resources in your project area should also be contacted for information regarding known and recorded sites. I suggest you consult with all of those on the accompanying Native American Contacts list, if they cannot supply information, they might recommend others with specific knowledge about cultural resources in your project area. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

Debbie Rilas-Treadway
Environmental Specialist III

Attachment

Native American Contacts
Yolo County
July 12, 2007

Wintun Environmental Protection Agency
P.O. Box 1839 Wintun (Patwin)
Williams , CA 95987
corwepa@hotmail.com
(530) 473-3318
(530) 473-3319
(530) 473-3320 - Fax

Rumsey Indian Rancheria of Wintun
Marshall McKay, Chairperson
P.O. Box 18 Wintun (Patwin)
Brooks , CA 95606
mmckay@rumseywintu-nsn.
(530) 796-3400
(530) 796-2143 Fax

Grindstone Rancheria of Wintun-Wailaki
Kenneth Swearinger, Chairperson
P.O. Box 63 Nomlaki
Elk Creek , CA 95939 Wintun (Patwin)
e_swearinger@yahoo.com Wailaki
(530) 968-5365 Muimok
(530) 968-5366 FAX

Cortina Band of Indians
Elaine Patterson, Chairperson
PO Box 1630 Wintun / Patwin
Williams , CA 95987
(530) 473-3274 - Voice
(530) 473-3190 - Voice
(530) 473-3301 - Fax

Colusa Indian Community Council
Wayne Mitchem, Chairperson
3730 Hiway 45 Wintun (Patwin)
Colusa , CA 95932
itchum@colusanet.com
0) 458-8231
530-458-3866

Colusa Indian Community Council
Shannon Morganson, Tribal Administrator
3730 Hiway 45 Wintun (Patwin)
Colusa , CA 95932
CICC@colusanet.com
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Paskenta Band of Nomlaki Indians
Everitt Freeman, Chairperson
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Orland , CA 95963 Wintun
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(530) 865-1870 Fax

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ie list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed alifornia Indian Heritage Center, West Sacramento, Yolo County.

Native American Contacts
Yolo County
July 12, 2007

Sierra Native American Council
Dwight Dutschke, Chairperson
Box 12045 Miwok
Ione , CA 95640
(209) 274-2357

Butte Tribal Council
Ren Reynolds
1693 Mt. Ida Road Maidu
Oroville , CA 95966
(530) 589-1571

Berry Creek Rancheria of Maidu Indians
Cultural Resources Rep
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Oroville , CA 95966
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(530) 534-3859
(530) 534-1151 FAX

Mooretown Rancheria of Maidu Indians
Gary Archuleta, Chairperson
#1 Alverda Drive Maidu
Oroville , CA 95966 KonKow / Concow
frontdesk@mooretown.org
(530) 533-3625
(530) 533-3680 Fax

Mechoopda Indian Tribe of Chico Rancheria
Dennis Ramirez, Chairperson
125 Mission Ranch Blvd Mechoopda Maidu
Chico , CA 95926 Concow
ard@mechoopda-nsn.gov
(530) 899-8922 ext 215
(530) 899-8517 - Fax

Shingle Springs Band of Miwok Indians
Jeff Murray, Cultural Resources Manager
P.O. Box 1340 Miwok
Shingle , CA 95682 Maidu
jmurray@ssband.org
(530) 676-8010
(530) 676-8033 Fax

Jackson Band of Mi-Wuk Indians
Margaret Dalton, Chairperson
P.O. Box 1090 Me-Wuk - Miwok -
Jackson , CA 95642
d.keeney@jacksoncasino.com
(209) 223-1935
(209) 223-5366 - Fax

Rose Enos
15310 Bancroft Road Maidu
Auburn , CA 95603 Washoe
(530) 878-2378

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Native American Contacts
Yolo County
July 12, 2007

Wilton Rancheria
Mary Daniels-Tarango, Chairperson
7916 Farnell Way Miwok
Sacramento, , CA 95823
(916) 427-2909 Home

Leland Daniels
7531 Maple Leaf Lane Miwok
Sacramento , CA 95828
(916) 689-7330

El Dorado County Indian Council
P.O. Box 564 Miwok
El Dorado , CA 95623 Maidu
(530) 647-0423

Todd Valley Miwok-Maidu Cultural Foundation
Christopher Suehead, Cultural Representative
PO Box 1490 Miwok
Foresthill , CA 95631 Maidu
tvmmcf@foothill.net
(530) 367-3893 - Voice / Fax

United Auburn Indian Community of the Auburn
Jessica Tavares, Chairperson
575 Menlo Drive, Suite 2 Maidu
Rocklin , CA 95765 Miwok
663-3720
916 663-3727 - Fax

Randy Yonemura
4305 - 39th Avenue Miwok
Sacramento , CA 95824
honortraditions@mail.com
(916) 421-1600

Ione Band of Miwok Indians
Matthew Franklin, Chairperson
PO Box 1190 Miwok
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matt@ionemiwok.org
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(209) 274-6636 Fax

Mechoopda Indian Tribe of Chico Rancheria
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pcuddeford@mechoopda-nsn.
(530) 899-8922 ext-209
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Native American Contacts
Yolo County
July 12, 2007

Buena Vista Rancheria
Rhonda Morningstar Pope, Chairperson
PO Box 162283 Me-Wuk / Miwok
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rhonda@buenavistatribe.com
916 491-0011
916 491-0012 - fax

El Dorado Miwok Tribe
Ernest Faircloth, Cultural Preservation
PO Box 258 Miwok
El Dorado , CA 95623
(530) 626-7572

KonKow Valley Band of Maidu
Patsy Seek, Chairperson
1706 Sweem Street KonKow / Concow
Oroville , CA 95965 Maidu
(530) 533-1504

Strawberry Valley Rancheria
Calvine Rose, Chairperson
PO Box 667 Maidu
Marysville , CA 95901 Miwok

California Valley Miwok Tribe
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El Dorado Miwok Tribe
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El Dorado , CA 95623
miwoktribe@hotmail.com
530-363-3257
916-962-2179

Chicken Ranch Rancheria of Me-Wuk Indians
Melissa Powell, Cultural Resources Coordinator
P.O. Box 1159 Miwok/Me-wuk
Jamestown , CA 95327
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(209) 984-5606 fax

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Yolo County
July 12, 2007

Berry Creek Rancheria of Maidu Indians
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Calaveras County Mountain Miwok Indian Council
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209-772-1107

Enterprise Rancheria of Maidu Indians
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Strawberry Valley Rancheria
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Nashville-El Dorado Miwok
Cosme Valdez, Interim Chief Executive Officer
PO Box 580986 Miwok
Elk Grove , CA 95758
916-429-8047 voice
916-429-8047 fax

Ione Band of Miwok Indians
Heritage Cultural Committee
PO Box 1190 Miwok
Ione , CA 95640
billie@ionemiwok.org
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Native American Contacts
Yolo County
July 12, 2007

United Auburn Indian Community of the Auburn
Tribal Preservation Committe
575 Menlo Drive, Suite 2 Maidu
Rocklin , CA 95765 Miwok
916 663-3720
916 663-3727 - Fax

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State of California • The Resources Agency **Arnold Schwarzenegger**, *Governor*

DEPARTMENT OF PARKS AND RECREATION Ruth G. Coleman, *Director*
Acquisition & Development Division
Northern Service Center
One Capitol Mall, Suite 500
Sacramento, Ca 95814

July 18, 2007

Addressee
Street
City, CA 95531

Attn: xx

RE: Proposed CA Indian Heritage Center, West Sacramento, Yolo County

The State of California Department of Parks and Recreation (DPR), in conjunction with the California Indian Heritage Center Task Force, is currently reviewing a 45 acre parcel of land on the west bank of the Sacramento River in West Sacramento, Yolo County, as a potential site for a State Park to contain the new California Indian Heritage Center (see enclosed map). This land is currently owned by the City of West Sacramento Redevelopment Agency.

Searches of records at both the Native American Heritage Commission and the Northwest Information Center revealed no previously known cultural resources or sacred sites within the study area. Archaeological sites to both the north and south of the project area have been recorded as containing human remains, but neither is within one-third mile of the land parcel under study.

This area and some State Lands along the west shore of the Sacramento River were surveyed for archaeological resources by a four-person DPR crew on June 21, 2007. The surface survey of the parcel yielded no evidence of a prehistoric presence and numerous locations of possible historic to recent activity. The latter consisted of concrete footings or slabs, blacktop pavement, fences, an abandoned swimming pool, and several concentrations of bricks, glass or concrete pieces.

The planning process for this project is continuing. We are interested in whether you have any information or concerns about this property. Please feel free to submit your comments to Rob Wood by phone (916) 653-1490 or e-mail to rwood@parks.ca.gov or to Warren Wulzen by phone (916) 445-8814 or email at wwulz@parks.ca.gov. You may also write to either of us and send it by fax to (916) 445-9100 or by mail to the address above.

Thank you,

Warren Wulzen
Associate State Archaeologist

Rob Wood
Associate Park & Recreation Specialist

Enterprise Rancheria

Estom Yumeka Maidu Tribe

1940 Feather River Blvd., Suite B
Oroville, CA. 95965-5723

Ph: (530) 532-9214
Fax: (530) 532-1768
Email: eranch@cncnet.com

July 24, 2007

Warren Wulzen
Associates State Archaeologist
Rob Wood
Associate Park & Recreation Specialist

RE: Proposed CA Indian Heritage Center, West Sacramento, Yolo County

Enterprise Rancheria EPA Department

We offer tribal monitors to assist on these projects!
This is a well known tribal homeland and passing area.
When the four party DPR crew did the survey were there monitors present?
Our protocol is as follows-

If during surveys or ground disturbing activities, any resources are uncovered all work shall cease within the area of the find, pending an examination of the site and materials by a professional Archaeologist and tribal site monitor.

If any remains are uncovered, the Health and Safety Code 7050-55097.9 shall be enforced and strictly adhered to!
The tribes will work with local authorities on the disposition of cultural resources.
We will be working with the tribes in that area on this project!

Ron Reynolds
EPA PLANNER
SITE MONITOR

RECEIVED
JUL 25 2007
NORTHERN SERVICE CENTER

- DESIRABLE KNOWLEDGES AND ABILITIES
- REQUIREMENTS
- EXPERIENCE
- PREFERENCE

When developers and public agencies assess the environmental impact of their projects, they must consider "historical resources" as an aspect of the environment in accordance with California Environmental Quality Act (CEQA) Guidelines section 15064.5. These cultural features can include Native American graves and artifacts; traditional cultural landscapes; natural resources used for food, ceremonies or traditional crafts; and places that have special significance because of the spiritual power associated with them. When projects are proposed in areas where Native American cultural features are likely to be affected, one way to avoid damaging them is to have a Native American monitor/consultant present during ground disturbing work. In sensitive areas, it may also be appropriate to have a monitor/consultant on site during construction work.

A knowledgeable, well-trained Native American monitor/consultant can identify an area that has been used as a village site, gathering area, burial site, etc. and estimate how extensive the site might be. A monitor/consultant can prevent damage to a site by being able to communicate well with others involved in the project, which might involve:

1. Requesting excavation work to stop so that new discoveries can be evaluated;
2. Sharing information so that others will understand the cultural importance of the features involved;
3. Ensuring excavation or disturbance of the site is halted and the appropriate State laws are followed when human remains are discovered;
4. Helping to ensure that Native American human remains and any associated grave items are treated with culturally appropriate dignity, as is intended by State law.

By acting as a liaison between Native Americans, archaeologists, developers, contractors and public agencies, a Native American monitor/consultant can ensure that cultural features are treated appropriately from the Native American point of view. This can help others involved in a project to coordinate mitigation measures. These guidelines are intended to provide prospective monitors/consultants, and people who hire monitors/consultants, with an understanding of the scope and extent of knowledge that should be expected.

Ione Band of Miwok Indians

Tribal Council

Matthew Franklin
Chairman

Johnny "Gil" Jamerson *Vice-Chairman*

Tracy Tripp
Secretary

Barbara Sanchez
Treasurer

Ralph "Troy" Hatch
Member at Large

Pamela Baumgartner
Tribal Administrator

Billie Blue Elliston
Heritage Cultural Committee Chairperson

Sandy Waters
Enrollment Committee Chairperson

August 7, 2007

RECEIVED
AUG 1 4 2007
AUG 1 4 2007
NORTHERN SERVICE CENTER
NORTHERN SERVICE CENTER

State of California
Resources Agency
Department of Parks and Recreation
P.O. Box 942896
Sacramento, Ca 94296-0001

Re: Reviewing 45 acre parcel of land on the bank of the Sacramento River in West Sacramento, Yolo County As a potential site for a State Park to contain the New California Indian Heritage Center.

Warren Wulzen
Associate State Archaeologist

Our Heritage Cultural Committee has reviewed your letter, and our research has determined that the proposed project site mentioned may possibly be within our Tribes Ancestral Territory.

The proposed project could be subject to Section 106 of the National Preservation Act (NHPA), and/or Native American Graves Protection and Repatriation Act (NAGPRA). Please keep the Tribe informed on this current project listed above.

Thank you for notifying the tribe and if you should have further questions, please do not hesitate to contact me at billie@ionemiwok.org.

Sincerely,

Billie Blue Elliston
Heritage Cultural Committee Chair

14 West Main Street • PO Box 1190 •
Phone: 209.274.6753 • Fax: 209.274.6636

Rumsey Indian Rancheria

YOCHA-DE-HE

Rumsey Band of
Wintun Indians

August 30, 2007

Warren Wulzen & Rob Wood
Department of Parks and Recreation
Acquisition & Development Division
Northern Service Center
One Capitol Mall, Suite 500
Sacramento, CA 95814

Re: Proposed California Indian Heritage Center, West Sacramento, Yolo County

Dear Mr. Wulzen and Mr. Wood:

Thank you for your letter dated, July 18, 2007, seeking information regarding historic/sacred sites on the proposed California Indian Heritage Center area, your proposed building site. We appreciate your efforts to contact us, and wish to respond.

Based on the information provided, Rumsey Indian Rancheria of Wintun is not aware of any "historic properties" on this site. However, as the project progresses, if any new information or historic remains are found, we do have a process to protect such important and sacred artifacts.

Upon such a finding, please contact the following individuals:

Mr. Marshall McKay
Chairman, Rumsey Indian Rancheria of Wintun
Office: (530)796-3400
mmckay@rumseywintun-nsn.gov

Mr. Leland Kinter
Office: (530)796-3400
Windug21@hotmail.com

And copy all communications to:

Rumsey Indian Rancheria

YOCHA-DE-HE

Rumsey Band of
Wintun Indians

Ms. Michelle LaPena
Attorney
LaPena Law Corporation
2001 N Street, Suite 100
Sacramento, CA 95814

Thank you again for your commitment to preserving our cultural heritage.

Sincerely,

Marshall McKay

Tribal Chairman

PO Box 18 Brooks, California 95606 p) 530.796.3400 f) 530.796.2143 www.rumseyrancheria.org

Appendix H

Parking

CALIFORNIA INDIAN HERITAGE CENTER

Landscaped parking lot with pedestrian access

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H.1 PARKING

H.1.1 PARKING PROJECTIONS – REGULAR OPERATIONS

Table H.1, Parking Analysis, displays estimated parking for the California Indian Heritage Center (CIHC) by phase. Parking for each phase is based on peak daily museum attendance, plus an additional 15% to accommodate slight surges in usage. Table H.5, Museum Attendance Analysis, on page H-4, shows how attendance at the CIHC was derived.

These projections are based on the Business Plan (AECOM 2010), which included a comparison with other similar heritage facilities. The Business Plan, completed in 2010, recognizes that such facilities typically draw a significant level of private bus usage, due to visitation by school children and other formal tour groups, and lower automobile usage. This updates parking needs stated in the earlier Transportation Study (Appendix E), which was based on early projections from the draft 2010 Business Plan. The Business Plan has since been finalized, with resulting decreases in the anticipated parking needs and higher bus usage than anticipated earlier. All estimated parking is for analytical purposes only; actual required parking will be determined at the final design stage.

Staff parking has been estimated from current State Indian Museum (SIM) staff of 7 individuals, which is projected to transfer to the CIHC site once the initial phase of the building (approximately 11,000 sq. ft) has been completed during Phase 1. Staff parking is estimated to increase to 30 individuals at full build-out, based on comparisons with other facilities of similar size and scope. Staff parking is estimated at 28 spaces, with 2 bicycle parking lockers.

Bicycle parking is based on the estimates for Peak Museum Attendance by Mode of Transport. Bicycle parking needs have been estimated at roughly half of the estimated 5% for Public transport/bicycle/other. Bicycle parking is anticipated to consist of enclosed lockers for staff, and standard racks to be used with removable locks for daily visitors.

The CIHC site is already lightly used by casual visitors who park on Marina Way, and casual visitation (with controlled parking) is expected to increase once the site is developed. Although estimates of casual visitation are not typically collected for other State Parks facilities, and so can't be projected for the CIHC based on other facilities, it is anticipated that casual visitation will increase steadily as park grounds are improved, and so a rough estimate has been provided as Casual Visitation Parking.

Table H-2 estimates the acreage required to accommodate peak daily parking identified in Table H-1. Initial parking needs for auto and bus parking is negligible, at approximate one-fifth of an acre. At full build-out of the CIHC facility, 191 auto and 7 bus parking spaces will require approximate 1.5 acres of parking, including drive aisles and landscaping. This estimate may vary slightly, depending on the amount of landscaping and pedestrian facilities incorporated into the design of CIHC parking lots.

Table H-1 Parking Analysis				
Parking Analysis	Phase 1	Phase 2	Phase 3	Phase 4
Peak in museum attendance	55	139	327	548
Plus 15%	64	160	376	630
Estimated Mode of Transport (%)				
Automobile	45%	60%	60%	60%
Private bus	50%	35%	35%	35%
Public transport / bicycle / other	5%	5%	5%	5%
Peak In Museum Attendance by Mode of Transport				
Automobile	29	96	225	378
Private bus	32	56	132	221
Public transport / bicycle / other1	3	8	19	32
Avg. # of Persons per Vehicle				
Automobile	2.5	2.5	2.5	2.5
Private bus	30	30	30	30
Estimated # of Parking Spaces				
Automobile	11	38	90	151
Private bus	1	2	4	7
Bicycle	2	3	5	8
Staff Parking[2]				
Automobile	7[3]	9	17	28
Bicycle (in lockers)	1	1	2	4
Casual Visitation Parking				
Automobile	5	8	10	12
Bicycle (in racks)	1	1	2	4
Total Parking, Each Phase, Without Special Events				
Automobile	**23**	**55**	**117**	**191**
Bus	**1**	**2**	**4**	**7**
Bicycle	**3**	**5**	**9**	**16**

Notes:
[1] does not assume completion of direct pedestrian bridge to Old Sacramento
[2] assumes that 5% of staff will arrive by public transport, bicycle, or walking
[3] based on 2011 SIM staffing
Source: ERA AECOM, AECOM, and State Parks

Table H-2 Required Parking Acreage by Phase			
Auto Parking			
CIHC Phase	Parking Stalls for Daily Visitation	Total Sq. Ft.[1]	Total Acreage Needed
Phase 1	23	8,050	.17
Phase 2	55	19,250	.41
Phase 3	117	40,950	.88
Phase 4	191	66,850	1.43
Bus Parking			
Phase 1	1	560	.01
Phase 2	2	1,120	.02
Phase 3	4	2,240	.05
Phase 4	7	3,920	.08

[1] Calculated at 350 sq. ft. for auto parking. Calculated at 560 sq. ft. for bus parking. Drive aisles and landscaped areas included in calculation.
Source: *Parking Generation, 3rd Edition*. Institute of Transportation Engineers

H.1.2 SPECIAL EVENTS PARKING

In addition to peak daily usage, parking must be provided for special events, such as those already associated with the SIM in Sacramento (Acorn Day or Honored Elders Day). In addition, new Native, community, or educational events will be developed in conjunction with CIHC programming for which parking needs will be determined along with programming. Attendance at special events that are currently held at the SIM is identified in Table H-3.

Table H-3 Special Event Attendance at SIM				
SIM Event	Day/Month	2009 Visitation	2010 Visitation	2011 Visitation
Museum Day	Sat. / Feb.	837	1,400	1,037
Honored Elders Day	Sat. / June	935	1,000	TBD[1]
Acorn Day	Sat. / Oct.	170	121	TBD[1]
Arts and Crafts[2]	Fri., Sat. / April, Nov.	495	500	74[3]
Plein Air Day	Sat. /April	N/A	37	TBD[1]

[1] recent event (visitation not yet available) or event not yet held in 2011
[2] event is held spring and fall; visitation numbers represent combined visitation of both events
[3] low visitation attributed to competing Native special event held on same day
Source: State Parks

Prior to the development of the former JTS parcel, special event parking for a typical event of approximately 400 visitors could be accommodated. Once the anticipated parking lot, with approximately 198 auto and bus spaces is constructed, up to 200 spaces will be required off-site for a typical special event.

State Parks has contacted managers of local parking facilities to develop strategies for off-site special event parking. Table H-4 identifies parking garages and lots that could accommodate overflow parking. While a few facilities are sufficiently close to the CIHC to allow for pedestrian access (the Broderick Boat Ramp, CalSTRS parking lot), most would require the use of shuttle service and/or enhanced transit service for special events.

The availability of parking at off-site locations depends on a variety of factors, including day of the week, time of day, and scheduling of potentially competing events. For instance, parking at the Ziggurat Parking Garage and CalSTRS surface parking lot are more likely to be available on a weekend when not used by employees. However, the Old Sacramento parking garages are likely to be less available on weekends due to higher visitation to Old Sacramento destinations. A River Cats baseball game would render the overflow lot unavailable. Special event parking should therefore be based on general agreements with potential venues, with parking requirements for specific events determined on a case by case basis.

Table H-4 Potential Special Event Overflow Parking Venues

Parking Facility	Location	Description	Total Parking Spaces
Broderick Boat Ramp	4th Street, W. Sacramento	Surface lot	110
Raley Field Parking	5th & Capitol Avenue, W. Sacramento	Surface lot	300
Tower Bridge Parking Garage	Front Street, Old Sacramento	Parking Garage	451
Ziggurat Parking Garage	3rd Street, W. Sacramento	Parking Garage	1,649
Old Sacramento Parking Garage	4th & L Streets., Sacramento	Parking Garage	878
CalSTRS	3rd Street, W. Sacramento	Surface lot	125

Source: State Parks and AECOM

H.1.3 MUSEUM ATTENDANCE

Table H-5 Museum Attendance Analysis			
Peak In-Museum Analysis for Stabilized Year (2022)	Phase 2	Phase 3	Phase 4
Estimated Mid-Scenario Annual Attendance	58,000	136,000	228,000
Peak Month Attendance (@ 12% of total)	6,960	16,320	27,360
Weekly Attendance in Peak Month (@ 22.5% of peak month)	1,566	3,672	6,156
Design Day Attendance (@ 22% of week)	348	817	1,370
Peak In-Museum Attendance (40% of design day)	139	327	548
Exhibit Sq. Ft. per Person	50	50	50
Minimum Exhibit Area Required (SF)	**7,000**	**16,300**	**27,400**
Planned Exhibit Area (SF)	**8,000**	**28,000**	**54,000**
Source: AECOM			
Attendees per Exhibit Sq. Ft. Analysis for Stabilized Year	Phase 2	Phase 3	Phase 4
Estimated Mid-Scenario Annual Attendance	58,000	136,000	228,000
Ratio of Visitors to Exhibit Square Feet	7.3	4.9	4.2
Source: ERA AECOM			

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