

Boundary Delineation Alternatives

for the Sacramento-San Joaquin Delta National Heritage Area feasibility study

PROPOSED OPTIONS

July 2011

Conceptual boundary delineations, as recommended by National Park Service guidelines, are an important part of National Heritage Area (NHA) feasibility studies. The boundaries of the potential NHA can remain conceptual through the feasibility study process, and not until after a NHA is designated by Congress and a management plan is developed, do the boundaries need to be officially decided. This document outlines three different conceptual boundary alternatives for a Delta NHA. Input from local stakeholders is an integral part of this process and can be submitted using the worksheet at the end of this document. Comments should be submitted no later than August 26th, 2011. This document will also be a topic of discussion at a public meeting, which will be scheduled for late August.

Introduction

This document outlines three boundary alternatives for a Delta NHA: 1) the Sacramento River Corridor through the Delta with adjacent legacy communities and selected public lands; 2) the Primary Zone of the Delta plus the cities of Rio Vista, Isleton and Freeport, and; 3) the entire legal Delta plus the city of Rio Vista. The objective of this memo is to solicit input from local stakeholders on their preferred conceptual boundary to include in the Delta NHA feasibility study, along with any modifications as they see fit. This memo includes a description and map of each alternative, a description of existing NHAs that are similar in nature, and an explanation of potential projects that could stem from each alternative.

Alternative 1 – Sacramento River Corridor

The first conceptual boundary alternative is the Sacramento River Corridor that runs through the Delta, with the legacy communities that lie adjacent to it, and existing public lands that lie adjacent to the river and/or legacy communities. This alternative is approximately 60 miles in length starting at Collinsville and ending at Old Sacramento State Historic Park. The legacy communities in this alternative consist of: Collinsville, Rio Vista, Isleton, Ryde, Walnut Grove, Locke, Courtland, Hood, Clarksburg, and Freeport. The public lands which are suggested for inclusion are the ones with existing recreational activities on them: Lower Sherman Island Wildlife Area, Brannan Island State Recreation Area, Delta Meadows State Park and Old Sacramento State Historic Park.

There are a number of other areas which could also be considered for inclusion in this proposed boundary. Other public lands in the vicinity could be considered such as: Franks Tract State Recreation Area, Stone Lakes National Wildlife Refuge, and the Yolo Bypass Wildlife Area. Portions of Sacramento and West Sacramento which are adjacent

*Delta Protection Commission
Delta National Heritage Area Feasibility Study*

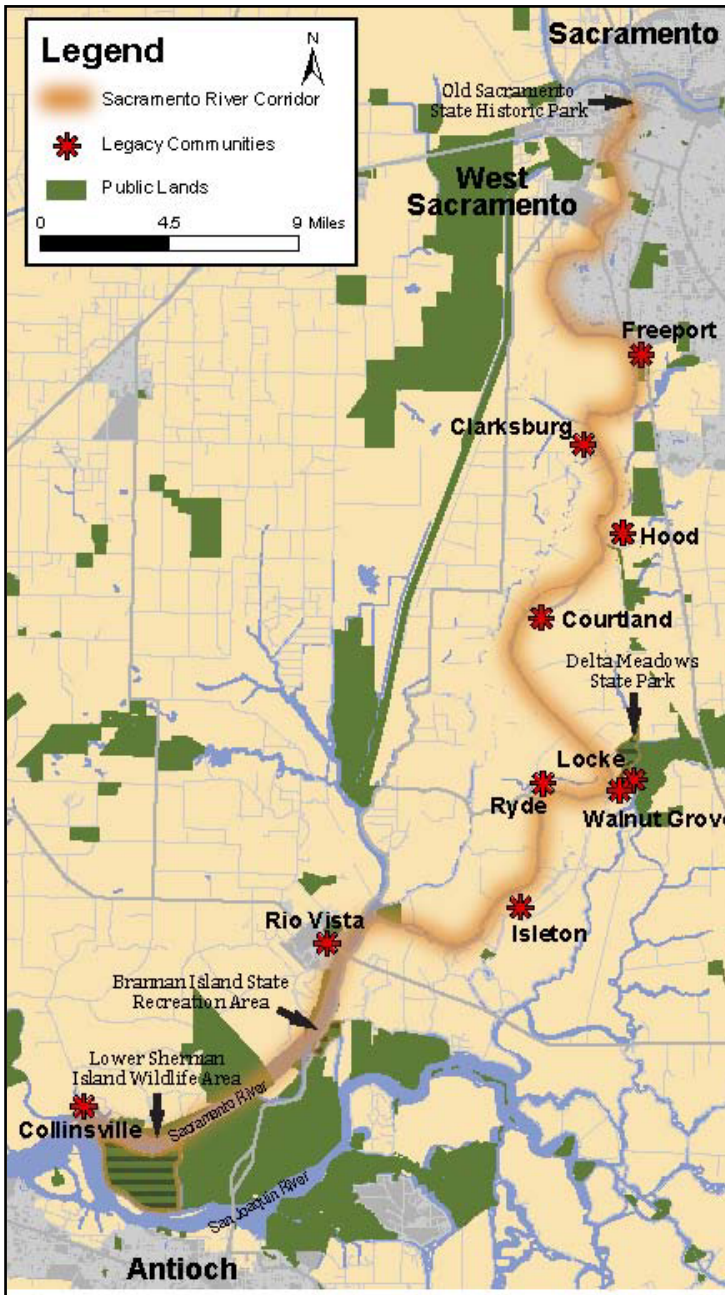
to that segment of the river could be also be considered, specifically the areas which have natural or cultural resources consistent with Delta NHA themes. Finally, if private property owners in the vicinity are interested in being included, they could do so via an 'opt-in' procedure. This would enable them to be considered as partner sites in the NHA so that they could be identified in NHA promotional and marketing efforts, and allow them to be eligible for funding to undertake projects which are consistent with the NHA's goals.

There are a handful of existing NHAs which are historic river corridors or canals with small towns lying beside them, including the Delaware and Lehigh National Heritage Corridor the Ohio and Erie Canalway NHA (Pennsylvania), the Blackstone River Valley National Heritage Corridor (Massachusetts and Rhode Island), and the Champlain Valley National Heritage Partnership (New York and Vermont). Many projects undertaken in these NHAs are centered around recognizing, enhancing and preserving historic aspects of their small towns. These efforts have helped greatly with community revitalization and economic development. For example, the Delaware and Lehigh National Heritage Corridor is a 165 mile long river corridor which historically linked the state's anthracite coal fields with east coast cities to help fuel America's industrial revolution. The management entity developed a market towns initiative which delivered technical assistance and support to the small towns along the corridor. Their management plan outlined economic development strategies as crucial components of conserving the communities' heritage, and \$8.4 million were accumulated which went towards signage, rehabilitation of historic buildings, improvements of streetscapes, trails and landscapes, historic markers and brochures. The Pennsylvania Department of Community and Economic Development recognized the corridor as being a prime location for reviving small town central businesses throughout the state and implemented a Corridor Market Towns Initiative with revitalization strategies in the towns including community visioning workshops, market analysis and façade improvements. The project was successful as historic buildings were rehabilitated, façade improvement projects were completed, and small businesses developed throughout the towns.

If a Delta NHA was structured this way, projects that stem from it would likely include heritage tourism, historic preservation, agritourism, ecotourism, infrastructure improvements and development of visitor amenities. With the consent and involvement of property owners, resources could be devoted towards the restoration, preservation and enhancement of historic buildings, which could be of value to Delta residents and visitors alike. When appropriate, historic buildings could be converted into uses with economic benefits such as restaurants, museums and hotels. Existing museums could also be included as partner sites, and funding could be directed towards enhancing and expanding the resources of these museums. Walking tours of the legacy communities could be developed. Farmstands and agritourism activities could also be undertaken in the legacy communities, as well as on any private lands that are included, with the

consent and involvement of willing landowners. Environmental education, ecotourism and outdoor recreational activities could be centered in the public lands and the river corridor itself. Visitor amenities such as public restrooms and trash receptacles could be developed in the legacy communities and other areas as necessary.

Map of Boundary Alternative #1



Areas included:

- Sacramento River corridor (about 60 miles from Collinsville to Old Sacramento)
- Legacy communities along Sacramento River
- Public lands: Lower Sherman Island Wildlife Refuge, Brannan Island State Recreation Area, Delta Meadows State Park, Old Sacramento State Historic Park

Areas which could be considered for inclusion:

- Nearby Public Lands: Franks Tract State Recreation Area, Stone Lakes National Wildlife Refuge, the Yolo Bypass Wildlife Area
- Parts of Sacramento and West Sacramento which are adjacent to the river corridor
- Private Property in the nearby vicinity (via 'opt in' procedure?)
- Others?

Please note: Map is for discussion and visioning purposes only. Areas and locations are approximate.

Alternative 2 – The Primary Zone of the Delta + Rio Vista, Isleton and Freeport

The second conceptual boundary alternative is the Primary Zone of the Delta, plus the communities of Rio Vista, Isleton and Freeport. Other adjacent public lands (e.g., the Cosumnes River Preserve), adjacent urban areas (e.g., parts of Sacramento, West Sacramento, Antioch, Pittsburg, Stockton, etc.), and private lands in the nearby vicinity (perhaps via an ‘opt-in’ procedure) could be considered for inclusion as well.

The Primary Zone was delineated by the Delta Protection Act of 1992, in order to limit urban development in floodprone regions and preserve the Delta’s vital resources that are of statewide, national, and international significance, including its agricultural, recreational and habitat resources. This alternative would include the San Joaquin River corridor, in addition to the Sacramento River Corridor, and therefore can more comprehensively tell the story of the Sacramento-San Joaquin Delta as a whole. Utilizing the Primary Zone as the NHA boundary, would allow for more farmland, leveed waterways, habitat and recreational areas, which could be useful in interpreting a more comprehensive story of the Delta’s heritage, particularly in regards to historic and contemporary activities that have occurred both within and outside of the legacy communities. While only small portion of Rio Vista falls within the Primary Zone, the entire city, as well as Isleton and Freeport are suggested for inclusion in this alternative as they lie directly adjacent to the Primary Zone along the Sacramento River, and contain resources supportive of a Delta NHA.

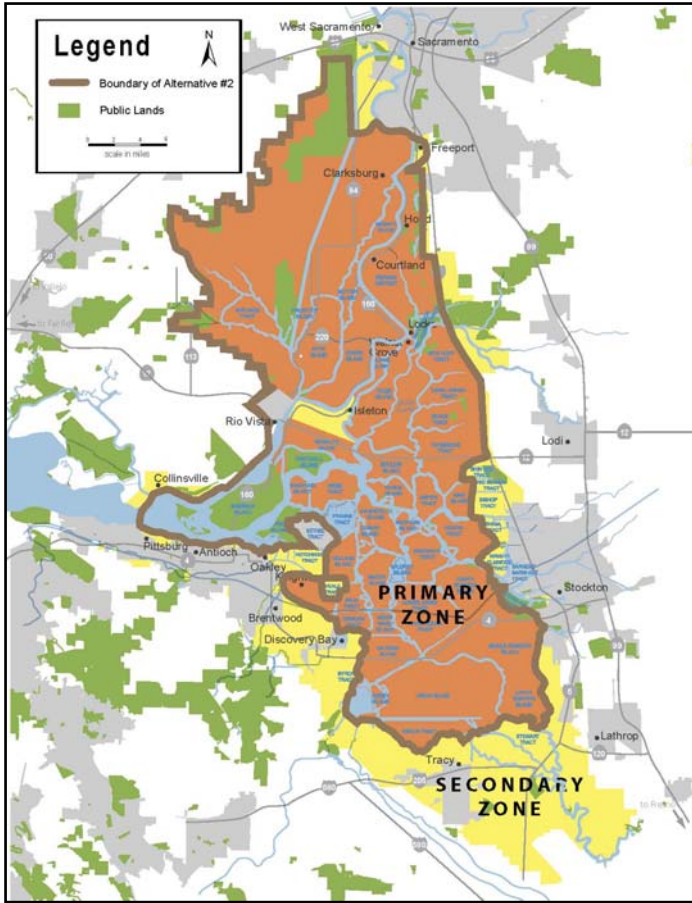
Other NHAs of a similar nature that incorporate historic towns interspersed in predominantly agricultural landscapes include the Silos and Smokestacks NHA (Iowa) and the Tennessee Civil War National Heritage Area (Tennessee). The Silos and Smokestacks NHA is a thirty-seven county region which was designated in 1996 and is particularly noted for its agritourism activities. The management entity undertook massive signage efforts throughout the region which attracted visitors to rest areas. Information kiosks were developed at these rest areas which direct visitors to the nearby partner sites, at which people experience agritourism activities such as farm museums, wineries, historic farm tours, children’s activities and more. Becoming a partner site enabled landowners easier access to the financial resources of the NHA, and helped achieve greater visibility through the NHA marketing activities. These projects have contributed to economic enhancement of the region.

The Silos and Smokestacks NHA could potentially be looked at as a model if a Delta NHA is delineated with boundaries that incorporate large portions on agricultural land, such as the Primary Zone of the Delta. If structured like this, the Delta NHA could be a regional network of partner sites, which draw visitors to the legacy communities, existing public lands, and private lands (with landowners’ consent and involvement). As described in the ‘Mission, Vision, and Goals’ memo, waterways of the Delta could be utilized as the key corridors to connect the partner sites, and water-based transportation will be promoted as the primary method of travel. Similar types of projects could be developed as described in alternative 1: heritage tourism, historic

preservation, agritourism, ecotourism, infrastructure improvements, enhancement of existing museums, and development of visitor amenities. Some of the projects, specifically agritourism, and ecotourism, and infrastructure improvements related to recreation, would likely be more dominant under this boundary alternative, compared with boundary alternative #1.

The specifics of opt in/opt out provisions could be discussed as an option for the inclusion of private lands. Regardless of the decision, opt out provisions are mandatory for all NHAs according to Public Law 111-88_Oct. 30, 2009, which states: *Any owner of private property within an existing or new National Heritage Area may opt out of participating in any plan, project, program, or activity conducted within the National Heritage Area if the property owner provides written notice to the local coordinating entity.*

Map of Boundary Alternative #2



Areas included:

- The Primary Zone of the Delta, plus the cities of Rio Vista, Isleton and Freeport (about 500,000 acres)

Areas which could be considered for inclusion:

- Places adjacent to Primary Zone with resources that have some relevancy to proposed NHA themes such as the Cosumnes River Preserve, adjacent urban areas (e.g., portions of Sacramento, West Sacramento, Antioch, Pittsburg, Stockton, etc.)
- Private lands in the nearby vicinity with relevancy (via an 'opt-in' procedure?)

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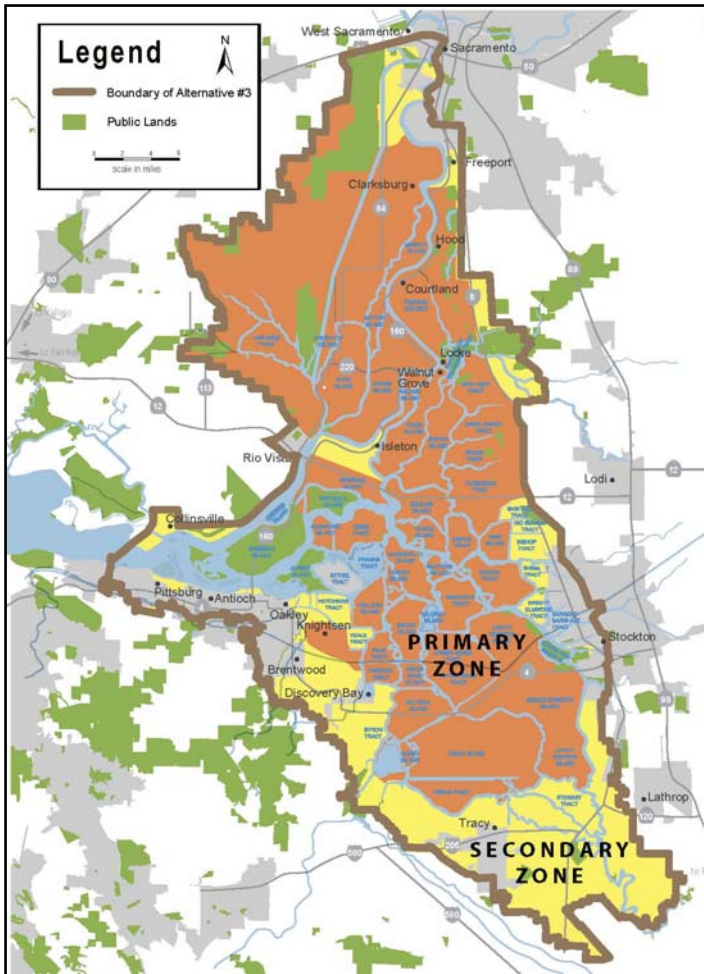
Alternative 3 – Legal Delta + Rio Vista

The third conceptual boundary alternative for a NHA boundary is the entire legal Delta plus the community of Rio Vista (which only a portion lies within the boundary of the Delta). Places adjacent to legal Delta with resources that have some relevancy to proposed NHA themes such as parts of Sacramento or Stockton, the Cosumnes River Preserve, Caswell Memorial State Park, etc. could also be considered for inclusion.

This alternative could still be structured in a similar fashion to alternative 2, as a regional network of partner sites, and the Silos and Smokestacks NHA could be looked at as a model as the majority of the landuse would be agriculture. Waterways of the Delta could also be used to connect the partner-sites, and projects such as heritage tourism, historic preservation, agritourism, ecotourism, infrastructure improvements, enhancement of existing museums, and development of visitor amenities could be undertaken.

There may be financial benefits in including the urban areas on the periphery, such as Sacramento, West Sacramento, Antioch, Stockton, etc. Additionally, these places could serve as gateways into the NHA from the Bay Area, Sacramento Region and the greater Central Valley. A handful of historic resources which are relevant to the Delta can be found in the urban areas such as; the site of the First Pacific Coast Salmon Cannery (West Sacramento), the Little Manila neighborhood (Stockton), and the Cannery Lady statue (Antioch). Museums including the Antioch Historical Society Museum, the Haggin Museum of Stockton, that are within the urban areas of the legal Delta, and contain resources relevant to Delta History, could also be potential partner sites.

Map of Boundary Alternative #3



Areas included:

- The entire Legal Delta, plus the city of Rio Vista (about 740,000 acres)

Areas which could be considered for inclusion:

- Places adjacent to legal Delta with resources that have some relevancy to proposed NHA themes such as parts of Sacramento or Stockton, the Cosumnes River Preserve, Caswell Memorial State Park, etc.

Please note: Map is for discussion and visioning purposes only. Areas and locations are approximate.

Existing Economic, Recreational and Historical Resources

The table below is intended to give a snapshot overview of the existing resources that can be found in the three alternatives.

	Hotels ¹	Water-based recreational facilities ²	Agritourism Sites ³	Wineries ⁴	Registered Historic Places ⁵
Alternative #1 Sacramento River Corridor (≈60 miles)	13	46	5	8	14
Alternative #2 Primary Zone + Rio Vista, Isleton, Freeport (≈500,000 acres)	12	133	7	11	15
Alternative #3 Legal Delta + Rio Vista (≈740,000 acres)	82	218	39	13	35

As shown, relatively few hotels exist in alternative’s 1 and 2, due to development restrictions in the Primary Zone. A variety of types of water-based recreational facilities exist throughout the Delta as a whole. The number of agritourism sites increases significantly in the Secondary Zone, as the vast majority of these are found in the city of Brentwood, where significant efforts have been made to encourage agritourism initiatives. The number of wineries does not vary significantly in the alternatives, as quite a few of the Delta’s wineries are clustered in the Clarksburg region, and not found in large numbers in the Delta cities. The Registered Historic Places increases significantly in Alternative #3, but many of these places in the Secondary Zone are found in the cities such as Stockton and Tracy, are not necessarily relevant to the history of the greater Delta, or the proposed Delta NHA themes. See Appendix 1 for the list of Registered Historic Places.

¹Data sources: Dangermond Group (Internet Research, 2011) and DPC Internet Research (2011)

² Includes public and private facilities such as marinas, yacht clubs, duck clubs and launch sites. Data source: 2002 Sacramento-San Joaquin Delta Boating Needs Assessment, Department of Boating and Waterways, 2002

³ Includes U-picks, other farms open for visitation and farmer’s markets. Data Sources: Dangermond Group (Internet Research, 2011 (website: www.cafarmersmarkets.com)) and DPC (Internet Research, 2007 (websites: www.calagtour.org/, and www.snugharbor.net))

⁴ Data sources: www.californiadelta.org/wineries.htm

⁵ Includes National Historic Landmarks, National Register Sites, California Historical Landmark and California Points of Historical Interests. (www.nps.gov/history/nhl, www.nps.gov/nr/research/index.htm, www.ohp.parks.ca.gov/?page_id=21387, www.ohp.parks.ca.gov/listed_resources/)

Worksheet

Please use this worksheet to submit comments on this memo. This worksheet can be sent to the Delta Protection Commission office, no later than August 31st 2011, via any of the following methods:

- Email: alex.westhoff@delta.ca.gov
- Fax: (916) 776-2293
Attn: Alex Westhoff
- Mail: Delta Protection Commission
Attn: Alex Westhoff
P.O. Box 530
Walnut Grove, CA 95690

Name: _____

Affiliation: _____

Address: _____

Phone Number: _____

Email Address: _____

Yes, Please add me to the Delta National Heritage Area feasibility study email list

Question 1 – Which of the three boundary alternatives described in this memo most closely aligns with what you would prefer as a conceptual boundary alternative to include in the Delta NHA feasibility study?

Appendix 1 - Historic/Cultural Resource Sites in the Sacramento-San Joaquin Delta

County	Resource Name	Address	City/Town
<i>National Historic Landmarks</i>			
Sacramento	Locke Historic District	Locke	Locke
<i>National Register of Historic Places</i>			
Sacramento	Rosebud Ranch	N of Hood	Hood
Sacramento	Runyon House	12865 River Rd.	Courtland
Sacramento	Delta Meadows Site	Address Restricted	Locke
Sacramento	Locke Historic District	Bounded on the W by the Sacramento River, on the N by Locke Rd., on the E by Alley St., and on the S by Levee St.	Locke
Sacramento	Brown, John Stanford, House	13950 CA 160	Walnut Grove
Sacramento	Imperial Theatre	Market St.	Walnut Grove
Sacramento	Walnut Grove Chinese-American Historic District	Bounded by C, Tyler, and Bridge Sts., and River Rd.	Walnut Grove
Sacramento	Walnut Grove Commercial/Residential Historic District	Browns Alley and River Rd.	Walnut Grove
Sacramento	Walnut Grove Gakuen Hall	Pine and C Sts.	Walnut Grove
Sacramento	Walnut Grove Japanese-American Historic District	Bounded by Winnie St., Tyler St., C St., and River Rd.	Walnut Grove
Sacramento	Isleton Chinese and Japanese Commercial Districts	Bounded by River Rd. and Union, E and H Sts.	Isleton
Solano	Hastings Adobe	NE of Collinsville off CA 68	Collinsville
Contra Costa	Riverview Union High School Building	1500 West 4th Street	Antioch
Contra Costa	Roswell Butler Hard House	815 West First Street	Antioch
San Joaquin	El Dorado Elementary School	Harding Way and Pacific Ave.	Stockton
San Joaquin	Bank of Italy	628 Central Ave.	Tracy
San Joaquin	Bank of Tracy	801 Central Ave.	Tracy
San Joaquin	Gew Mansion	345 West Clay Street	Stockton
San Joaquin	Nippon Hospital	25 South Commerce Street	Stockton
San Joaquin	Old Weber School	55 West Flora Street	Stockton
San Joaquin	Sperry Office Building	146 West Weber Ave.	Stockton
San Joaquin	Tracy City Hall and Jail	25 West 7th Street	Tracy
San Joaquin	Tracy Inn	24 West 11th Street	Tracy
San Joaquin	West Side Bank	47 West 6th Street	Tracy
<i>California Historical Landmark</i>			
Yolo	First Pacific Coast Salmon Cannery	West Sacramento	W. Sacramento
San Joaquin	Benson's Ferry	S bank of N Fork Mokelumne River 100 ft W of County Rd J8, 3 mi N of Thornton	Thornton
San Joaquin	California Chicory Works	1672 W Bowman Rd	French Camp
San Joaquin	First Building in Stockton Site	425 North El Dorado Street At City Hall	Stockton
San Joaquin	Mokelumne City Site	Cameron Road and Thornton Road	Thornton
San Joaquin	Sailing Launch Comet	19091 South Manthey Road	Lathrop
San Joaquin	Transcontinental Railroad	19091 South Manthey Road	Lathrop
San Joaquin	Weber Point	North Center Street Between East Channel and East Miner	Stockton
<i>California Points of Historical Interest</i>			
Sacramento	Jean Harvie School, Walnut Grove Community Center	14273 River Road	Walnut Grove
Sacramento	River Mansion	13415 Grand Island Road	Walnut Grove