

chapter 5

Historic & Cultural Resources





MILLER PARK

Chapter Organization

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5.1 Chapter Overview

This Specific Plan chapter summarizes the local history of the West Broadway area; identifies listed historical resources in the West Broadway area; and establishes the goals, policies, and implementation actions to preserve unidentified historical resources in the Specific Plan Area. The West Broadway Specific Plan EIR and associated Cultural Resources Inventory documents the results of recent and prior investigations of historic and cultural resources in the Specific Plan Area and summarize the findings of known and potentially eligible historic and cultural resources under CEQA.

The City of Sacramento recognizes the importance of protecting historic and cultural resources that provide a distinct sense of place and help convey the story of Sacramento's past. The West Broadway area is associated with two of the four major historic themes identified in the 2035 General Plan Technical Background Report as shaping the City's physical development: 1) railroads and 2) World War II, Transportation and Redevelopment. As the area developed between 1850 and 1930 in response to riverfront commerce in the docks located just north of the western edge of the West Broadway area, the railroad played an important role in transporting goods. The West Broadway area is further associated with the city's railroad history because the Walnut Grove Branch Line of the Southern Pacific Railroad traverses the western portion of the project area, on the east side of Miller Regional Park (see Section 5.4, below).

The West Broadway area is also the site of Alder Grove, the City Housing Authority's first major public housing project, located between Muir Way and 5th Street, south of Broadway. Alder Grove also served as defense industry housing during World War II and embodies the World War II, Transportation and Redevelopment theme. Portions of Alder Grove, which are referred to in the National Register of Historic Places (NRHP) program as the New Helvetia Historic District, are important for their relationship to historic efforts to improve housing conditions for African Americans and to Nathaniel Colley, a prominent African American civil rights attorney who advocated for fair housing in Sacramento and nationally during the 1960s and 1970s.

The land use plan and the goals and policies of this Specific Plan support a mix of housing opportunities in the Alder Grove and Marina Vista subareas.

This Specific Plan provides flexibility for a range of options for the Alder Grove subarea, from infill development that supports the retention and adaptive reuse of historic properties to significant or complete demolition and development of the Alder Grove site into a mixed-income community. The City encourages development proposals that thoughtfully interpret community history and integrate creative placemaking by retaining as many existing structures, mature trees, and community landscape features, as feasible, and providing venues for community history-centered public events, permanent exhibits, or history-based public art (see policies HR-I.2, HR-I.3, and HR-I.4).

This Specific Plan, however, also does not preclude future changes to Alder Grove that may affect the historic status of the New Helvetia Historic District if found necessary by the U.S. Department of Housing (HUD) and Sacramento Housing and Redevelopment Agency (SHRA) to maintain and provide safe and decent housing for its residents. The Specific Plan does not mandate demolition of the Alder Grove subarea but acknowledges that if extensive demolition and development is found necessary, a mixed-income housing community that provides for the same number of housing units affordable to the existing households and provides additional new housing opportunity would benefit all residents by improving infrastructure and living conditions and better connecting current/future residents to opportunities and amenities in the surrounding community.

The goals, policies, and implementation actions in this chapter identify opportunities to interpret the history of the area and incorporate local character-defining site/landscape or architectural elements into the future of the West Broadway area.

5.2 Historic and Cultural Resource Goals and Policies

Historic Resource Goals and Policies	
Goal HR-I	<i>Support the identification, preservation, rehabilitation, and adaptive reuse of historic resources.</i>
Policy	HR-I.1: Encourage the adaptive reuse of historic resources in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties.
Policy	HR-I.2: Encourage development which integrates creative placemaking, provides venues for community-centered public events, permanent exhibits, and history-based public art.
Policy	HR-I.3: Interpret the history of the New Helvetia Historic District and the legacy of Nathaniel Colley in future development plans in the Alder Grove subarea.
Policy	HR-I.4: The City shall require a landscape treatment plan for development in the Alder Grove subarea that will retain as many existing mature trees as feasible and will require a comparable replacement of trees that are proposed for removal.
Policy	HR-I.5: The City shall encourage the use of historic themes in the development of Miller Regional Park and the Gateway subarea.
Policy	HR-I.6: Consistent with HUD regulations and City of Sacramento 2035 General Plan Policy HCR 2.1.15, demolition of the New Helvetia Historic District is permitted only if rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource.
Archaeological and Cultural Resource Goals and Policies	
Goal CR-I	<i>Protect and properly address any undocumented archaeological resources, including human remains, inadvertently discovered during project construction or earth-disturbing activities.</i>
Policy	CR-I.1: Consult with California Native American tribes early in the project planning process to identify any unknown Tribal Cultural Resources in the Specific Plan Area and reduce potential impacts to those resources.

5.3 Historic Context

This section provides an overview of the historic context of the West Broadway area, summarizing historic research in the Cultural Resources Inventory conducted for the Specific Plan Area by Natural Investigations Company in 2019. The full report and complete citation references are provided in Appendix E of the Specific Plan EIR.

5.3.1 Ethnographic History

The Specific Plan vicinity was historically characterized by vegetation communities near permanent drainages. The resulting ecological communities provided life-sustaining resources for the Native American groups who occupied this region.

The Specific Plan Area is located at the interface of lands historically occupied by the Plains Miwok and the Nisenan (also known as the southern Maidu), who established central villages and smaller satellite villages along the main watercourses in their territory. The Plains Miwok territory included the lower Mokelumne River, Cosumnes River, and Sacramento River from Rio Vista to Freeport. Nisenan lands included the southern extent of the Sacramento Valley, east of the Sacramento River between the North Fork Yuba River on the north and Cosumnes River on the south and extending east into the foothills of the Sierra Nevada. Several large villages located in the vicinity of the Specific Plan Area included the Nisenan villages of Sama and Momol. They built semi-permanent or winter villages and seasonally occupied campsites scattered in the area for hunting, fishing, and gathering plant resources. Acorn was a staple food for the tribes. Traditional village structures included semi-subterranean or aboveground conical, circular, or dome-shaped houses, as well as acorn granaries, winter grinding houses, ceremonial or dance houses, and sweathouses. A number of archaeological sites and prehistoric burials have been identified within their territories in the lower Sacramento Valley and Sacramento–San Joaquin Delta region.

5.3.2 Spanish, Mexican, and American Period

The traditional culture and lifeways of the Plains Miwok and the Nisenan were disrupted with foreign contact. The post-contact history for the state of California is generally divided into three specific periods: the Spanish Period (1769–1822), the Mexican Period (1822–1848), and the American Period (1848–present).

The beginning of Spanish settlement was marked by development of a string of 21 missions along the coast between San Diego and San Francisco. The Spanish expeditions into the Central Valley, led by Lieutenant Gabriel Moraga in 1806 and 1808, explored the main rivers, including the American and Sacramento Rivers. Moraga is said to have named the lower Sacramento River and the valley region “Sacramento” (“the Holy Sacrament”).

Following the Mexican Revolution (1810–1821) against the Spanish crown, the Mexican Period was marked by an era of land grants and exploration by American fur trappers west of the Sierra Nevada. One of the largest land grants in the Sacramento Valley was awarded to John Sutter. In 1839, he founded a trading and agricultural empire called New Helvetia that was headquartered at Sutter’s Fort, near the divergence of the Sacramento and American Rivers.

The American Period was initiated in 1848, when the Treaty of Guadalupe Hidalgo, which ended the Mexican-American War (1846–1848) was signed and California became a territory of the United States. In 1850, largely as a result of the Gold Rush, California became the thirty-first state.

Spanish settlement and missionization, which forced some Plains Miwok to Mission San Jose; land grant settlements; foreign disease epidemics through the Central Valley that wiped out entire villages; and the discovery of gold at Sutter’s Mill in 1848, had a devastating impacts on the Nisenan, Miwok, and other groups of Native Americans in the Central Valley. With lands, resources, and way of life being overrun by a steady influx of non-native people during the Gold Rush, surviving Nisenan or Plains Miwok retreated to the foothills and mountains or labored for the growing ranching, farming, and mining industries. Loss of land and territory (including traditional hunting and gathering locales), malnutrition, starvation, and violence further contributed to the decline of indigenous Californians in the Central Valley and along the Sierra Nevada foothills.

5.3.3 Local History

The history of the West Broadway area is tied to the history of the city, the state, and the westward movement to California. Discovery of gold at Sutter's Mill in 1848, followed by the Gold Rush and completion of the Transcontinental Railroad in the 1860s, resulted in the city's incorporation in 1850 and put Sacramento on the map. In 1848, Sacramento was laid out in a grid pattern that extended east from the Sacramento River/ Front Street to just beyond Sutter's Fort and south from Sutter's Slough (approximately 6th and I Streets) to Broadway (then Y Street). The grid was organized as east-west streets designated by numbers and north-south streets designated by letters. During the Gold Rush and the years that followed, Sacramento was a major distribution point, a commercial and agricultural center, and terminus for wagon trains, stagecoaches, riverboats, the telegraph and Pony Express, and the Transcontinental Railroad.

The Sacramento River's Role in Development

The river played a key role in transportation and commerce, contributing to the city's economy; while at the same time, causing frequent and severe flooding for Sacramento. Levees were constructed around the city and private farmsteads that were occupied by ranchers and farmers who settled on the fertile valley soils along the river. The first levee, built along R Street by the Sacramento Valley Railroad, became the southern limit of the city. A new mouth for the American River was excavated to control frequent floods during these early years. The streets between Front, 12th, and I Streets were raised up to 15 feet in 1878. An additional levee was also built along Y Street to prevent flooding of Sacramento's city core.

The Upper Land Park/West Broadway area grew in response to riverfront commerce at the waterfront. Once a landing for schooners, sloops, and barges, the waterfront became specialized for the lumber trade by the 1860s. Lumberyards and millworks sprang up adjacent to the railroad and riverfront wharves in the area. With emergence of the region as a large agricultural production, processing, and shipping center, the wooden box industry also established itself in the 1850s. Lumberyards and millworks expanded in proximity to the railroad and riverfront wharves between the 1850s and 1930s. At the southern end, tankers transferred fuel oil into tank farms near private company docks on the riverfront at Broadway in the early 1900s.

Streetcars and Passenger and Freight Railroads in the Development of Suburbs

The City's first recognized suburb, Oak Park, was subdivided in 1887 and connected to Sacramento's city center via a streetcar line. Sacramento ran four electric inter-urban railroads in the early 20th century. Two of these, the Central California Traction (CCT) Company and Sacramento Northern Railway (SN), operated along a route approximating the current location of X Street. The CCT provided freight and passenger service from Sacramento to Stockton. Passenger service along the line was discontinued in 1933, and part of the line continued service as a freight line until 1998. The SN was established in 1928, when the Sacramento Northern Railroad and San Francisco-Sacramento Railroad merged as part of the Western Pacific Railroad. The line connected the agricultural towns of the upper Sacramento Valley through Sacramento to the San Francisco Bay Area. The SN constructed the Tower Bridge in 1935. In 1941, after expansion of automobile use and the Great Depression in the 1930s, passenger service on the SN was discontinued, although freight service continued until 2003.

By 1911, the city had annexed present-day East Sacramento, Oak Park, Curtis Park, and Land Park, tripling its size. Development in and around the Specific Plan Area, south of Y Street (now Broadway), began after 1923, when the Y Street levee was moved and improved flood protection was provided, changing a formerly swampy area to what is now the Land Park area. Expanding regional rail and the highway network replaced river transport, and by the 1920s, truck freight companies began moving into the area.

Development in the Specific Plan Area

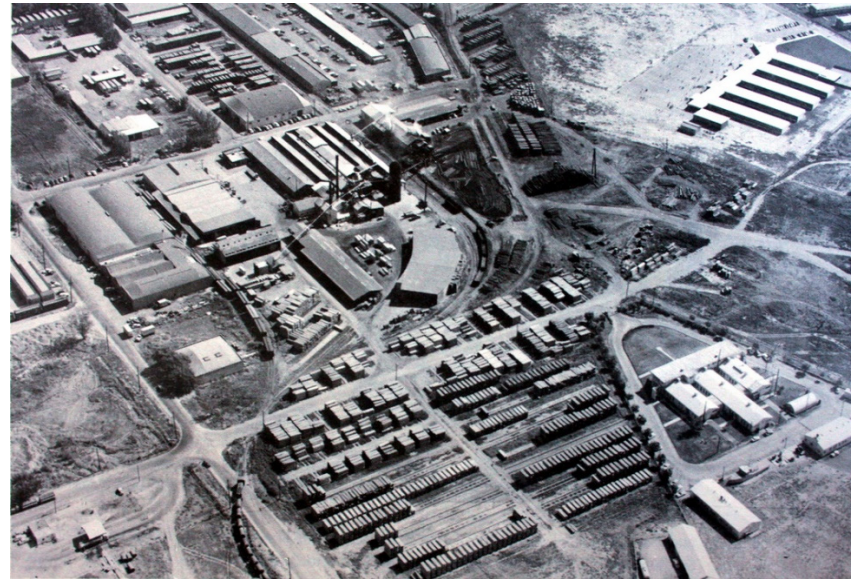
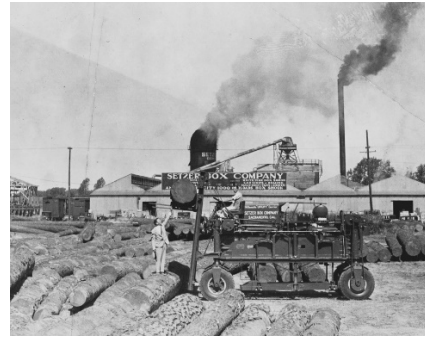
In 1927, the former agricultural lands located south of Y Street, the Wright and Kimbrough Industrial Tract, opened for development. Among its tenants was the Setzer Box Factory and Sacramento Farmers Market. The Setzer Box Factory was a complex of 22 buildings and structures, bounded by Broadway on the north, 5th Street on the east, McClatchy Way on the south, and I-5 on the west. In the 1930s, Setzer expanded the facility to include a sawmill and lumber pond and invested in machinery to compress waste materials into Presto Logs. Production at the Setzer Box Factory peaked during the 1930s to 1950s. The company diversified into Setzer Forest Products in the early 1950s, supplying wood to automakers, door manufacturers, and manufacturers of high-quality wood products, shipped

via the Southern Pacific Railroad. After construction of I-5 in the 1960s led to removal of the Southern Pacific Railroad tracks serving the factory, business declined. The property ultimately was sold to a private developer and is now successfully developing as The Mill at Broadway (previously referred to as the Northwest Land Park project). Construction of The Mill began in 2014 and continues in phases today.

The Sacramento Farmers Market complex consists of three large distribution warehouses, including the Lucky Fruit and Produce Company. The complex, which formed three east-west rows between 5th and 3rd Streets, was organized by Italian, Japanese, and Chinese farmers. Originally the Sacramento Produce Company, the Lucky Fruit and Produce Company was altered in 1976 when it merged with Lucky Fruit and Produce. In 1980, the Lucky Fruit and Produce Company was the only wholesale produce company owned and run by Japanese Americans in Sacramento.

The farmers market complex was altered at various times between 1933 and 1968. During World War II, with Executive Order 9066, the ethnic majority of the Sacramento Farmers Market was forced into internment in federal camps. During that time, the market underwent major changes, ceasing to sell directly to consumers and operating as a wholesale distributor to grocery stores. By the late 1990s, it sold mostly to restaurants and stores outside the city. In 2001, the buildings were purchased by Setzer Forest Products but remained a little longer as a venue selling wholesale produce before being sold and developed as The Mill at Broadway.

Both the Setzer Box Factory and Sacramento Farmers Market complexes were inventoried and evaluated for the Northwest Land Park project and found ineligible for listing on the NRHP, California Register of Historical Resources (CRHR), or Sacramento Register of Historic & Cultural Resources (Sacramento Register), as documented originally by Carey & Company in 2006, peer reviewed by PBS&J in 2010, and reevaluated by PBS&J for the City in 2010. Two buildings of the Setzer Box Factory remain extant, a warehouse building at Broadway and 3rd Street and a two-story office building on 3rd Street and first housing. Two buildings of the Sacramento Farmer's Market have been retained and will be adaptively reused. The building adjacent to 5th Street will be reused as a community center and the one adjacent to 3rd Street as a new food hall and market. The Lucky Fruit and Produce Company, which had also been previously and separately recorded in 1980 was demolished in 2015.



Historic site and aerial photo of the Setzer Box Company

Source: www.setzerforest.com

Alder Grove and Marina Vista

The Alder Grove housing complex was completed in 1942, following passage of the U.S. Housing Act of 1937, which established a permanent low-rent public housing program between the federal government and local communities. It was the City Housing Authority's first major public housing complex and included design elements similar to those used for other federally sponsored public housing projects in the country completed between 1933 and 1949. This housing complex was listed on the NRHP and CRHR as the New Helvetia Historic District in 2014. The

area's second low-income housing community, Marina Vista, was completed in 1953, with 382 multi-family units and a design character similar to that of Alder Grove.

The Jedediah Smith Elementary School (renamed Leataata Floyd Elementary School in 2012) was constructed in 1952 to serve Alder Grove and Marina Vista. The Arthur A. Benjamin Health Professions High School, located on McClatchy Way, was constructed in 2006.

Miller Regional Park

In 1956, the Sacramento Boat Harbor was constructed at Frederick Miller Regional Park as part of the City's strategy to expand the existing park and recreation system to serve the growing Sacramento population. The lands comprising the combined Miller Regional Park and Sacramento Marina had been donated to the City in 1942.

Broadway and the Development of Freeways

Broadway was among the commercial boulevards that connected the city, as well as joined with other key corridors, including Freeport Boulevard, Stockton Boulevard, and Franklin Boulevard, to link the city to the surrounding region. With the increase in automobiles following World War II, the planning of a freeway system was undertaken. The Elvas Freeway, which later became State Route 51, Business 80 (Business Loop 80), and the Capital City Freeway (also known as the W-X Freeway), was completed in 1955 and widened from four to six lanes in 1965. The South Sacramento Freeway (US 50/State Route 99) was opened in 1961, and in the late 1960s/early 1970s, I-5 and I-80 were completed.

When the deep-water port opened in West Sacramento in 1963, it effectively ended freight shipment to the Sacramento waterfront and the wharves that served the fuel tank storage facilities along the river were removed sometime between 1971 and 1981. Today, two fuel storage tank facilities in the Specific Plan Area continue to store and distribute petroleum products: the Chevron Bulk Terminal on the north side of Broadway, east of Front Street and the ConocoPhillips facility, opposite to it, on the south side of Broadway.



1947 aerial photo of Downtown and Land Park prior to the development of the freeways

5.4 Historic and Cultural Resources in the Specific Plan Area

A resource is considered historically significant if it meets one of more of the criteria for listing in the NRHP (36 CFR Part 60) or the CRHR (PRC Section 5024.1), generally described as follows:

- ▲ Criterion A/1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States
- ▲ Criterion B/2 (Persons): Resources that are associated with the lives of persons important to local, California, or national history
- ▲ Criterion C/3 (Architecture): Resources that embody the distinctive characteristics of a type, period, region, or method of construction; represent the work of a master; or possess high artistic values
- ▲ Criterion D/4 (Information Potential): Resources or sites that have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation

The following three resources in the Specific Plan Area are listed on the NRHP and/or CRHR:

- ▲ The New Helvetia Historic District is listed in the NRHP and CRHR.
- ▲ The Walnut Grove Branch Line of the Southern Pacific Railroad is listed on the CRHR and determined eligible for NRHP listing.
- ▲ The Walnut Branch Line Grade on an abandoned railroad spur is a contributing resource to the Walnut Grove Branch Line.

New Helvetia Historic District

The Alder Grove housing complex, located on the south side of Broadway between Muir Way and 5th Street, was completed between 1942 and the early 1960's with funds from the U.S. Housing Authority and named "New Helvetia Homes." Identified as the New Helvetia Historic District, it was listed on the NRHP and CRHR in 2014 for the following reasons.

- ▲ It represents an important local attempt to improve the housing conditions of African Americans through public housing (Criterion A/1);
- ▲ It is associated with the efforts of Nathaniel Colley, a prominent African American civil rights attorney who advocated for fair housing in Sacramento and nationally during the 1960s and 1970s (Criterion B/2); and
- ▲ It is a representation of public housing design (landscape design and architecture) that is the collaborative product of a number of prominent Sacramento architects, including Charles Dean (Dean and Dean), Leonard Starks, Ed Flanders, and Harry Devine, Sr. (Criterion C/3).

The New Helvetia Historic District of Alder Grove, as depicted in Figure 5-1, has 62 contributing buildings. The landscape design and overall site design also contribute to the character of the historic district. Non-contributing elements are the 19 buildings constructed in a second phase during the 1960s in the southwest corner of the community. This later portion of the development together with the original development is known as Alder Grove.

Figure 5-1: New Helvetia Historic District

Source: *National Register of Historic Places Nomination for the New Helvetia District* and adapted by Ascent in 2019

Walnut Grove Branch Line

The Walnut Grove Branch Line (listed in the California Historic Resource Information System as P-34-01497 and California Archaeological Site Inventory as CA-SAC-1092H) within the Specific Plan Area is a 75-foot long segment of the Southern Pacific Railroad that was initially planned on a 100-mile mainline between the Bay Area and Stockton. The line remained a branch feeder that served the orchard farmers of the Sacramento River Delta. Service on the line began in 1909 between Sacramento and Freeport and was extended by 1912 to Walnut Grove and by 1929 to Isleton.

The railroad was determined eligible for NRHP listing by consensus through the Section 106 process, and it is listed in the CRHR, significant at a local level under Criterion A/I, for its direct influence on the development of agriculture, canning operations, and packing endeavors in the Delta and for its role in the founding of Locke, an NRHP- and a CRHR-listed town. Under Criterion C/3, the construction and placement of the line atop an elevated levee embodies distinctive characteristics of the methods employed at the turn of the 20th century in dredging and levee construction. Freight service along the line was terminated in 1978.

Walnut Grove Branch Line Grade

The Walnut Grove Branch Line Grade (listed in the California Historic Resource Information System as P-34-00619 and California Archaeological Site Inventory as CA-SAC-505H) is a historic-era abandoned railroad grade on a spur from the Walnut Grove Branch Line of the Southern Pacific Railroad. The secondary fill deposit was initially recorded in 2000 and updated in 2001. Artifacts in the fill include thousands of glass and ceramic vessel fragments, cut bone, bricks, marine shell, battery cores, enamelware vessels, and miscellaneous metal debris, much of which has been burned. The artifacts date from the 1880s to after 1945. The depth of the deposit is estimated at 15–20 feet. According to the site record completed in 2001, the resource is a contributing element to the NRHP-eligible and CRHR-listed Walnut Grove Branch Line of the Southern Pacific Railroad (P-34-1497).

5.5 Historic and Cultural Resource Recommendations

Built Historic Resources

The New Helvetia Historic District within the Alder Grove Community is listed in the NRHP and the CRHR for its important contribution to the development of public housing communities during the period following World War II and its association with Nathaniel Colley, a civil rights attorney advocating for fair housing. While public housing served the immediate needs of the community at the time, the infrastructure and many of the buildings are now nearly 80 years old. These structures are deteriorating, difficult for SHRA to maintain without the need for significant improvement at high cost and defer the problem of providing decent housing for residents in need. The Specific Plan supports future rehabilitation efforts, but also recognizes significant demolition of on-site resources in the New Helvetia Historic District may be necessary if it is found that the units are more costly to rehabilitate than anticipated. If demolition is required, the Specific Plan provides guidance for this area to be developed as a connected and mixed-income housing community to accommodate additional units which would house at least the same number of lower-income households alongside households of all income levels. .

The Historic Preservation Strategy Review for the Alder Grove Community Complex and New Helvetia Historic District, commissioned by SHRA and prepared by Page & Turnbull in 2016, documents the historic significance and character-defining features of the district. The report identifies planning concepts for consideration in a rehabilitation approach for the site that would retain the integrity of the historic district (sufficient to maintain listing on the NRHP) and found that to maintain historic integrity one-half to three-quarters of the historic district-containing all five building typologies found on the site-should be retained as it exists. Ideally, the central portion of the district should be retained as it contains the significant site and landscape features of the historic district. The alternatives that were diagramed in the report, however, did not meet SHRA's project objectives, were not feasible per HUD criteria, and were not consistent with the City's General Plan Land Use and zoning standards. The high rise development in the southwest corner of the Alder Grove

site would have been incompatible with neighboring single-story residential units.

Future development proposals in Alder Grove should protect the integrity of the historic district, to the extent feasible, while supporting and balancing the broader project objectives for this Specific Plan, which include:

- ▲ Accommodating growth that increases the long-term economic sustainability, equity, and well-being of the Specific Plan Area.
- ▲ Enhancing bike and pedestrian travel ways through the Specific Plan Area to schools, public facilities, and neighborhood amenities;
- ▲ Providing a grid street network to improve connections and access to surrounding uses and neighborhoods; and
- ▲ Promoting new infill residential development within the Specific Plan Area that supports a mixed-income community and a variety of housing choices, including market rate and affordable options for low-income, very low-income, and extremely low-income households.

The other two listed resources (Walnut Grove Branch Line and Walnut Grove Branch Line Grade), would not be affected by implementation of this Specific Plan. Future projects in the Specific Plan Area would need to consider their effects on historic resources, consistent with the goals and policies of this chapter.

Future changes to the New Helvetia Historic District, including rehabilitation or partial or full demolition, must comply with the City's General Plan and federal regulations, including those pertaining directly to HUD's public housing properties, such as the United States Housing Act of 1937 (42 United States Code 1437p) as well as the 24 Code of Federal Regulations part 970. In addition, future projects on this site must comply with the National Historic Preservation Act and National Environmental Protection Act. Demolition of both Alder Grove as a public housing community and the New Helvetia Historic District as a nationally-recognized historic district would only be allowed if HUD finds that the units have reached obsolescence, meaning SHRA must show that the necessary modification and/or rehabilitation to a project is not cost-effective. HUD generally considers modifications not to be cost-effective if

costs exceed 62.5 percent of total development cost for elevator structures and 57.14 percent for other types of structures.

Archaeological Resources

The Specific Plan Area has a high sensitivity for discovery of prehistoric- and historic-era riverfront and near-riverfront archaeological sites, because the land along the river provided prime locations for Native American village sites or processing camps and for ranches, farms, towns, and transportation networks during the historic period.

Potential impacts on buried features or deposits may occur during future ground-disturbing activities, such as the construction of new land uses or new transportation improvements for project-level development in the Specific Plan Area. Despite disturbance and modification during the historic period, from around 150 years ago to the present by levee construction and industrial, commercial, and urban development, excavation at any depth has the potential to directly affect undocumented archaeological resources.

To ensure that undocumented archaeological resources, including human remains, are protected during construction of future project-level development, activities with ground-disturbing components shall be governed by a discovery and treatment plan developed as part of the EIR for this Specific Plan, which specifies which inadvertent discovery measures will be implemented.

5.6 Implementation

To preserve and protect the historic resources in the Specific Plan Area, the actions in Table 5-1 will need to be implemented. The table identifies the strategy, implementation actions, location in this Specific Plan where additional information is available, the timeframe, and the parties responsible for implementing the action.

Table 5-1: Historic and Cultural Resources Implementation Actions

Strategy & Action Number	Strategy/Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
Note:	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long-term = 10+ years				
Historic Resource Implementation Actions					
Strategy HR.1: Preserve Significant or Locally Important Historic Resources					
Protect existing historical resources and integrate them into future development within the Specific Plan Area.					
HR-1.1	Adaptive Reuse. Identify and research existing buildings/historic resources in the Specific Plan Area and actively encourage their reuse. The City shall promote use of the Mills Act program to support investment in the retrofit or adaptive reuse of historic or potentially historic structures and sites.	HR-1.1	Sections 5.4 and 5.5	Short term, Ongoing	Community Development
HR-1.2	Interpretation of On-Site Resources. Explore placemaking opportunities through adaptive reuse of historic buildings, such as the circa 1940s cinder block building fronting 5th Street; interpretation of the city’s riverfront commerce and railroad history at Miller Regional Park; and development of a digital heritage trail to commemorate and interpret the historic features and history of the New Helvetia Historic District and the legacy of Nathaniel Colley. Look for opportunities to celebrate the legacy of Nathaniel Colley’s contribution to housing integration, such as an educational center within the Specific Plan Area.	HR-1.1, HR-1.2, HR-1.3, HR-1.5	Sections 5.4 and 5.5	Medium term	Sacramento Housing and Redevelopment Agency; Community Development; City Historian; Project Applicants
HR-1.3	Add the New Helvetia Historic District to the Sacramento Register of Historic & Cultural Resources.	HR-1.3	Sections 5.4 and 5.5	Short term	Community Development

Table 5-1: Historic and Cultural Resources Implementation Actions

Strategy & Action Number	Strategy/Action	Specific Plan Policies Addressed	Specific Plan Section Reference for Additional Detail	Timeframe	Responsibility
Note:	Timeframe: Short term = 0–5 years; Medium term = 5–10 years; Long-term = 10+ years				
Archaeological and Cultural Resource Implementation Actions					
Strategy CR.1: Protect Archaeological or Cultural Resources					
Appropriately protect and treat archaeological resources that may be inadvertently discovered on-site.					
CR-1.1	Undocumented Archaeological Resources. Avoid inadvertent discovery through archaeological monitoring of ground-disturbing activities in the Specific Plan Area.	CR-1.1	Sections 5.4 and 5.5	Ongoing	Community Development