Feasibility Study for a Sacramento-San Joaquin Delta National Heritage Area

Preliminary Abridged Draft

Delta Protection Commission

August, 2011
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Introduction

In fall 2009, the California State Legislature passed a comprehensive package reforming governance of the Sacramento-San Joaquin Delta and related aspects of statewide water management. In Section 85301 of Senate Bill X7-1 (SBX7-1), the Legislature charged the Delta Protection Commission (DPC) with developing:

“A proposal to protect, enhance, and sustain the unique cultural, historical, recreational, agricultural, and economic values of the Delta as an evolving place....The Commission shall include in the proposal a plan to establish state and federal designation of the Delta as a place of special significance, which may include application for a federal designation of the Delta as a National Heritage Area.”

This charge had its origins in the Delta Vision process, whose recommendations and Strategic Plan formed a major basis of the subsequent legislation. Importantly, the concept of a National Heritage Area (NHA) designation for the Delta originated not with the appointed Delta Vision Blue Ribbon Task Force, but with the ‘Delta-as-a-Place’ work group, which was comprised predominantly of Delta residents. Their recommendation to consider the appropriateness of NHA designation for the Delta was included in the Delta Vision Strategic Plan, and ultimately in the legislation.

NHAs are defined by the National Park Service (NPS), which administrates the program, as: 
A place designated by the United States Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally-distinctive landscape arising from patterns of human activity shaped by geography. These areas tell nationally important stories about our nation and are representative of the national experience through both the physical features that remain and the traditions that have evolved within them.

Unlike national parks, NHAs are inhabited regions with fully functioning economies. There is no federal management of land or federal land acquisition authority- with the designation. A NHA is planned and managed by a local entity, rather than the federal government. The NHA designation is as much about enhancement and preservation of a region’s heritage for locals as it is for outside visitors. Obtaining designation as a NHA can help develop partnerships and leverage funds for projects such as interpretive signage, historic preservation, regional branding, heritage trail development, and more.
Local public support for NHA designation is one of the most important criteria upon which NHA proposals are evaluated. A comprehensive public involvement strategy was undertaken which consisted of widespread individual and organizational outreach, including brochures, informational handouts, booths at public events, updates sent to an extensive email list, a website allowing for public comment, stakeholder interviews, presentations, press releases, and public workshops. A study team of local stakeholders was also developed which included representation from different groups in the Delta, who met regularly to guide the feasibility study process. These outreach and involvement activities promoted public understanding of the study with participation and contributions of interested individuals and organizations. Appendix 1 is a list of organizations who received presentations or meetings.

Chapter 1 - Mission, Vision, Goals
This chapter contains the proposed mission, vision, and goals for a Delta NHA. A NHA designation will increase opportunities to promote Delta-as-a-Place, enhance economic development, brand Delta products, maintain Delta agriculture, and improve public access.

Mission
Recognize, enhance, and promote ‘Delta-as-a-Place’ to help cultivate and retain appreciation and understanding of the Delta as an ecological, agricultural, recreational, historical, and cultural treasure.

Vision
A regional network of partner sites that will be linked where possible, and have interpretive/educational components and serve as the primary attractions on existing public properties or on private properties with the voluntary consent and involvement of the landowners.

Goals
- Brand the Delta as a region of national significance to educate the public about ‘Delta-as-a-Place’, and build more support for preserving, protecting, and enhancing the Delta.

- Support economic development of the Delta by drawing visitors to designated partner sites—promoting patronizing local markets, restaurants, hotels, campgrounds, bed and breakfasts, hostels, farmstays, and other recreation and visitor facilities.

- Promote heritage tourism, ecotourism, and agritourism, which are aligned with existing activities, infrastructure, and land uses in the Delta. Develop necessary visitor amenities in the Delta such as public restrooms, garbage receptacles, directional signage, and dockage.
• Make Available maps of partner sites and identify waterways and byways to connect the sites.

• Undertake and provide resources for historic preservation projects at partner sites with the consent and involvement of willing landowners.

• Develop interpretive signage to educate the public about the Delta’s natural, historical and cultural heritage; and encourage the establishment and maintenance of new and existing programs which teach Delta history.

Chapter 2 - Themes
As part of a feasibility study for a National Heritage Area (NHA), it is necessary to develop NHA themes. Themes are the connecting element of resources in the region that are used to tell the unique stories of the place. Input on Delta NHA themes was solicited from local stakeholders via interviews and interactive public workshops. Proposed themes represent a synthesis of ideas from the public process. These were developed to be broad enough to incorporate a diversity of ideas, yet succinct enough to tell a unique story of the Delta’s heritage. Themes must emphasize the area’s national significance.

Background on the Delta
The Delta lies in the heart of California and has been a vibrant center of diverse habitats, communities, industries, innovations, and infrastructure. Activities throughout the Delta are of distinctive significance locally, regionally, statewide, nationally and internationally. The unique resources of the Delta have attracted persons from throughout the world.

During the last 10,000 years, a rapid rise in sea level following the last ice age inundated the alluvial valley of the Sacramento River forming the landscape now known as the Delta. The confluence of the Sacramento and San Joaquin Rivers formed a system of freshwater and brackish marshes and from there spread a variety of habitat types: grasslands, seasonal oak woodlands, oak woodland-savannah, chaparral, and riparian, which were incredibly rich with wildlife. Native American groups inhabited the Delta, including the Wintun, Maidu and Miwok, but most died of introduced diseases prior to European settlers. Early explorers visited the Delta in the 18th and 19th centuries, and fur traders such as Jedediah Smith trekked into the region due to the abundance of wildlife such as otter, mink and beaver.

The Gold Rush era (1848-1855) is recognized as the time when the Delta was ‘discovered’. Persons traveling its waters on their way from San Francisco to the goldfields of the Sierra Nevada Mountains began to recognize the fertility of the Delta’s soils and the high potential for agricultural production. Reclamation began during the 1800’s, and the extensive system of
marshland was converted to a predominantly agricultural landscape, which the Delta remains today.

The following five themes, a synthesis of the public meetings detail the unique stories of the Delta, incorporating a broad spectrum of topics, historic and contemporary, centered around the nationally-significant aspects of the Delta’s natural and cultural heritage. A more detailed explanation of each theme will be incorporated in a later draft of this feasibility study.

**Theme 1 - America’s Inland Delta at the Heart of California**
The vast size, unique shape, and geographical location of the Delta have contributed to its importance as an ecological and cultural landscape. It is a rare inland/inverse Delta, the confluence of five rivers, and the largest estuary on the West Coast of the Americas. It provides important habitat for hundreds of plant and animal species, is a key Pacific flyway stopover location, and an important corridor for anadromous fish. Native Americans built villages and trading posts along the banks of its waterways prior to European settlement. The waterways of the Delta have been used for recreational purposes dating back to the Gold Rush era. These waterways are often used for leisurely retreats by persons in the surrounding urban areas. Many influential artists have called the Delta home due to its slower pace of life and close proximity to California population centers. While suburban sprawl has threatened the Delta landscape, legislation, such as the Delta Protection Act, has helped preserve the Delta’s rural character.

*Subthemes: Vast size of Delta, inverse shape of Delta, large watershed, confluence of large rivers, Pacific flyway, anadromous fish, Native Americans, Gold Rush corridor, steamboat travel, recreational haven, influential artists, infrastructure corridor, rural area in between massive urbanization, suburban sprawl, Delta Protection Act*

**Theme 2 - From Marshland to Farmland - Reclamation of the Delta**
The significant undertaking of reclaiming the Delta from a tule marsh to an agricultural landscape was one of the largest scale reclamation projects in the United States. Innovative equipment was developed in the Delta for reclamation and used throughout the world for a variety of purposes. Reclamation, however, led to land subsidence, gaining widespread attention from scientists and policy makers.

*Subthemes: Swamp and Overflow Land Act, reclamation districts, early reclamation, clamshell dredge, levee protection, land subsidence, subsidence reversal experiments*
**Theme 3 - Multi-Cultural Contributions and Experiences in Rural California**
A number of minority groups including Chinese, Japanese, Filipinos, East Indians, Portuguese, and Italians have established communities in the Delta and made significant contributions in shaping the Delta into the agricultural landscape that it is today. A handful of historic communities in the Delta reflect the region’s diverse heritage.

Subthemes: Chinese contributions to reclamation, Chinese labor in farms and canneries, Locke, Delta Chinese historic districts and architecture, Japanese contributions to agriculture, anti-Asian legislation, Delta Japanese Historic Districts, Portuguese and dredging, Italian immigrants, Filipino immigrants

**Theme 4 - This Fertile Land - California’s Cornucopia**
The Delta is recognized as one of the most fertile agricultural regions in the country, contributing billions of dollars to the California economy. A vast diversity of crops have been grown in the Delta and exported throughout the world, and the Delta has also been a leading center for development of innovative farm equipment. Current agritourism initiatives are being developed to showcase the Delta’s agricultural economy and its wildlife friendly farming practices which demonstrate how Delta farmland and habitat can coexist.

Subthemes: Agricultural practices, specialty crops, shipment and export, canneries, equipment invention, the Caterpillar Tractor, agricultural conservation, wildlife habitat on farmland, agritourism

**Theme 5 - Our Precious Water Resource - Water Conveyance and Conflict**
About two-thirds of California’s residents and over seven million acres of the State’s farmland rely on the Delta watershed as a source for water. Two major water projects, the Central Valley Project and the State Water Project, transfer water from the Delta to Southern California. The Delta relies on the availability of sufficient water flows and water quality for the vitality of the ecosystem, recreation and production agriculture.

Subthemes: The Central Valley Project, the State Water Project, water infrastructure, impacts of water diversions, water management and policies
Chapter 3 - Management Alternatives

National Heritage Area (NHA) feasibility studies should include management alternatives and preliminary assessments of impacts. Four different management alternatives were proposed for discussion in this process: continuation of current practices without a NHA designation; a Sacramento-San Joaquin Delta NHA; a Delta State Heritage Area/Corridor, and a locally designated Delta Heritage Area. Local participants discussed the positive and negative implications of each of the four alternatives at a public meeting in July 2011.

Alternative 1 – Continuation of current practices

No federal designation or additional authority for federal involvement/funding would be pursued under this option. Efforts for historic preservation, signage, economic development, public education, marketing, and other goals of a Delta NHA can continue to be pursued under their current auspices. The resources currently owned and operated by nonprofits, and local, state, and federal government would continue to be maintained and made available for public use under existing policies. There would be no new National Park Service (NPS) program dedicated exclusively to providing technical assistance and no additional federal funding. State and local government, private nonprofit organizations and foundations, and for-profit organizations would continue to be the primary sources of funds for the protection and interpretation of heritage resources in the Delta.

Alternative 2 – Creation of a Sacramento-San Joaquin Delta NHA

This management alternative involves congressional designation of a NHA in the Sacramento-San Joaquin Delta. Under this alternative, the National Park Service would provide technical assistance to the management entity of the NHA. The Delta would achieve national recognition as a place of special significance and able to receive federal seed money. This seed money could reach one million dollars per year for up to 10 years, and could be used to leverage funds from other sources to undertake the projects outlined in the management plan. Projects would include interpretive signage, historic preservation, and regional branding. On average, existing NHA management entities leverage $8 of funds for every $1 of federal seed money and a variety of potential funding sources are located in the urban areas that surround the Delta.

Designation as a NHA would give national recognition to the role of the Delta in California and American history, and draw attention to the importance of the Delta as both an ecological and a cultural landscape. A NHA could help gain visibility of the Delta as a destination nationally and internationally, which can lead to economic development opportunities. Currently, most of the heritage tourism attractions in the Delta, such as museums, have limited hours and staffing due to funding, and a Delta NHA could help expand these activities with an increase in visitation. NHA designation may draw more attention to the historic assets of the Delta which are of value to the families who have lived in the region for generations, and these significant assets could benefit from the visitors dollar for restoration, maintenance, and enhancement.
An increase in visibility could help increase the number of visitors to state parks and recreation areas in the Delta, which could lead to an improvement the area’s amenities.

As stated in the mission statement, a Delta NHA can serve as an opportunity to recognize, enhance, and promote ‘Delta-as-a-Place’ in order to help cultivate and retain appreciation and understanding by residents and visitors of the Delta. For quite some time, the Delta has been a lesser known region of California, and even persons who live as close as the Bay Area and Sacramento know little about the Delta. A NHA can be a valuable tool to educate the public about the Delta.

**Alternative 3 – California Delta Heritage Corridor (State Designated)**

California State Parks developed a Central Valley Vision Implementation Plan in 2009. This plan recommends establishing five Central Valley driving routes as heritage corridors to bring visitors to the valuable heritage resources in the Central Valley. One of the recommended heritage corridors is the California Delta Heritage Corridor, which would link historic Delta towns, recreation sites, ecotourism areas, and agritourism sites. These heritage corridors would be designated under the California Recreational Trails Act, as provided in Public Resources Code Section 5070.3, 5071, and 5073.

Several other states, including Maryland, New York, and Pennsylvania have state heritage area programs, and further research could be done on these programs to inform the development of a state designated California Delta Heritage Corridor. A State Heritage Corridor would, if funds were available, have some of the same potential benefits as a NHA; improved visitor information (maps, wayfinding signs and kiosks, brochures, etc) and education about the corridor’s historical, natural, and recreational assets, which may encourage rural tourism that could assist with economic development. Like a NHA, a State Heritage Corridor could be a valuable tool to educate persons about the Delta and could help recognize, enhance and promote ‘Delta-as-a-Place’. NPS staff would not play an advisory role (unless assistance is granted through a different program). A State Heritage Corridor would not be eligible for the seed money that is granted with NHA designation, and there are no apparent sources of state funds to support its planning or implementation now. It could still be a valuable symbol of Delta organizations’ desire to develop partnerships and seek funding from other public/private sources, if local partners choose to use it as a vehicle for those activities.

The State Heritage Corridor designation could still be pursued for the Delta, regardless of whether or not the Delta receives NHA designation. While planning for it would require a separate process, the Delta NHA feasibility study could serve as a valuable reference as it contains information that is potentially relevant to both designations, such as proposed themes, heritage area resources, etc.
**Alternative 4 – Locally Designated Sacramento-San Joaquin Delta Heritage Area**

A final option is a Delta Heritage Area (DHA) which is designated, planned, and managed by a local entity. Like a NHA, projects could be undertaken, such as historic preservation and interpretive signage which recognize, enhance, and promote ‘Delta-as-a-Place.’ Projects which increase visitor amenities in the Delta, such as public restrooms, waste receptacles, and directional signage could still be developed. Like the State Heritage Corridor option, a DHA would not be eligible for the federal financial assistance, or the NPS partnership that NHAs are eligible for. However, federal resources and assistance could still be sought through other programs. A DHA would not receive the national recognition that a NHA would, or the statewide recognition that a state heritage corridor would, but would still enable the Delta to gain more visibility as a region, which could lead to economic and educational benefits. A DHA would not have to obtain Congressional approval, or go through annual congressional funding cycles, and therefore could be initiated more quickly than a NHA.

Like a NHA, the DHA management entity should have representation from the diverse local stakeholder groups within the DHA boundaries. If interest is expressed on potential pursuit of this option, than its feasibility could be analyzed and its management structure could be further discussed.

**Evaluation**

The four alternatives described above were presented at the July 25, 2011 public meeting and Alternative 2 was the most favored: creation of a Sacramento-San Joaquin Delta National Heritage Area. A Sacramento-San Joaquin Delta National Heritage Area is a mixture of private and public collaboration that vests control at local level for establishing priorities and allocating federal funds. It benefits from having federal recognition and draws attention to ‘Delta-as-a-Place’. Establishing a Sacramento-San Joaquin Delta National Heritage Area will optimize the likelihood for success in creating a regionally integrated approach to wildlife habitat and agritourism. These are essential for achieving significant economic sustainability for the Delta. The only con identified concerns impacts on property rights which have been expressed by some Delta locals. Chapter 6 discusses tools that could be used to alleviate these concerns.

Participants of the meeting were generally not in favor of Alternative 1, Current Practices, due to lack of local control. Alternative 3, a Delta State Heritage Corridor, was also not generally a favored alternative, due to lack of funding capabilities. Alternative 4, a locally designated heritage area, was identified by some as the next best alternative to a NHA, but concerns were raised for this designation due to the lack of funding and national stature.
Chapter 4 - Conceptual Boundaries

Conceptual boundary delineations, as recommended by National Park Service guidelines, are an important part of the NHA feasibility study. The boundaries of the potential NHA remain conceptual through the feasibility study process, and are not finalized until after a NHA is designated by Congress and a management plan is developed.

Three potential boundaries had been developed for public review and consideration:

1) The Sacramento River Corridor from Collinsville to Old Sacramento, including the legacy communities along the Sacramento River and adjacent public lands; Lower Sherman Island Wildlife Refuge, Brannan Island State Recreation Area, Delta Meadows State Park, Old Sacramento State Historic Park;

2) The Primary Zone of the Delta (unincorporated communities in the Delta which include Clarksburg, Hood, Courtland, Locke, Walnut Grove Ryde, and Knightsen); with an emphasis on the Sacramento River Corridor; plus the incorporated areas of Rio Vista, Isleton, and Freeport;

3) The entire Legal Delta, plus the city of Rio Vista

Based on input from the Study Team, preliminary public input and further analysis by staff, a conceptual boundary map has been developed. In regards to inclusion of the relevant resources of the proposed Delta NHA, it is particularly important to include natural/cultural/historic resources which support the proposed NHA themes. Potential boundary #1 is perhaps too restrictive, as it does not include much of the lands containing agricultural, recreational and natural resources of the Delta, all of which are discussed in the proposed themes. Potential boundary #3 may be too large and include areas which are not relevant to the proposed themes.

Potential boundary #2, with a few alterations, is the boundary that seems to work best. This boundary includes the entire Primary Zone of the legal Delta with a few add-ons, all of which are directly adjacent to the Primary Zone. Some of these add-ons, specifically portions of Antioch and Sacramento, and Rio Vista, coincide with the recommended ‘gateways’ that California State Parks identified in the Recreation Proposal for the Sacramento-San Joaquin Delta and Suisun Marsh. The proposed add-ons are as follows:

- The cities of Rio Vista, Isleton, and Freeport. These cities are considered ‘legacy communities’ of the Delta, all played important roles in the Delta’s history, still retain historical flavor, and contain resources relevant to Delta NHA themes. Resources of particular interest include the Dutra Museum of Dredging in Rio Vista, the Rio Vista
Museum, the Isleton Museum, the Isleton Chinese and Japanese Historic Districts, the Isleton Bridge, and the Freeport Bridge.

- **The Rivertown District of Antioch.** A number of historic sites exist in this district which supports proposed NHA themes. Particularly, the Antioch Historical Society Museum housed the Bureau of Reclamation in 1932, and contains numerous historic artifacts relevant to the proposed NHA themes. Other historic resources include the Cannery Sites (Cannery Lady Statue), Fulton Shipyard, the Dow Wetlands, and the Roswell Butler Hard House.

- **Big Break Regional Shoreline.** Big Break Regional Shoreline is a unit of the East Bay Regional Parks District, with important wildlife habitat, outdoor recreation, and environmental education facilities. Currently, the *Delta Discovery Experience* is being developed which includes an interactive map of the Delta, and covered outdoor use areas for interpretive and educational exhibits highlighting the Delta, its ecosystems, and wildlife.

- **Northern Delta area, including riverfront portions of West Sacramento and Sacramento.** Including this area would incorporate a few relevant historic resources, such as the First Pacific Coast Salmon Cannery in West Sacramento, the West Sacramento Historical Society, Tower Bridge, Old Sacramento State Historical Park, and the Delta King.
Chapter 5 - Management Entity
The management entity is the organization responsible for developing the NHA management plan, raising and administering funds, running projects, conducting public outreach and other necessary work to manage the NHA in a way that is consistent with the NHA’s mission, vision, and goals. Several types of organizations have served to manage existing NHAs including nonprofits (which are the most common type), federal commissions, state agencies, and public corporations. The management entity should be composed of a diverse membership of representatives from local stakeholder groups to ensure that the full spectrum of varied interests is involved in decision making. Representatives from National Park Service serve on NHA management entities in advisory, non-voting roles.

Additionally, the management entity must be capable of meeting the 50% cash matching requirements for the federal funds which may become available upon NHA designation. Federal funding awards range from $150,000 to $1,000,000, with a maximum of $1,000,000/year for 10 years. Federal resources may not be able to be specifically identified during the study, but what may be gauged is the past or potential capacity and creativity of the management entity to attract financial support. The feasibility study must also include a conceptual financial plan of approximately five years in length, which outlines the major roles for participating organizations, demonstrates the potential of the management entity to meet federal matching requirements and assesses the financial capabilities.

This chapter proposes the management entity should be a partnership between a government agency and local nonprofit. One management entity is the DPC, an existing state agency in the Delta, made up of local elected officials from the Delta and four state agencies. The other entity is a new or existing non-profit, private 501c3 organization which would partner with the DPC management entity.

Delta Protection Commission
The DPC was established by the Delta Protection Act of 1992. The mission of the DPC is to adaptively protect, maintain, and where possible, enhance and restore the overall quality of the Delta environment consistent with the Delta Protection Act and the Delta Plan. This includes, but is not limited to, agriculture, wildlife habitat, and recreational activities. The DPC’s Land Use and Resource Management Plan is for the Primary Zone of the Delta, and consistency is required by local government general plans, whose planning areas fall within the Primary Zone.

The DPC was mandated with conducting this feasibility study through Senate Bill X7-1 (Simitian), but this legislation did not identify a NHA management entity. The legislation to designate the Delta as a NHA, which was introduced by Dianne Feinstein to the Senate in 2011, with companion legislation introduced by John Garamendi to the House of Representatives, does however identify the DPC as the proposed management entity.
The DPC is a locally recognized agency in the Delta, has an extensive network of local stakeholders to whom it conducts regular outreach to, and provides opportunities for input on issues by Delta residents. The DPC is governed by 15 members, with representation from the following organizations:

- Contra Costa County Board of Supervisors
- Sacramento County Board of Supervisors
- San Joaquin County Board of Supervisors
- Solano County Board of Supervisors
- Yolo County Board of Supervisors
- Cities of Contra Costa and Solano Counties
- Cities of Sacramento and Yolo Counties
- Cities of San Joaquin County
- Central Delta Reclamation Districts
- North Delta Reclamation Districts
- South Delta Reclamation Districts
- Business, Transportation and Housing Agency
- Department of Food and Agriculture
- Natural Resources Agency
- State Lands Commission

If the DPC does serve as the management entity, then an advisory team would be developed, with a spectrum of members from local stakeholder groups, who closely work with the DPC on the development of the NHA Management Plan and other important relevant matters. This advisory team could consist of members from local groups representing recreation, businesses, cultural and natural resources, landowners, agriculture, etc. This is important because the success of a NHA designation only happens with local involvement and support.

**A new or existing non-profit organization**

A partner management organization for a Delta NHA could be a new or existing non-profit organization to assist with fundraising. Non-profit organizations are the most common NHA management entities, and generally function as public charities. Their typical structure consists of a board of directors, with 12-16 members, and executive committees with 5-7 members who oversee operations. The boards are structured to have diverse representation including local governments, state agencies, economic development, natural, cultural and historic resources, and local residents. Advisory committees with diverse representation are often formed to help further broaden local stakeholder input. The conceptual NHA boundaries could have significant influence on the membership of the management entity as different geographical areas have different resources and affiliated stakeholder groups, as well as different local government organizations.

**Funding Capabilities**

The financial capabilities need to be closely examined. Because federal funding is dependent on a local match, a fundraising strategy would need to be outlined as part of the conceptual financial plan which would be included in the feasibility study. Funding could be sought from a variety of sources, including state and local governments, foundations, philanthropy contributions from corporations, and individuals from the areas which surround the Delta.
Current economic conditions have been particularly challenging for federal, state, and local governments, and non-profit organizations. However, as other NHAs have shown, obtaining stature and recognition on a national level can help lead to increased funding opportunities.

Chapter 6 - Local Protection Measures
Throughout the public process, a number of stakeholders have expressed concerns that NHA designation will inflict upon private property rights and that a NHA management entity will have land use authority. DPC staff have made contact with directors of other NHAs in the U.S., who stated that similar concerns had been expressed in their areas during the feasibility study process or early stages of NHA designation, but these concerns generally went away with time as citizens realized that the NHA was not threatening to private property rights.

The DPC fully supports the protection of private property rights. The feasibility study for a Santa Cruz Valley National Heritage Area in Arizona includes specific language regarding private property and regulatory protections. Below is the exact language in the Santa Cruz Valley National Heritage Area bill passed by the House, which protects rights of property owners in the area. Language of a similar nature could be composed and incorporated into enabling legislation for a Delta NHA, as follows:

SEC. 9. PRIVATE PROPERTY AND REGULATORY PROTECTIONS.

(a) Clarification—Nothing in this Act—
(1) abridges the rights of any property owner (whether public or private), including the right to refrain from participating in any plan, project, program, or activity conducted within the National Heritage Area;
(2) requires any property owner to permit public access (including access by Federal, State, Tribal, or local agencies) to the property of the property owner, or to modify public access or use of property of the property owner under any other Federal, State, Tribal, or local law;
(3) alters any duly adopted land use regulation, approved land use plan, or other regulatory authority of any Federal, State, Tribal, or local agency, or conveys any land use or other regulatory authority to any local coordinating entity, including but not necessarily limited to development and management of energy, water, or water-related infrastructure;
(4) authorizes or implies the reservation or appropriation of water or water rights;
(5) diminishes the authority of the State to manage fish and wildlife, including the regulation of fishing and hunting within the National Heritage Area; or
(6) creates any liability, or affects any liability under any other law, of any private property owner with respect to any person injured on the private property.
(b) Private Property Owner Protection-

1. No privately owned property shall be preserved, conserved, or promoted by the management plan for the National Heritage Area until the owner of that private property has been notified in writing by the management entity and has given written consent for such preservation, conservation, or promotion to the management entity.

2. Any owner of private property included within the boundary of the National Heritage Area shall have their property immediately removed from within the boundary by submitting a written request to the management entity.

Additional research was done by the DPC in 2010 regarding tools that have been utilized by other NHAs in order to ensure protection of private property rights. These tools include: sections in NHA's enabling legislation and language in the management plan that provide for the protection of private property, the need for written consent by a private property owner for inclusion in the NHA, and the ability of a private property to be excluded from the boundary of a NHA. Examples of these items or extracts of specific language can be viewed at the DPC's website at: www.delta.ca.gov/heritage.htm.

Conclusion

The feasibility of designating the Delta as a National Heritage Area has the potential to contribute to the economic vitality of the Delta, attract new visitors to the area, and expose local residents and visitors alike to the Delta’s uniqueness, its contribution to California’s history, and its wealth of recreational opportunities.

This document consists of some of the key aspects of the DPC’s feasibility study for a NHA in the Delta. To date, local stakeholders have indicated support for the Delta NHA, particularly in regards to it being a tool to help define Delta-as-a-Place. This will further public understanding about the region and its important values.

Tangible evidence of support such as letters or resolutions are key ways to illustrate the interest from local stakeholder groups on obtaining the NHA designation. Obtaining items of support are important to receiving NHA designation and will be incorporated into the final feasibility study as appendices. Items of support are important to receiving a NHA designation and will be incorporated into the final feasibility study as appendices.
Appendix 1 - Organizations Which Have Received Presentations/Meetings

1) Antioch Historical Society
2) California Farm Bureau (with representatives from Delta County Farm Bureaus)
3) California Preservation Foundation
4) California State Parks
5) California Travel and Tourism Commission
6) Central Delta Water Agency
7) Contra Costa County Transportation, Water and Infrastructure Committee
8) Delta Chambers of Commerce
9) Friends of the Great CA Delta Trail/Ambrose Park and Recreation District
10) Isleton City Council
11) Lower Yolo Bypass Planning Forum
12) North Delta Conservancy
13) North Delta Water Agency
14) Recreational Boaters of California
15) Restore the Delta
16) Rio Vista City Council
17) Sacramento County Board of Supervisors
18) Sacramento River Delta Historical Society
19) San Joaquin County Board of Supervisors
20) Solano City County Coordinating Council
21) Solano County Board of Supervisors
22) Sportsmen Yacht Club
23) State Office of Historic Preservation
24) Striped Bass Association
25) West Sacramento City Council
## Appendix 2 - Historic/Cultural Resource Sites in the Proposed Boundary

<table>
<thead>
<tr>
<th>County</th>
<th>Resource Name</th>
<th>Address</th>
<th>City/Town</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sacramento</td>
<td>Locke Historic District</td>
<td>Locke</td>
<td>Locke</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Delta King</td>
<td>Sacramento River Near Intersection of Front and K Streets</td>
<td>Sacramento</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Rosebud Ranch</td>
<td>N of Hood</td>
<td>Hood</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Runyon House</td>
<td>12865 River Rd.</td>
<td>Courtland</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Delta Meadows Site</td>
<td>Address Restricted</td>
<td>Locke</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Locke Historic District</td>
<td>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.</td>
<td>Locke</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Brown, John Stanford, House</td>
<td>13950 CA 160</td>
<td>Walnut Grove</td>
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<tr>
<td>Sacramento</td>
<td>Imperial Theatre</td>
<td>Market St.</td>
<td>Walnut Grove</td>
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<tr>
<td>Sacramento</td>
<td>Walnut Grove Chinese-American Historic District</td>
<td>Bounded by C, Tyler, and Bridge Sts., and River Rd.</td>
<td>Walnut Grove</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Walnut Grove Commercial/Residential Historic District</td>
<td>Browns Alley and River Rd.</td>
<td>Walnut Grove</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Walnut Grove Gakuen Hall</td>
<td>Pine and C Sts.</td>
<td>Walnut Grove</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Walnut Grove Japanese-American Historic District</td>
<td>Bounded by Winnie St., Tyler St., C St., and River Rd.</td>
<td>Walnut Grove</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Isleton Chinese and Japanese Commercial Distrcits</td>
<td>Bounded by River Rd. and Union, E and H Sts.</td>
<td>Isleton</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>Riverview Union High School Building</td>
<td>1500 West 4th Street</td>
<td>Antioch</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>Roswell Butler Hard House</td>
<td>815 West First Street</td>
<td>Antioch</td>
</tr>
<tr>
<td>Yolo</td>
<td>First Pacific Coast Salmon Cannery</td>
<td>West Sacramento</td>
<td>W. Sacramento</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Jean Harvie School, Walnut Grove Community Center</td>
<td>14273 River Road</td>
<td>Walnut Grove</td>
</tr>
<tr>
<td>Sacramento</td>
<td>River Mansion</td>
<td>13415 Grand Island Road</td>
<td>Walnut Grove</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Freeport Bridge</td>
<td>Near Freeport on Freeport Road over Sacramento River</td>
<td>Freeport</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Isleton Bridge</td>
<td>Near Isleton on State Route 160 over Sacramento River</td>
<td>Isleton</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Paintersville Bridge</td>
<td>Near Courtland on State Route 160 over Sacramento River</td>
<td>Courtland</td>
</tr>
<tr>
<td>Yolo/Sacramento</td>
<td>Tower Bridge</td>
<td>State Route 279 (Capitol Mall in Sacramento) across the Sacramento River, between West Sacramento in Yolo County and the City of Sacramento</td>
<td>W. Sacramento/Sacramento</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Bacon Island Road Bridge</td>
<td>In the vicinity of Stockton on Bacon Island Road over Middle Road</td>
<td>Stockton</td>
</tr>
<tr>
<td>San Joaquin</td>
<td>Middle River Bridge</td>
<td>Near Stockton on State Route 4 over Middle River</td>
<td>Stockton</td>
</tr>
<tr>
<td>San Joaquin</td>
<td>Old River Bridge</td>
<td>Near Stockton on State Route 4 over Old River</td>
<td>Stockton</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Isleton Museum</td>
<td>33 Main Street</td>
<td>Isleton</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Locke Board House Museum</td>
<td>13916 Main Street</td>
<td>Locke</td>
</tr>
<tr>
<td>Sacramento</td>
<td>Locke Dai Loy Museum</td>
<td>Main Street</td>
<td>Locke</td>
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<tr>
<td>Yolo</td>
<td>West Sacramento Historical Society</td>
<td>849 Jefferson</td>
<td>W. Sacramento</td>
</tr>
<tr>
<td>Solano</td>
<td>Outta Museum of Dredging</td>
<td>345 St. Gertrude’s Ave</td>
<td>Rio Vista</td>
</tr>
<tr>
<td>Solano</td>
<td>Rio Vista Museum</td>
<td>16 N. Front Street</td>
<td>Rio Vista</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>Antioch Historical Society</td>
<td>1500 W. Fourth Street</td>
<td>Antioch</td>
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