Appendix F

Southport Sacramento River Corridor Recreation Program

Appendix A
City of West Sacramento's Southport Sacramento River Corridor Recreation Program

A.1 Introduction

The City of West Sacramento (City) has identified an opportunity to provide local and regional residents with a unique riverfront recreation experience, similar to the American River Parkway located in Sacramento County, along the west shore of the Sacramento River in the Southport area of the city. This appendix describes the recreation enhancements planned by the City as part of the Southport Sacramento River Corridor Recreation Program (recreation program) for the area of Southport adjacent to the Sacramento River starting at the termination of the U.S. Army Corps of Engineers (USACE) Sacramento River Bank Protection Project (SRBPP) at River Mile 57.2R and continuing south 5.6 miles to the South Cross Levee.

The City would like to construct these recreation enhancements in conjunction with the levee improvements proposed under the Southport Sacramento River Early Implementation Project (Southport project); however, there is not sufficient funding at this time to construct a full recreation program as part of the Southport project. Consequently, only select elements from the recreation program are proposed for construction under the Southport project and are analyzed in the Southport project EIS/EIR.

Although the recreation program is not fully incorporated into the Southport project, the City is closely coordinating its plans for recreation enhancements in the area with the Southport project's environmental review process, and has developed a vision for recreation enhancements that could be constructed during or after completion of the Southport project. Because the levee improvement alternatives proposed under the Southport project vary greatly in regard to final levee, roadway, and shoreline configuration, and therefore would result in substantially different opportunities and constraints for recreation, the City has developed a separate recreation vision that is compatible with the proposed flood improvement actions for each of the four Southport project alternatives.

A.2 Recreation Program

The recreation program would help the City meet its recreation needs as identified in the City of West Sacramento *Parks Master Plan* (Attachment F.1) and the City of West Sacramento *Bicycle and Pedestrian Path Master Plan* (Attachment F.2), enable the City's population to more easily enjoy the resources provided by the Sacramento River, and improve safety conditions for bicyclists, pedestrians, and equestrians. The completed recreation program in the Southport project area would provide local and regional residents with a unique, riverfront recreation experience similar to the American River Parkway.

Key to the recreation enhancements proposed under the recreation programis enhancement of the recreation corridor along the Sacramento River. The stretch of the Sacramento River South Levee under consideration makes up a large portion of the Parks Master Plan's Recreation Corridor 1. Recreation corridors are proposed throughout the city and are intended to serve as recreation and

alternative transportation routes. South River Road, which runs along the top of the existing Sacramento River levee, is used by bicyclists, pedestrians, equestrians, fisherman, and others seeking open space values of the river, despite narrow traffic lanes and the absence of any bike lanes, sidewalks, trails, designated parking areas, or access locations. Recreation upgrades proposed for Recreation Corridor 1 would provide a much safer corridor for recreation and alternative transportation by constructing bike trails, pedestrian shoulders, and, where appropriate, multi-purpose trails and staging/parking areas.

As part of the recreation program, additional recreation features such as parking, picnic areas, developed water access, and interpretive kiosks are proposed to complement each Southport project alternative, where appropriate to the specific levee improvements. These elements are ranked by implementation priority as categorized below.

Linear Facilities

1. **Multi-Purpose Trails**. These include bike lanes on roadways and roads that serve dual functions as both recreation trails and levee patrol and/or maintenance access roads.
2. **Recreation-Only Trails**. Dedicated, recreation-only trails include Class I bike paths, paved Americans with Disabilities Act (ADA)–compliant trails, and equestrian trails.
3. **Low-Intensity Trail Amenities**. These elements would be built to enhance the trail experience: access controls, wayfinding/rules, seating, and interpretive signs/kiosks.

Active, Localized Facilities

4. **Moderate-Intensity Developed Facilities**. This category comprises items such as parking/staging areas, picnic areas, developed water access, viewing patios, and an adventure play area, fitness trail, and disc golf course.
5. **High-Intensity Developed Facilities**. This category includes a proposed boat ramp.

These recreation elements are described below, and a table is provided for each Southport project alternative noting which recreation elements are compatible with the proposed flood improvements at each segment (Table A-1, at end of this appendix). At this time, it is assumed that only the multi-purpose trails and some associated low-intensity trail amenities would be built as part of the Southport project. Construction of the remainder of these features will occur after initial construction of the Southport project levee improvements.

All amenities would be subject to environmental review, approval by Reclamation District (RD) 900 and Central Valley Flood Protection Board (CVFPB), and permits as required from the City, state, and Federal governments. The City would be responsible for all costs associated with maintenance and repair of recreational amenities, and RD 900 would have priority over all recreational use for flood-fighting and operations and maintenance (O&M) of the flood infrastructure.

A.2.2 Linear Facilities: Multi-Purpose Trails

A.2.2.1 Bike Trail/Operation and Maintenance Road

Each of the flood protection improvements proposed under the Southport project would require construction of O&M roads for inspection, flood-fighting, and vegetation maintenance. These roads would run the length of the Southport project area, along the alignment of the Parks Master Plan's

proposed Recreation Corridor 1. To minimize environmental disturbance and maximize cost-effectiveness, the City proposes combining Recreation Corridor 1 with the flood protection O&M roads by opening these corridors up to public use by bicyclists and pedestrians. Equestrian use of levee crown patrol roads is prohibited by state Title 23 regulation

These multi-purpose roads may be paved or surfaced with compacted aggregate base for all-weather use. If paved, the roads would be a Class I-equivalent bikeway at approximately 12 feet wide with 4-foot aggregate base shoulders on either side for pedestrian use. RD 900 use for flood-fighting and O&M would have priority over recreational use.

A.2.2.2 Bike Lanes

Under Alternatives 2 and 4 of the Southport project, Village Parkway would be constructed to the standard of a Rural Road. The Southport Design Guidelines define the dimensions of a Rural Road as a 24-foot-wide, paved, two-way road with 6-foot gravel shoulders on each side (City of West Sacramento 1996). However, the City proposes to provide 6-foot-wide paved bike lanes with 6-foot-wide gravel shoulders on each side of Village Parkway to increase safety for residents using the corridor for recreation and non-motorized transport purposes. Construction of this feature will be contingent upon city funding availability.

A.2.3 Linear Facilities: Recreation-Only Trails

A.2.3.1 Paved Bike Trail

Recreation-only bike trails are proposed in locations that are desirable from a recreation or non-motorized transport perspective, but where there are no levee maintenance corridors. These paved bike trails would be approximately 12 feet wide with a 4-foot-wide compacted aggregate base shoulder on either side of the trail for pedestrian use.

A.2.3.2 Paved Path

In some areas, a narrower, pedestrian-only trail would be the most appropriate trail option. Pedestrian-only trails would be paved and ADA-compliant, with a minimum width of 3 feet and a maximum width of 5 feet. In places where the path is less than 5 feet wide, passing areas would be constructed at least every 200 feet.

A.2.3.3 Equestrian Trail

Equestrian trails would be constructed as a component of Recreation Corridor 1 where appropriate conditions exist. The ground surface would be cleared for the equestrian trails at a minimum width of 4 feet. Because the top 30 feet of land surface in the Southport project area consists generally of silt and clay with some sand (Blackburn Consulting 2011), the trail surface may be stabilized with gravel.

A.2.4 Linear Facilities: Low-Intensity Trail Amenities

A.2.4.1 Access Controls

Removable access controls (bollards) would be installed at the entrance to all trails and as needed for authorized vehicle control.

A.2.4.2 Wayfinding/Directions/Rules

Permanent safety signs would be installed at select trail access points and at periodic intervals along the trails to inform users that the trail serves as a levee maintenance road and to instruct them to watch for patrolling vehicles. These signs also would inform users that portions of the trail and other recreation facilities are subject to flooding and that trail damage and related safety hazards could occur during the flooding season. Other signs would be installed as needed to inform users of necessary directions, rights-of-way, appropriate use, and safety.

A.2.4.3 Seating

Seating areas would be provided periodically along trails, where funding space permits. Seating areas would consist of benches and trash/recycling receptacles, and would be more desirable in areas with enticing characteristics like shade or a view.

A.2.4.4 Interpretive Signs/Kiosks

Interpretive signs or kiosks would be built in association with other recreation features to enhance the educational aspect of the recreation experience. These signs and/or kiosks would highlight the biological, geographic, historical, or community significance of the surrounding environment.

A.2.5 Active, Localized Facilities: Moderate-Intensity Developed Facilities

A.2.5.1 Parking/Staging Areas

Parking and staging areas would be a desirable addition to the Recreation Corridor 1 area, especially with the construction of additional recreational features. Current parking opportunities occur only on the shoulder of South River Road, or at the discretion of private marina facilities. Landowners have informed the City that some recreational users are trespassing on private property for parking and staging. One or more official parking areas would provide for safe, off-street parking and staging and reduce trespassing on private property. Parking/staging areas would be either paved or surfaced for all-weather use and may include trash/recycling receptacles, rules/wayfinding signs, seating, and restrooms where hookups to water and sanitary sewer are available.

The City has identified three locations at which new parking areas would make sense from a recreational use perspective. These locations are in the vicinity of the intersection of Gregory and South River Road, landward of the intersection of Davis Road and the Sacramento River levee, and landward of the intersection of Linden Road and the Sacramento River levee. Parking/staging areas may be constructed on remnants from the Southport project levee improvement property acquisition process.

A.2.5.2 Picnic Areas

Picnic areas would be provided as a part of the recreation program where space and funding permits. These areas would include picnic tables, barbecue grills, trash/recycling receptacles, and shade structures where feasible.

A.2.5.3 Water Access/Fishing Area

As a component of the Parks Master Plan, the City conducted a recreation demand analysis through which the community of West Sacramento expressed great interest in fishing and additional water access opportunities (Attachment F.1). To help meet this demand, the City is proposing installation of water access/fishing areas in the Southport area. These facilities would be fully accessible via paved pedestrian trail (see specifications above) and consist of either a paved or unpaved landing on the riverbank at suitable low-water elevations. The size of bank fishing landings would vary in response to bank slope, area of waterside berm available for use, and extent and sensitivity of vegetation and habitat at and adjacent to landings and access trails. Seating, trash/recycling receptacles, lighting, and other features would be proposed selectively at locations above the ordinary high water elevation.

A.2.5.4 Viewing Patio

A viewing patio, similar to what was built as a part of The Rivers Early Implementation Project (EIP), could be built where there is an oversized waterside bench or where such a feature would not interfere with flood management infrastructure. A viewing patio would provide a view of the river or floodway and include benches, trash/recycling receptacles, and possibly interpretive signage. The patio itself would be approximately 20 feet in diameter and would connect to the nearest linear feature via a paved, ADA-accessible trail.

A.2.5.5 Adventure Play Area

An adventure play area is a nontraditional playground that encourages children to play creatively and interact with their environment. Although an adventure play area may have some conventional play equipment, it primarily uses nature and vegetation as the play setting and nature as the play materials. The goal is for children to experience an adventure play area as a place where they can reclaim the magic that is the hallmark of child's play—the ability to learn in a natural environment through exploration, discovery, and the power of their own imagination. The location, size, configuration, program, and funding for adventure play opportunities have not been determined at this time.

A.2.5.6 Fitness Trail

A fitness trail consists of a path or course equipped with obstacles or outdoor exercise equipment stations distributed along its length. Traditional fitness trails have featured simple wood and metal exercise stations (chin-up bars, body curl benches, etc.), but newer incarnations are incorporating outdoor gym equipment with moving parts (often made from galvanized metal) and natural features such as climbable rocks. The location, size, configuration, program, and funding for fitness trail opportunities have not been determined at this time.

A.2.5.7 Disc Golf Course

Disc golf is similar to regular golf; however, instead of using golf clubs and balls to reach a hole, disc golf players use flying discs (slightly smaller and heavier than Frisbees™) and aim for a target, which is usually a pole extending up from the ground with chains and a basket where the disc lands. The object of the game is to complete each hole in the fewest number of throws, starting from a tee area and finishing at the target. Generally, a course contains 9 or 18 targets. Disc golf courses are able to use a wide variety of terrain; often, land not suitable for other park activities or development is appropriate terrain for a disc golf course.

Disc golf courses require three basic types of infrastructure: tee pads, targets, and signage. Tee pads are evenly graded areas that are 5 to 6 feet wide and 10 to 20 feet long, and may be surfaced with decomposed granite (or other natural materials), concrete, or recycled rubber mats. Targets vary in size, but generally consist of a basket that is 2.5 feet tall and 2 feet in diameter mounted on a pole that is 2 to 2.5 feet tall. The entire assembly is approximately 4.5 to 5 feet tall (flagging or signage may extend on top for visibility), with an 18-inch portion anchored underground in concrete (Disc Golf Association 2011; Professional Disc Golf Association 2010). Signs near each target indicate the direction to the next tee, and signs at each tee describe the hole number, length, teeing direction, and recreational par. The length of an average course is generally 200–240 feet per hole, with 150 feet per hole the usual low-end limit (Professional Disc Golf Association 2011). The location, size, configuration, program, and funding for disc golf opportunities have not been determined at this time.

A.2.6 Active, Localized Facilities: High-Intensity Developed Facilities

A.2.6.1 Boat Ramp/Beach Access

A combined boat ramp and beach access is proposed in the Southport project area to meet the local demand for improved water access. Such a facility may include the following elements (all ADA accessible).

- Boat ramp with boarding floats and lighting.
- Beach access.
- Parking area with security gates.
- Restrooms.
- Picnic areas with barbecue grills, some with shade structures.
- Fish cleaning station.
- Trash/recycling receptacles and safety signage.

While the facility would be new, it would be built only at a location that has been previously disturbed, or as an expansion of existing facilities. Though the City has made no plans to acquire property or enter into operating agreements for a new boat ramp, two sites along Recreation Corridor 1 serve as examples of what might fit the above criteria. The first is the defunct marina site in the Oak Hall Bend area. This site could be repurposed for a boat ramp to reestablish a previously operating water access facility. Another example is the Sherwood Harbor Marina. The operator of

Sherwood Harbor Marina has expressed interest in working with the City to construct a publicly accessible boat ramp on Sherwood Harbor property. The ramp would be privately operated, but would be publicly accessible and provide revenue to the City of West Sacramento. Either of these, or other sites that fit the criteria, are possibilities under consideration.

A.2.7 Operations and Maintenance

O&M activities for paved trails and parking areas may include annual mechanical sweeping and cleaning, annual replacement and smoothing of the shoulders, annual inspection for pavement integrity, crack filling every several years, and cleaning and repairing signage and access controls. O&M activities for other recreation improvements may include annual inspection and restoration, weekly cleaning, vegetation management, and other activities typical for municipal park facilities.

A.3 References

Blackburn Consulting. 2011. Technical Memorandum, Geotechnical Design Document, Southport Early Implementation Project—Final Preliminary Design. Table 1: Subsurface Materials and Conditions. July 29, 2011.

City of West Sacramento. 1996. *Southport Design Guidelines.* April. Amended November 12, 2005. Planning Department. West Sacramento, CA.

Disc Golf Association. 2011. *Disc Golf Basket Installation*. Last revised: 2011. Available: <http://www.discgolf.com/installation/basket-install.html>. Accessed: October 16, 2011.

Professional Disc Golf Association. 2010. *Guidelines & Procedures for Manufacturers to Certify that Equipment Complies with PDGA Technical Standards*. Last revised: June 15, 2010. Available: < http://www.pdga.com/files/documents/PDGATechStandards_61510.pdf>. Accessed: October 16, 2011.

Professional Disc Golf Association. 2011. *PGDA Disc Golf Course Design Guidelines*. Last revised: May 1, 2011. Available: <http://www.pdga.com/files/documents/PDGACourseDesignGuides2011.pdf>. Accessed: October 16, 2011.

1 **Table A-1. Compatible Recreation Elements by Segment**

Segment		Linear Facilities																Active, Localized Facilities							
		Multi-Purpose Trails						Rec-Only Trails							Low-Intensity Trail Amenities				Moderate-Intensity Developed Facilities							High-Intensity
		Levee-Top Bike Trail/O&M Road (existing levee)[2]	Levee-Top General Purpose Road with Bike Lanes (existing Levee)	Levee-Top Bike Trail/O&M Road (setback levee)[2]	Levee Toe Bike Trail/O&M Road[2]	Floodway Bike Trail/O&M Road[2]	Bike Lanes along Village Parkway	Levee-Top Dedicated Bike Trail (existing levee)[3]	Levee-Top Equestrian Trail (existing levee)[4]	Landside Mitigation Area Bike Trail[5]	Waterside Paved Path[6]	Waterside Equestrian Trail[7]	Floodway Dedicated Bike Trail[3]	Floodway Equestrian Trail	Access Controls[8]	Wayfinding/Direction/Rules	Seating[9]	Interpretive Kiosks[10]	Landside Parking/Staging Area[11]	Picnic Areas[15]	Water Access/Fishing Area	Viewing Patio[16]	Adventure Play Area	Fitness Trail[17]	Disc Golf[18]	Boat Ramp/Beach Access
Alternative 1 Adjacent Levee[1]																									
A	Adjacent levee with cutoff wall and riprap	√			√					√					√	√	√	√				√		√		
B	Adjacent levee with berm and riprap				√			√		√					√	√	√	√	√[12]			√		√		
C	Adjacent levee with berm and riprap				√			√		√	√	√			√	√	√	√		√	√	√		√		
D	Adjacent levee with cutoff wall and riprap				√			√		√					√	√	√	√	√[13]			√		√		
E	Setback levee with seepage berm/cutoff wall and riprap			√	√			√		√	√	√			√	√	√	√		√	√	√	√	√		√[19]
F	Adjacent levee with berm and riprap				√			√		√					√	√	√	√	√[14]			√		√		
G	Adjacent levee with cutoff wall and riprap				√			√		√					√	√	√	√				√		√		

Segment		Linear Facilities																Active, Localized Facilities							
		Multi-Purpose Trails						Rec-Only Trails						Low-Intensity Trail Amenities				Moderate-Intensity Developed Facilities							High-Intensity
		Levee-Top Bike Trail/O&M Road (existing levee)[2]	Levee-Top General Purpose Road with Bike Lanes (existing Levee)	Levee-Top Bike Trail/O&M Road (setback levee)[2]	Levee Toe Bike Trail/O&M Road[2]	Floodway Bike Trail/O&M Road[2]	Bike Lanes along Village Parkway	Levee-Top Dedicated Bike Trail (existing levee)[3]	Levee-Top Equestrian Trail (existing levee)[4]	Landside Mitigation Area Bike Trail[5]	Waterside Paved Path[6]	Waterside Equestrian Trail[7]	Floodway Dedicated Bike Trail[3]	Floodway Equestrian Trail	Access Controls[8]	Wayfinding/Direction/Rules	Seating[9]	Interpretive Kiosks[10]	Landside Parking/Staging Area[11]	Picnic Areas[15]	Water Access/Fishing Area	Viewing Patio[16]	Adventure Play Area	Fitness Trail[17]	Disc Golf[18]	Boat Ramp/Beach Access
Alternative 2: Setback Levee																									
A	Strengthen-in-place (SIP)[20] with cutoff wall and riprap	√			√				√						√	√	√	√				√		√	√	
B	SIP/adjacent levee/ setback levee with cutoff wall/berm and riprap	√	√	√	√	√	√	√	√				√	√	√	√	√	√	√12	√	√	√		√	√	√21
C	Setback levee with berm	√		√	√	√	√		√		√	√	√	√	√	√	√	√		√	√	√		√	√	
D	Setback levee with cutoff wall		√	√	√	√	√	√	√				√	√	√	√	√	√	√13	√	√	√		√	√	√19
E	Setback levee with cutoff wall/berm (Bees Lakes open to flow)		√	√	√	√	√	√	√		√	√	√	√	√	√	√	√		√	√	√	√	√	√	
F	Setback levee with berm	√	√	√	√	√	√	√	√				√	√	√	√	√	√	√14	√	√	√		√	√	
G	Adjacent levee[3] with cutoff wall and riprap		√		√			√	√						√	√	√	√				√		√	√	

Segment		Linear Facilities																Active, Localized Facilities							
		Multi-Purpose Trails						Rec-Only Trails						Low-Intensity Trail Amenities				Moderate-Intensity Developed Facilities							High-Intensity
		Levee-Top Bike Trail/O&M Road (existing levee)[2]	Levee-Top General Purpose Road with Bike Lanes (existing Levee)	Levee-Top Bike Trail/O&M Road (setback levee)[2]	Levee Toe Bike Trail/O&M Road[2]	Floodway Bike Trail/O&M Road[2]	Bike Lanes along Village Parkway	Levee-Top Dedicated Bike Trail (existing levee)[3]	Levee-Top Equestrian Trail (existing levee)[4]	Landside Mitigation Area Bike Trail[5]	Waterside Paved Path[6]	Waterside Equestrian Trail[7]	Floodway Dedicated Bike Trail[3]	Floodway Equestrian Trail	Access Controls[8]	Wayfinding/Direction/Rules	Seating[9]	Interpretive Kiosks[10]	Landside Parking/Staging Area[11]	Picnic Areas[15]	Water Access/Fishing Area	Viewing Patio[16]	Adventure Play Area	Fitness Trail[17]	Disc Golf[18]	Boat Ramp/Beach Access
Alternative 3: Slope-Flattening[22]																									
A	SIP with cutoff wall and riprap	√			√					√					√	√	√	√							
B	SIP with berm and riprap				√					√					√	√	√	√	√[12]						
C	SIP with berm and riprap				√					√	√	√			√	√	√	√		√	√	√				
D	SIP with cutoff wall and riprap				√					√					√	√	√	√	√[13]						
E	SIP with cutoff wall				√					√	√	√			√	√	√	√		√	√	√	√			√[19]
F	SIP with berm and riprap				√					√					√	√	√	√	√[14]						
G	SIP with cutoff wall and riprap				√					√					√	√	√	√							

Segment		Linear Facilities: Multi-Purpose Trails: Levee-Top Bike Trail/O&M Road (existing levee)[2]	Linear Facilities: Multi-Purpose Trails: Levee-Top General Purpose Road with Bike Lanes (existing Levee)	Linear Facilities: Multi-Purpose Trails: Levee-Top Bike Trail/O&M Road (setback levee)[2]	Linear Facilities: Multi-Purpose Trails: Levee Toe Bike Trail/O&M Road[2]	Linear Facilities: Multi-Purpose Trails: Floodway Bike Trail/O&M Road[2]	Linear Facilities: Multi-Purpose Trails: Bike Lanes along Village Parkway	Linear Facilities: Rec-Only Trails: Levee-Top Dedicated Bike Trail (existing levee)[3]	Linear Facilities: Rec-Only Trails: Levee-Top Equestrian Trail (existing levee)[4]	Linear Facilities: Rec-Only Trails: Landside Mitigation Area Bike Trail[5]	Linear Facilities: Rec-Only Trails: Waterside Paved Path[6]	Linear Facilities: Rec-Only Trails: Waterside Equestrian Trail[7]	Linear Facilities: Rec-Only Trails: Floodway Dedicated Bike Trail[3]	Linear Facilities: Rec-Only Trails: Floodway Equestrian Trail	Linear Facilities: Low-Intensity Trail Amenities: Access Controls[8]	Linear Facilities: Low-Intensity Trail Amenities: Wayfinding/Direction/Rules	Linear Facilities: Low-Intensity Trail Amenities: Seating[9]	Linear Facilities: Low-Intensity Trail Amenities: Interpretive Kiosks[10]	Active, Localized Facilities: Moderate-Intensity Developed Facilities: Landside Parking/Staging Area[11]	Active, Localized Facilities: Moderate-Intensity Developed Facilities: Picnic Areas[15]	Active, Localized Facilities: Moderate-Intensity Developed Facilities: Water Access/Fishing Area	Active, Localized Facilities: Moderate-Intensity Developed Facilities: Viewing Patio[16]	Active, Localized Facilities: Moderate-Intensity Developed Facilities: Adventure Play Area	Active, Localized Facilities: Moderate-Intensity Developed Facilities: Fitness Trail[17]	Active, Localized Facilities: Moderate-Intensity Developed Facilities: Disc Golf[18]	Active, Localized Facilities: High-Intensity: Boat Ramp/Beach Access
Alternative 4: Blended Setback Levee																										
A	SIP[20] with cutoff wall and riprap	√			√				√						√	√	√	√				√		√	√	
B	SIP/adjacent levee/ setback levee with cutoff wall/berm and riprap	√	√	√	√	√	√	√	√				√	√	√	√	√	√	√[12]	√	√	√		√	√	
C	Setback levee with berm	√		√	√	√	√		√		√	√	√	√	√	√	√	√		√	√	√		√	√	√[21]
D	Setback levee with cutoff wall		√	√	√	√	√	√	√				√	√	√	√	√	√	√[13]	√	√	√		√	√	
E	Setback levee with cutoff wall/berm		√	√	√	√	√	√	√		√	√	√	√	√	√	√	√		√	√	√	√	√	√	√[19]
F	Adjacent levee[2] with berm		√		√		√	√	√						√	√	√	√	√[14]			√		√	√	
G	Adjacent levee[2] with cutoff wall and riprap		√		√			√	√						√	√	√	√				√		√	√	

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General Notes

- The approach for initial development of recreation benefits is to (1) integrate recreational features with appropriate components of levee improvements, (2) accommodate future recreation development in refinements to finish grading plans and (3) anticipate future recreation development through design configurations.
- Recreation features must comply with ADA requirements.
- Recreation features should not cause vegetation or habitat impacts in excess of levee improvements.
- Trail materials and surfaces must accommodate the range of intended users while minimizing operations and maintenance (O&M) requirements associated with particular settings.

Specific Notes

[1] Construction of an adjacent levee may result in a wider levee crown than currently exists, so some levee-top recreation enhancements are checked as potentially feasible under this alternative.

[2] Class I equivalent bikeway that also serves as an O&M road, with 4-foot compacted shoulders on each side for pedestrians, or at minimum, O&M road that is open to public recreational use (bikes/pedestrians).

[3] Class I bikeway with 4-foot compacted shoulders on each side for pedestrians.

[4] Equestrian trail is non-paved but is constructed of stabilized road base at 50,000 lb rating.

[5] If additional landside property is purchased parallel to the flood control structure for mitigation purposes, a bike/pedestrian trail (paved or all-weather surface) could be threaded through this area.

[6] Paved path is ADA-compliant for pedestrians and has a minimum width of 36 inches. In places where the trail is less than 5 feet wide, there are passing areas at least every 200 feet. The trail is located on the waterside of the existing levee where there is an appropriately wide bench.

[7] Equestrian trail is located on the waterside of the existing levee where there is an appropriately wide bench.

[8] Access controls would be constructed as needed for non-vehicular pathways or for authorized vehicle control.

[9] Seating areas would consist of benches and trash/recycling receptacles.

[10] Interpretive kiosks will only occur where other recreation features are placed.

[11] Landside Parking/Staging Area would include surfaced vehicle parking, trash/recycling receptacles, rules/wayfinding signs, seating (if appropriate), and restrooms (if feasible).

[12] Parking/access/restrooms in Segment B are at intersection of Gregory and SRR.

[13] Parking/staging in Segment D are at landside intersection of Davis Road and levee.

[14] Parking/staging in Segment F are at landside intersection of Linden and levee.

[15] Picnic areas would include picnic tables, grills, trash/recycling receptacles, and shade structures (if feasible).

[16] Viewing patio is an off-water platform similar to what was constructed at The Rivers EIP site, with seating and trash/recycling receptacles, constructed at wide spots in the Right-of-Way .

[17] Though a fitness trail is a possibility for any of the identified segments, only one fitness trail would be built as a part of the Southport EIP.

[18] Though a disc golf course is a possibility for any of the identified segments, only one disc golf course would be built as a part of the Southport EIP.

[19] The operator of Sherwood Harbor Marina has proposed constructing a publicly-accessible boat ramp, as part of the Southport EIP, on his property. The ramp would be privately-operated, but would be publicly accessible and provide revenue to the City of West Sacramento. The operator makes the argument for this location based on the facts that they already have a lot of existing infrastructure and are situated on a deep stretch of the Sacramento River that will not have silt issues.

[20] Strengthening in place may involve slope-flattening, which could result in a wider levee crown than currently exists; so some levee-top recreation enhancements are checked as potentially feasible for this segment.

[21] A boat ramp in Segment C would reuse the defunct marina site on Oak Hall Bend.

[22] Slope-flattening could result in a wider levee crown than currently exists, so some levee-top recreation enhancements are checked as potentially feasible under this alternative.

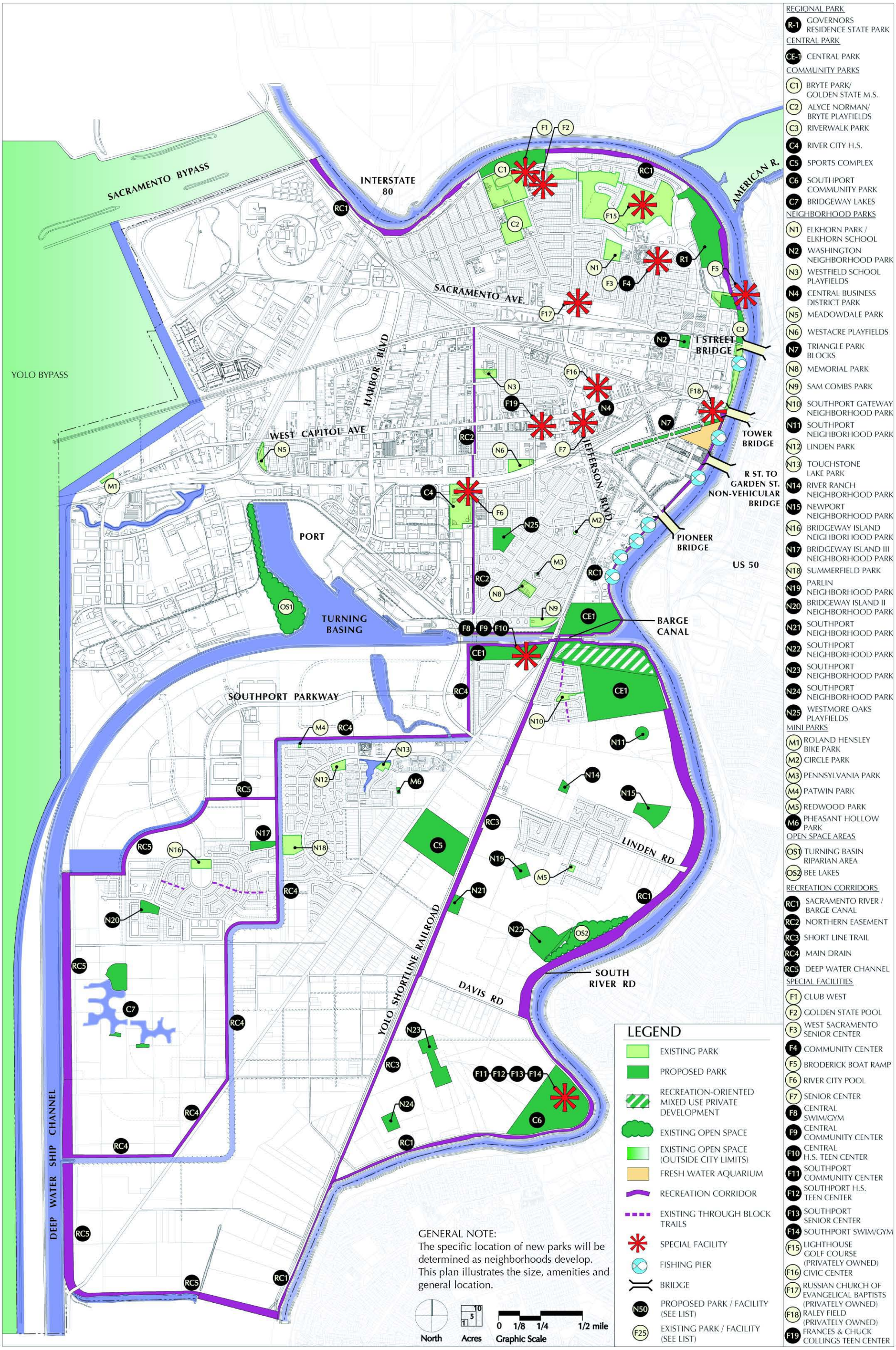
1

City of West Sacramento parks master plan

Prepared for: City of West Sacramento Department of Parks & Community Services

Prepared by: SmithGroup JJR

September 2003



CITY OF WEST SACRAMENTO - PARKS MASTER PLAN

SEPTEMBER 2003

SmithGroup JJR

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City Council
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Clockwise from upper left: **1.** Vadim Telchak, “Bye-bye Spring,” Southport Playground
2. Reid Collins, Row, Row, Row, Deep Water Ship Channel **3.** Gary Clements, River Walk Secrets
4. SmithGroup JJR **5.** Bob Gully, Fishin’ on the Port **6.** SmithGroup JJR **7.** James Tapia: The Winning Run, Memorial Park.

Table of Contents

1. Executive Summary

Purpose of the Parks Master Plan

This document is a long-range plan that guides the development, operation, and maintenance of the City's park and open space system. It is intended to be a "living document" that is regularly used by City Staff, Commissions, and Council as a tool for planning and decision making. Preparation and regular updating of the Parks Master Plan is required by the City's General Plan. The policies contained in the General Plan create the basis upon which the Parks Master Plan recommendations are developed in greater detail.

The 1991 Parks Master Plan

The City's first Parks Master Plan was adopted in 1991. It remains in effect until such time as this updated Parks Master Plan is adopted by the City Council. The 1991 Plan contains the following major actions and recommendations:

- The standard for park acreage was raised from the 3.33-acre standard contained in the General Plan to 5 acres per 1000 residents (2 acres of neighborhood parks and 3 acres of community parks per 1000 residents).
- The Parks Master Plan describes a complete system of recreation facilities to serve the ultimate build-out population.
- The recreation corridor concept was introduced to take advantage of the City's unique geography.
- The parks development impact fee ordinance was updated based on the ultimate build-out parks system.
- New neighborhood parks were located to best serve existing and new development.
- Improvements to existing facilities were described.
- New special use facilities including senior centers, municipal swim centers, teen centers, community centers, and a sports complex were described.

Changed Conditions in West Sacramento

Conditions have changed in the ten years since the first Parks Master Plan was prepared. In many ways, West Sacramento is a different city than it once was. The City was in its infancy in 1991, having been recently incorporated in 1987. Today the City has grown and matured. The municipal government is well established. Planning and zoning frameworks are in place. Redevelopment of the City's blighted areas is being implemented. Development impact fees are in place to ensure that new development finances for increased demand upon City services.

The City has gone through the recession of the early 1990's, the recovery of the late 1990's, and is now experiencing the recession of the early 2000's. The City is experiencing major growth during the current recessionary economic time, however, due to pent-up demand for new housing construction. In addition, significant investment in new industry and commercial development is occurring. The Ziggurat, Raley Field, and the new River Walk Park have been recently implemented, spurring on the creation of a revitalized riverfront district.

Based on available census data, from 1990 to 2000, the City's population increased by 18 percent, from 28,869 to 31,615. Much of this growth occurred within the last two years, in response to new infrastructure improvements that have made residential development in Southport more attractive.

The Southport Framework Plan was adopted shortly after adoption of the 1991 Parks Master Plan. The Framework Plan incorporated many, but not all, of the Parks Master Plan recommendations. The most significant variations from the Parks Master Plan include the omission of a dedicated sports complex, and designation of other, non-recreation uses for the proposed large community park located on federal property south of the barge canal and east of Jefferson Avenue. A goal of the current parks master planning process is to reconcile differences between the Southport Framework Plan and the Parks Master Plan.

Lake Washington with Port of Sacramento in the background

Progress Made

Implementation of the 1991Parks Master Plan recommendations was hindered by the economic recession of the early 1990's. During this time, municipal tax revenues were significantly reduced to help make up shortfalls in the State budget, leaving limited funding for parks and recreation.

Significant new residential construction was expected to occur as the economy recovered during the second half of the 1990's. However, development was delayed due to the lack of new infrastructure in Southport. Construction of the Harbor Boulevard widening in 1995 and the Palamidessi Bridge across the Barge Canal in 1997 opened the way for increased building activity. The new residential construction that has occurred in 2000, 2001, and 2002 has finally begun to generate the cash flow needed for new public services, including parks and schools. New residents of Southport are eagerly awaiting these improvements.

The City has made significant progress in the face of these difficulties, however. These achievements include:

- River Walk Park
- Club West Teen Center
- Improvements to the Broderick Boat Ramp
- Development of Summerfield Park
- Construction of the Alyce Norman/Bryte youth sports complex
- Dedication of new neighborhood park sites in the Bridgeway Island subdivision
- Raley Field (private investment)
- School open space improvements at Elkhorn, Golden State, Westfield, and Westacre

Opportunities and Assets

West Sacramento is blessed with many opportunities for the creation of a premier system of park and recreation facilities. There are many underdeveloped natural, political, and economic assets that may be taken advantage of as the City moves forward:

- **The Sacramento River**: The river is central to the identity and image of the City. The confluence of the American and Sacramento Rivers is one of the unique places that attract many people. However, opportunities to enjoy the river are hampered by the lack of developed public access. Historically, the river was a threat due to flooding. Tall levees were constructed to keep the floodwaters out, and in the process also served to separate the people from the river. Providing convenient and safe public river access that is also sensitive to the natural environment is a key opportunity.

- **Other Waterways:** The Deep Water Ship Channel, Turning Basin, and Barge Canal are other underutilized water resources. Improved public access to these waters is another key opportunity.

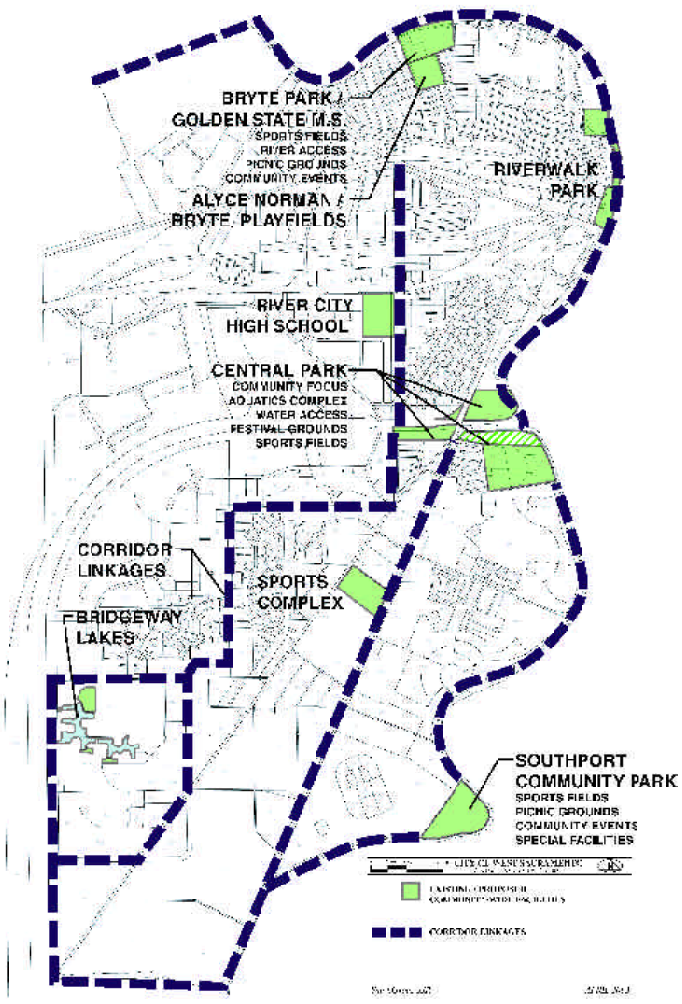
- **Existing Corridors:** The City has many natural corridors that represent underutilized assets (Figure 1-2). In addition to the river and Deep Water Channel, other corridors exist along the Yolo and Sacramento Bypass, the Main Drainage Canal, other minor canals, and utility rights-of-way. These corridors are an opportunity for development of pedestrian and non-motorized linkages that can be used for transportation as well as recreation. They are assets that may be used to tie together a community that has been divided by roads, geography, and development patterns.

- **Significant Natural Resources:** In addition to its water resources, West Sacramento contains riparian forests and wetlands. These areas are assets worthy of protection. They are also an opportunity to provide public access for enjoyment and education/natural history interpretation.

- **Undeveloped Land:** Land suitable for development of new parks remains available, especially in Southport.

- **Redevelopment:** Opportunities for park improvements in the older sections of the City may be available through the Redevelopment Agency.

Figure 1-2: Community Parks & Corridor Linkages



The Planning Process

The current planning process involves five main components:

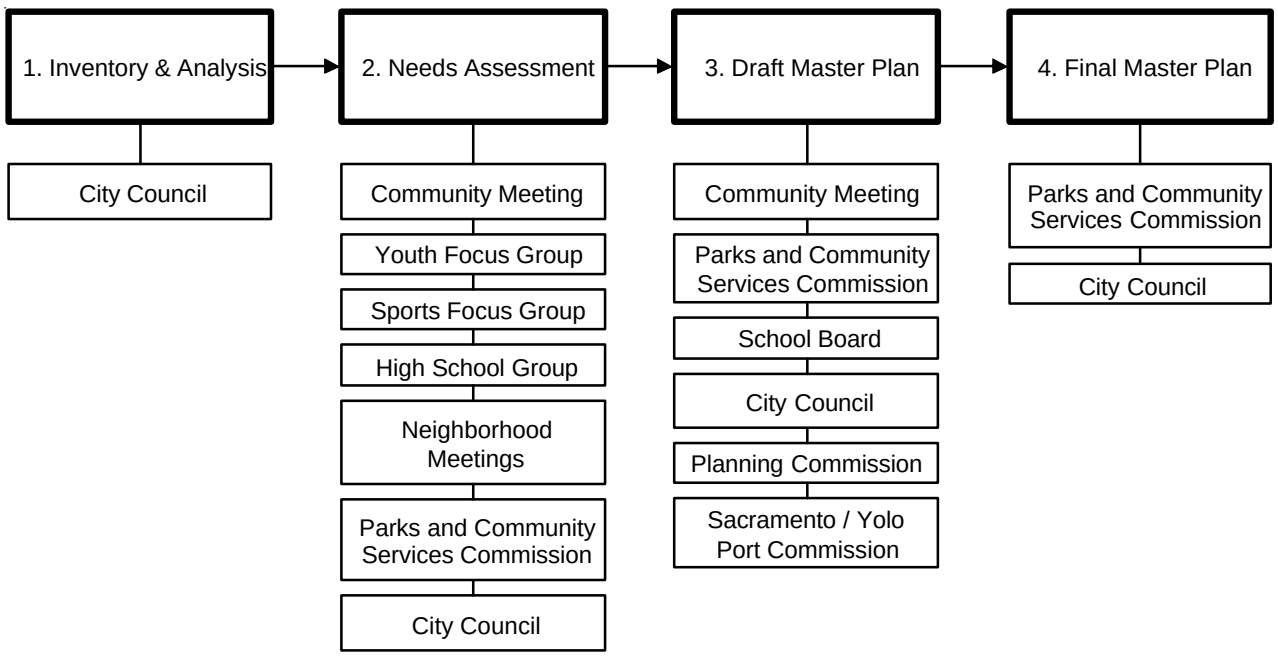
1. Inventory and analysis of existing parks and recreation facilities.
2. Analysis of current demand and future trends.
3. Identification of goals and priorities to guide the development of the system.
4. Development of action plan recommendations.
5. Creation of an implementation plan to quantify costs, funding, operation, and maintenance of the system.

The planning process (Figure 1-3) includes four phases. The following meetings have been conducted to facilitate public involvement in the planning process:

• City Council	September 12, 2001
• Community Workshop Meeting	October 9, 2001
• Youth Focus Group	October 10, 2001
• Active Recreation Focus Group	October 10, 2001
• High School Leadership Group	October 19, 2001
• Meadowdale Neighborhood Meeting	October 26, 2001
• Washington Neighborhood Meeting	November 13, 2001
• Parks and Community Services Commission Meeting	December 4, 2001
• Community Workshop	December 11, 2001
• Bridgeway Island Neighborhood Meeting	December 18, 2001
• Washington Unified School Board	March 28, 2002
• Parks and Community Services Commission	December 3, 2002
• City Council	December 18, 2002
• Sacramento/Yolo Port Commission	January 6, 2003
• Planning Commission	January 16, 2003
• Sacramento Riverfront Master Plan Update	Ongoing

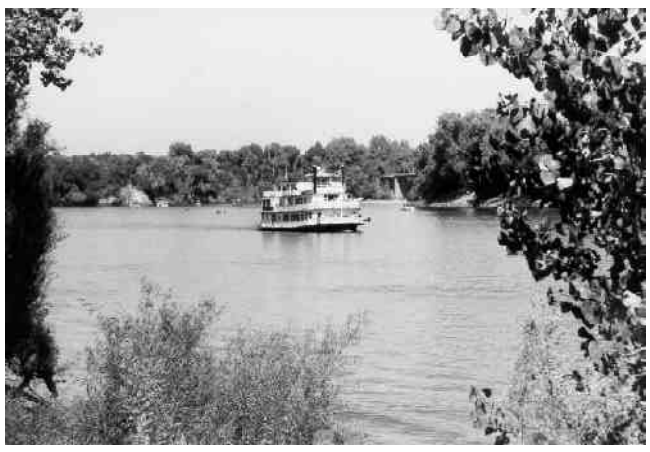
In addition, meetings were held with the City Manager, Redevelopment Agency, Department of Community Development, Port of Sacramento, Reclaimation District 900 and the West Sacramento Police Department to gather input. Moving forward, the Draft and Final Master Plan will be brought to the Parks and Community Services Commission, the School Board, and the City Council. These meetings will be open to the public who will be given the opportunity to comment.

Figure 1-3: Planning Process Diagram



Regional Setting

West Sacramento is located on Interstate highway 80 midway between the San Francisco Bay Area and Lake Tahoe. The city of Sacramento lies to the east across the Sacramento River. The Sacramento Bypass to the north and Yolo Bypass to the west are large land reserves that carry winter floodwaters, provide wildlife habitat, and are used for agricultural production. To the south lies farmland along the Sacramento River. West Sacramento is part of the metropolitan Sacramento Area. Nearby recreation resources include the City of Sacramento parks system and County of Sacramento parks system. Regional recreation destinations include Folsom Lake and Lake Berryessa.



Sacramento River

Local Setting

West Sacramento is geographically defined by its water resources and has been historically influenced by its proximity to the confluence of the American and Sacramento Rivers. The rivers offer many recreational activities, including boating and fishing. Several privately operated marinas, and the publicly operated Broderick Boat Ramp, provide river access. The Deep Water Ship Channel and Turning Basin at the Port of Sacramento provide additional opportunities, including sailing and rowing. The Deep Water Channel also divides the City into two parts: the northern half which is made up of established residential neighborhoods, the Port of Sacramento, and developed industrial areas; and the southern half, which is largely undeveloped with farmlands, three established residential areas and three new subdivisions.

Key Factors

West Sacramento is a unique community. Several factors have direct bearing on the formulation of recommendations contained within the Parks Master Plan:

- West Sacramento is a city of opportunity, characterized by an abundance of underdeveloped assets.

- The City is surrounded by major waterways that give it much of its character.

- West Sacramento is a diverse community that reflects its historical formation from several unincorporated communities and a large rural land area.

- The City is divided into two halves by the Shipping Channel and Barge Canal. The southern half is largely undeveloped, with an ample supply of available land for park development. The northern half is largely built out, with few opportunities for new park development.

- The City's population is expected to reach 75,000 by the year 2025, more than double the current population. The Parks Master Plan's recommendations are based on an anticipated build-out population of 77,000.

- Most of the population growth will occur in Southport in the form of suburban-style development, and in the Triangle Specific Plan Area, in the form of high-density urban development.

- New housing development will generate development impact fees and land dedications to provide for the recreation needs of new residents. The Southport Framework Plan includes a system of parks and recreation corridors that are based on the 1991 Parks Master Plan.

- The City has emerged from its infancy and has greater financial resources than it did at the time the 1991 Parks Master Plan was prepared.

Park and Recreation Facility Types

The facilities described by the Parks Master Plan can be organized into seven primary categories based on National Recreation and Parks Association (NRPA) standards:

- **Regional Park:** A regional park is a large park, typically organized around a significant geographical feature such as a lake, mountain, forest or coastline, and that serves several communities within a one hour driving time. Regional parks are typically administered by the state, counties, or other park agencies rather than municipalities due to their large size and unique nature.

- **Central Park:** A large urban park that contains a wide range of facilities and that serves the entire city. A central park is essentially a community park that has an elevated status due to its central location, unique features, historic characteristics, or great size. West Sacramento does not currently have a central park.

- **Community Park:** A large park (typically over 20 acres) that contains a wide range of facilities and that serves several neighborhoods or the entire community. The Bryte Park/Golden State Middle School/Alyce Norman-Bryte Playfields complex are collectively considered to be a

community park. River Walk Park, although not of the typical size, serves the entire community.

- **Neighborhood Park:** A medium sized park (4 to 10 acres) that serves the informal recreation needs of a single neighborhood. An example is Elkhorn Park.

- **Mini Park:** A small tot lot or passive sitting area (under 1 acre) that serves the daily recreation needs of a small area. An example is Redwood Park.

- **Special Facility:** A recreation facility that serves a specific need or user group, such as a community center, senior center, municipal gymnasium or swim center. Examples include the West Sacramento Senior Center and the pools at Golden State Middle School and River City High School.

- **Recreation Corridor:** A linear park that includes multi-use pathways for recreation and non-motorized transportation.

- **Open Space Area:** Undeveloped natural areas that contain significant natural resources.

NEIGHBORHOOD PLANNING AREAS

The Parks Master Plan subdivides the City into 20 neighborhood planning areas (Figure 1.4). Geographic features such as the river, deep water channel, canals, highways, major arterial roadways, and railways define these areas. Each neighborhood planning area should contain at least one neighborhood park or community park within walking distance of each resident.

Existing Parkland Acreage and Acreage Standards

West Sacramento has 104 acres of developed city parks. This equates to 3.06 acres of parkland for every 1000 residents, based on a current estimated population of 34,000. This total includes parks that provide for daily recreation needs: neighborhood, mini, and community parks.

The 1991 Parks Master Plan established a standard of 5 acres per 1000 residents. On a citywide basis, 170 acres are required by this standard, leaving the City with a current shortfall of approximately 69 acres.

In the year 2025, a total of 375 acres of parkland would be required to serve the pro-

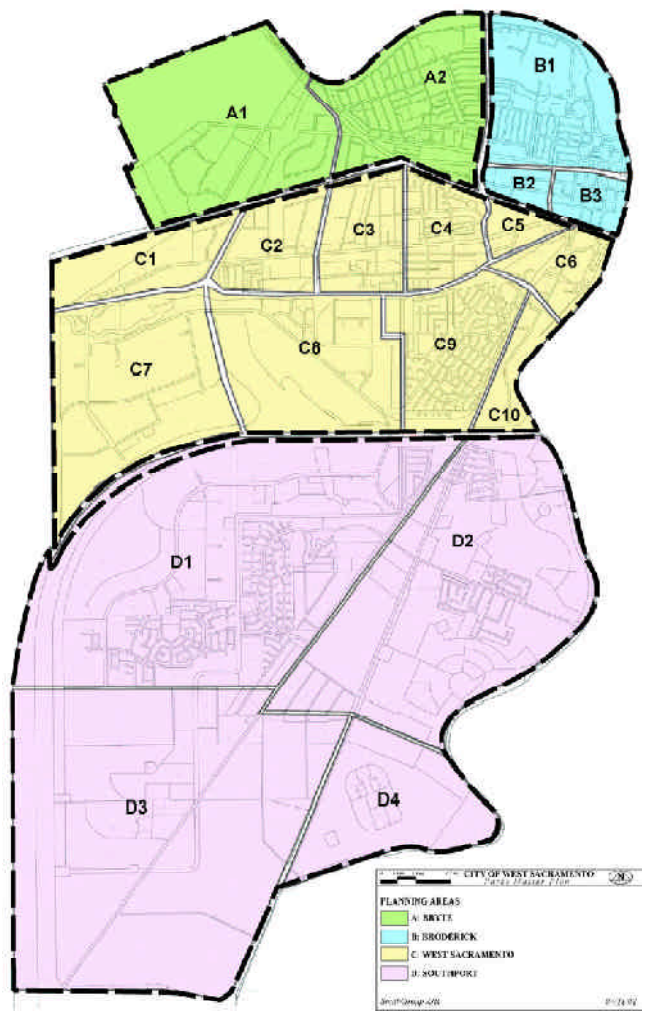


Figure 1-4: Neighborhood Planning Areas

jected population of 75,000.

ADA and CPSC

The Americans with Disabilities Act (ADA) is federal legislation enacted to protect the rights of disabled people in employment, public accommodations, telecommunications, and state and local government services. The California State building code requires conformance with the ADA for all public buildings, parks, and outdoor spaces. The Consumer Product Safety Commission (CPSC) has established safety guidelines for public playgrounds. A survey of existing facilities for compliance with the ADA and CPSC is outside the scope of this document.

Demand for Park and Recreation Facilities

As a provider of public services, it is important for the City to determine the community's demand for those services. If demand is underestimated, facilities deteriorate through overuse. Conversely, if demand is overestimated, facilities are underused and represent wasted resources. The following techniques were used to determine demand:

- Analysis of demographics.
- Analysis of trends surveys.
- A telephone opinion survey
- Comparison with other communities.
- Parks Master Plan standards.
- Public involvement workshops (several).
- Written questionnaires.
- Professional judgement.

The demand analysis is discussed in greater detail in the Appendix. The reader is encouraged to review the opinion survey report document (available under separate cover through the Parks and Community Services Department). Based on the various components of the demand analysis, the following summary of demand is presented (not in order of importance):

- **A Central Park:** West Sacramento currently lacks a large park containing a variety of facilities that can be used as a community gathering space. Participants in the Community Workshop rated this as a high priority, and expressed a desire for a single park that would provide facilities for all age groups and interest. They also viewed such a facility as a means to improve the image of the City and provide an enhanced community identity.

- **Improved water access:** Residents value the water resources available in West Sacramento. They desire improved access to water-related recreation such as fishing, boating, swimming, and passive use.

- **Increased number and variety of facilities:** The City received low scores in the opinion survey relative to other California communities for the number and variety of facilities available.

- **Improvements to existing parks:** Participants expressed the perception that the City's parks are tired and old. Safety of park users is also of concern.

- **Recreation corridors and trails:** The corridor concept was supported in the public meetings and through the high scores received in the survey for bicycling, walking, and horseback riding.

- **Programs and activities for children and youth:** A high level of importance was expressed for providing after-school and sports programs for children and teens. Construction of a high school age teen center was also highly rated. The youth workshop participants expressed a desire for skatepark facilities.

- **Swimming:** Swimming is a very popular activity. A high level of support for a family aquatic park with swimming pools and water play was expressed.

- **Landscape entrances:** Beautification of gateways to the community with landscaping was rated highly in the survey.

- **Classes:** A high level of interest exists in organized classes for activities such as cooking, computer use, arts and crafts, and gardening.

- **Senior programs:** Senior nutrition and diet programs are considered to be very important.

- **Active recreation:** Facilities and leagues for youth sports were considered to be very important, while adult sports were not as highly rated.

- **Fishing and water access:** The community expressed great interest in fishing and additional water access opportunities.

Action Plan

The action plan recommendations as described in chapter 2 are derived from an analysis of existing conditions, assessment of demand, evaluation of opportunities for new facilities, and analysis of existing and future financing resources. Public participation also plays an important role in determining priorities.

Implementation Plan

The Implementation Plan described in chapter 3 provides estimated costs, describes potential funding sources, and discusses operation and maintenance. The implementation plan is be based on the priorities that surfaced during the planning process.

Monitoring Process

This document is a flexible planning tool intended to be periodically reviewed and evaluated in light of changing conditions. The plan should be updated at approximate five-year intervals.

II. Action Plan

II. Action Plan

The Action Plan outlines specific recommendations to guide the improvement and development of the City's park system. The recommendations are the culmination of the planning process. They are based on an analysis of existing conditions, assessment of demand, and the participation of the community, neighborhood groups, user groups, City staff, City Council, School Board, and Commissions.

GOALS AND OBJECTIVES

The following strategies are responsible for the physical distribution, location, and amount of park and recreation facilities that make up the master plan. These strategies were created in response to the demand assessment which forms the basis of the plan.

- Expand existing parks where feasible to provide additional acreage
- Continue joint City/School District cooperation and City/Port Cooperation to maximize the utility of existing resources, and to provide park space in areas such as the north half of the city where opportunities for new land acquisition are limited
- Acquire and develop parks to meet the standard of 2 acres of neighborhood park and 3 acres of community park per each 1000 residents
- Acquire and develop a central park to serve the entire city
- Build new community centers, senior centers, gymnasiums, teen centers and indoor soccer facilities to support the demand for recreation programs and classes.
- Construct new swimming pools and sports fields to support the demand for active recreation
- Acquire and develop recreation corridors located along watercourses and railroad right-of-ways to link the park system and provide additional recreation opportunities
- Locate new parks to take advantage of the city's natural resources, including the river and other watercourses
- Provide improved river access for boating and fishing
- Develop open space areas to protect significant wetlands and riparian forests, and to provide passive recreation opportunities
- Improve existing parks to maximize the utility of existing resources

ACTION PLAN RECOMMENDATIONS

The Action Plan describes a complete system of park and recreation facilities to serve the needs of the City of West Sacramento at its ultimate build-out population. It provides specific recommendations for the following types of facilities:

- Regional Park
- Central Park
- Community Parks
- Neighborhood parks
- Mini Parks
- Recreation Corridors
- Open Space Areas
- Special Facilities
- Sports Facilities

Future Park and Recreation Planning Process

Further planning is required for implementation of the projects outlined within this plan. The planning and design process will be similar for each specific project, with the following general sequence:

1. Secure project funding.
2. Prepare master plans for specific parks or park facilities.
3. Prepare environmental documentation.
4. Prepare preliminary design.
5. Prepare construction documents.
6. Construct the project.
7. Operate and maintain the facility

Most improvement projects will require professional design and planning services. The entire planning sequence will be open to public review. The early master plan and preliminary phases will involve public participation workshops to help determine overall direction and specific details. Compliance with the California Environmental Quality Act (CEQA) will be required for each project.

Approval by the Parks and Community Services Commission, the City Council, and possibly the Planning Commission, Redevelopment Agency and School Board will be required. Public review and comment will be an integral part of these meetings. The public will be notified of all meetings and workshops by the Parks and Community Services Department through a variety of methods. Such methods may include posting notices at the project site, notifying homeowners' associations, and publication in the local press.

The plan is intended to achieve a balance of park types best suited to City residents. Both active and passive recreation is considered equally important. The plan describes improvements to existing parks, and creation of new park and recreation facilities. These facilities are described in the following text, organized by category. Letter designations given for each facility are keyed to the park master plan diagram (Figure 1-1). Detailed development standards for each category of facility are presented in Appendix E

REGIONAL PARK

Governors Residence (R1)

A regional park is a large park, typically organized around a significant geographical feature such as a lake, mountain, forest or coastline, and that serves several communities within a one hour driving time. Regional parks are typically administered by the state, counties, or other park agencies rather than municipalities due to their large size and unique nature. When people speak of a “Regional Park” in West Sacramento, they typically are referring to a Community Park or Central Park as defined by the Parks Master Plan.

There are currently no regioinal parks in West Sacramento. However, regional usage of local parks is common. Residents of West Sacramento utilize park facilities in Sacramento and other communities. West Sacramento experiences usage in its parks by residents of other communities as well, especially at Bryte Park and the Broderick Boat Ramp, as well as along the Sacramento River, Turning Basin, and Yolo Bypass.

In 2003 the City of West Sacramento may contribute the 43-acre East Riverfront property to the State of California for Governor’s residence and State Park purposes. Current plans call for 10-12 acres to be dedicated for the residence itself which would be off-limits to the general public. The remaining 31-33 acres is intended to be developed as a State Park. It is important to ensure that a continuous recreation corridor is developed along the entire waterfront of this parcel.

CENTRAL PARK

Central Park (CE1)

The community has clearly expressed a desire for a special community park that would serve the entire city and become the flagship facility for the city’s park system. The following benefits of such a facility were identified:

- Provide unique recreational opportunities
- Have a unique identity
- Provide a place for active recreation
- Provide a community gathering place
- Provide for people of all ages and interests
- Take advantage of the city’s waterfront
- Central location to bridge the gap between the north and south halves of the city
- Improve community image and esteem; reinforce West Sacramento’s unique identity

Central Park would include active sports fields for baseball, softball, and soccer; picnic areas; tennis courts; a skate park; playgrounds; and passive green open space suitable for group gatherings and

festivals. Central Park would also provide a setting for special facilities such as a swim complex or family water park, gymnasium, and community center. A waterfront setting would be ideal for rowing and sailing clubs, and for fishing access. Once the park has been master planned, land acquisition and construction could occur in phases. The first step in the process will be to determine a suitable location.

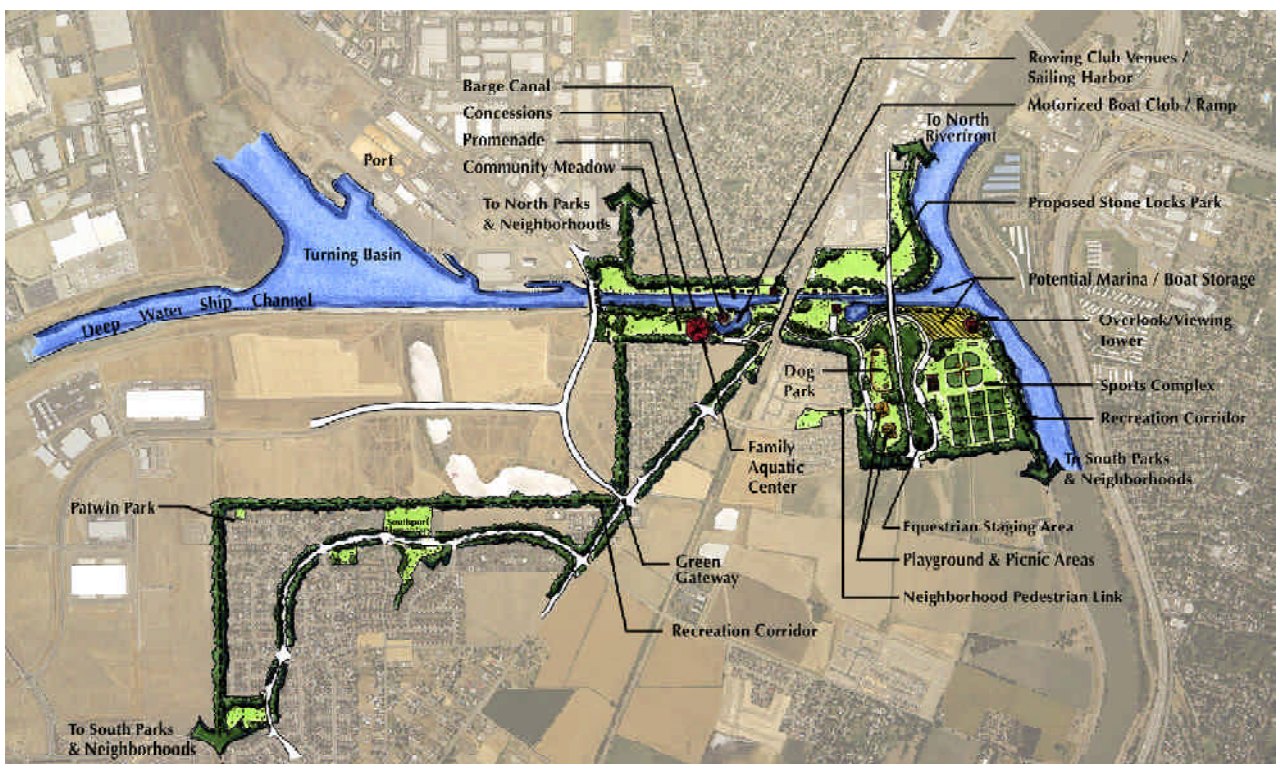
Private recreation facilities such as a marina, improved boat ramps, and boat storage could be worked into the park setting. Opportunity exists to extend a recreational corridor along the Deep Water Ship Channel and to provide an open space buffer for Southport residents adjacent to land slated for future port expansion. These opportunities should be explored in future City plans for this region.

Creation of such a park from scratch is a large undertaking that will require significant financial resources, multi- agency cooperation, public-private cooperation, and political will.

Between the Bridges

This approximately 30 acre parcel along the Barge Canal between the Jefferson Blvd. and Palamidessi Bridges is envisioned as the location for a mix of community uses that could include a family aquatic center, general use meadows, water edge promenades, concessions, rowing club venues with a sailing harbor and parking. It would be connected to the rest of Central Park via trails and an internal park-way system that travels under the Jefferson Blvd. Bridge. This parcel would also provide an important link to the Northern Easement and Main Drain Recreational Corridors.

Figure 2-1: Central Park Concept*



* The CentralPark Concept and the ideas presented are for consideration and inclusion in a central park, regardless of its actual physical location.

East Port Property

The Port is currently exploring different water-related commercial development scenarios for the Port-owned land between Jefferson Blvd. and the river along the south bank of the Barge Canal (shown in green hatch pattern in figure 2-1) such as a marina, public boat launch, retail, residential, dry stack boat storage and park space. This parcel is a key waterfront edge and connective link in the proposed Central Park concept, therefore the City and Port should work together to ensure that continuous public access along the water and public access parking are incorporated into the development of this parcel.

Federal Property

This approximately 40 acre parcel is currently under control of the U.S. Army Corps of Engineers and is being envisioned as the eastern extent of Central Park if acquired by the City. Significant public support was expressed for a sports complex in Central Park and the master plan illustrates how this program could be accommodated on the Federal property. The parcel could also accommodate a levee trail, parking and an internal parkway that could connect to the remainder of Central Park. Other options for accommodating the sports complex could be explored if this land is not acquired.

Stone Locks

The City West Sacramento and the City of Sacramento are currently collaborating on an updated plan for the Sacramento Riverfront. Strong support was voiced during this process for Stone Locks Park, a bluff top open space on the north side of the Barge Canal at its confluence with the Sacramento River. Stone Locks is envisioned as a component of Central Park in this plan. Development of Stone Locks Park is contingent on the abandonment of the existing wastewater treatment plan, slated for closure approximately 2008.

Other unique facilities such as a museum, fish hatchery, or an overlook/viewing tower could help draw people to the area and enhance community identity. Potential park expansion could include Lake Washington, where an educationally based eco-park could be developed. This would provide community-wide opportunities for nature study, and would create a nice compliment to the Southport Elementary School located just south of the Main Drain.

COMMUNITY PARKS

West Sacramento currently has two community parks and one special facility (the Broderick Boat Ramp) that together provide 46 acres of land. Bryte Park, Alyce Norman-Bryte Playfields, and the fields at Golden State Middle School can be considered as one community park that together provide 38 acres that meet the community park definition. River Walk Park is the second community park, and contains 4 acres. The Broderick Boat Ramp provides 4 acres that serve the entire community. At present, 56 additional acres of community park land are required to meet the 3 acre per 1000 population standard to serve the current population of 34,000. At buildout, a total of 231 acres (185 additional) would be required to meet the demand of a projected 77,000 population.

Joint use of existing school grounds is necessary to provide improved community park space in the northern half of the city. It should be noted that the existing grounds at River City High School are not included in the totals for existing community park acreage, because they are not cooperatively maintained through a joint use agreement between the City and the School District. Should the school grounds be improved under such an agreement, the acreage total would then be added to the existing supply of community park land.

The following existing and new community parks are proposed:

Bryte Park /Golden State Middle School (C1)
The playfields and park facilities at Bryte Park and Golden State Middle School provide 21 acres of community park space. In addition, Bryte Park serves as the only source of neighborhood park amenities for the Bryte neighborhood. An opportunity exists to increase the amount of community park acreage by extending Bryte Park to the Sacramento River. This would provide an additional 23 acres with formalized public access to the river, pathways, and picnic areas. This would also connect Bryte Park to the proposed Recreation Corridor RC1. Recommendations for improvements include:

- Address deferred maintenance items within the park, such as play equipment, picnic areas, benches, and pathways
- Install additional play areas for use by neighborhood children
- Install group picnic area for 300 people
- Incorporate adjacent levee and riverfront into the park design. Create river access and connection to riverfront recreation corridor

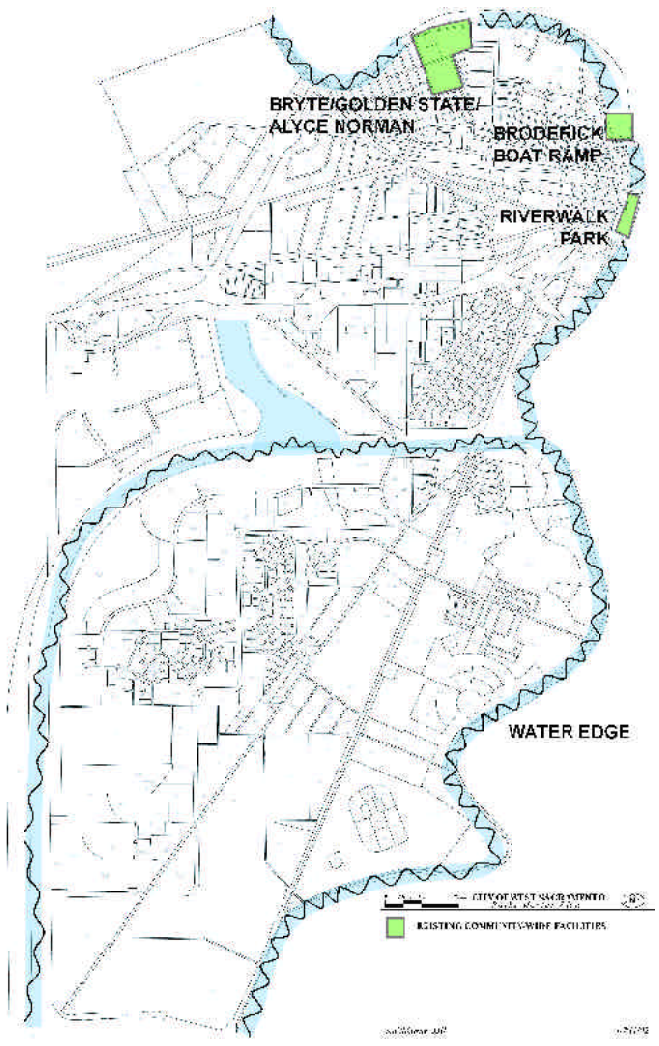


Figure 2-2: Existing Community Wide Facilities

Alyce Norman/Bryte Playfields (C2)
The playfields at Alyce Norman-Bryte Schools provide baseball, soccer, and softball fields for youth. No new improvements are required.

River Walk Park (C3)
The city's newest park is a successful riverside open space that provides pathways, sitting areas, a grand staircase, and space for community gatherings. No improvements are required.

River City High School (C4)
The high school currently functions as a community park in a limited sense by providing for public use of the swimming pool, tennis courts, and baseball fields. Of note, senior little league uses the field at River City for games and practice. Field conditions are substandard. The swimming pool design is outdated, making competitive meets difficult. Recommendations for improvements include:

- Continue joint use agreement with school district for maintenance and capital improvement projects
- Construct new community/school joint use swim pool with dressing facilities
- Reconstruct the turf fields and little league fields
- Reconstruct the tennis courts
- Add night lighting to baseball, pool, and tennis courts

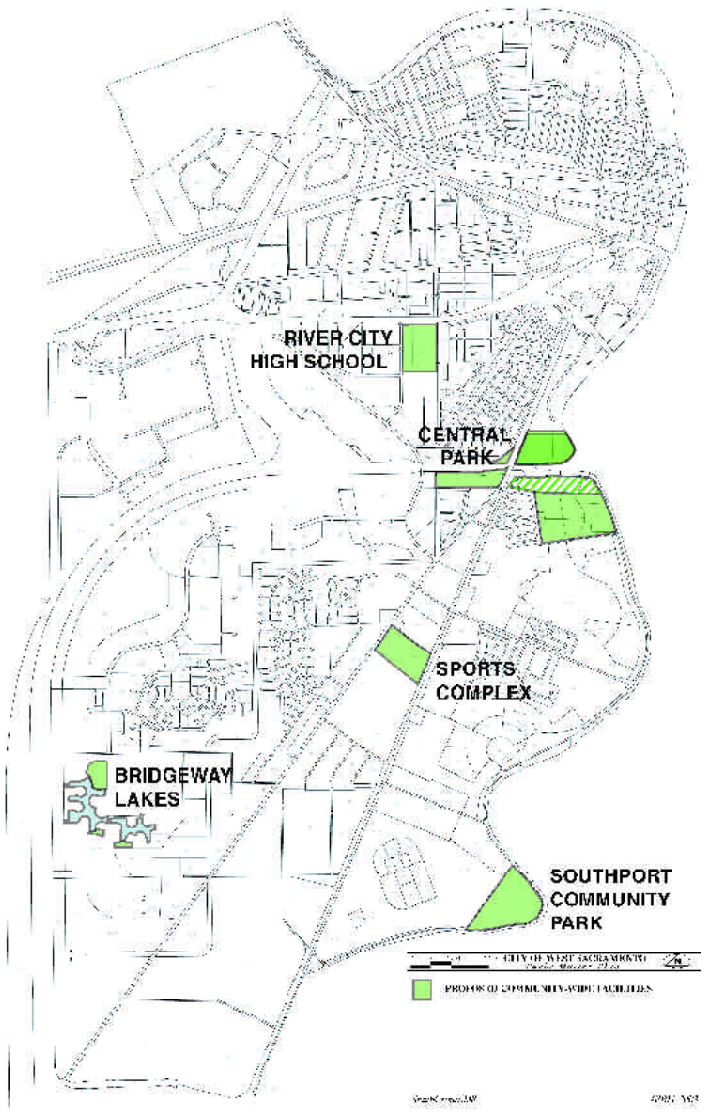


Figure 2-3: Proposed Community Wide Facilities

Sports Complex (C5)
A 50-acre sports complex should be constructed adjacent to the future high school in Southport. Several potential school locations are currently being considered. Ongoing coordination with the School District will be necessary to achieve this goal. The complex should provide up to 12 night-lighted baseball, softball, and soccer fields. It should have appropriate support facilities including concessions, restrooms, dressing rooms, and playgrounds. It could incorporate other features such as batting cages, tennis courts and sand volleyball courts and bicycle motocross to enhance revenue generation.

NOTE: The location of C5 on the Park Master Plan map is not an endorsement of a high school in this location, but to indicate the plan's philosophy of locating a large community park adjacent to the future high school, wherever it is eventually constructed.

Southport Community Park (C6)
50 acres in southeastern Southport would be developed into a riverfront community park, and would tie into the riverfront recreation corridor.

Bridgeway Lakes Community Park (C7)
A new 41.5 acre (11.5 acres of land, 31 acres of water) community park currently being planned for the Bridgeway Islands neighborhood. Amenities will include a boathouse and paddleboats, a rose garden, a playground and open meadow play areas. This park will also serve as the neighborhood park for this neighborhood.

NEIGHBORHOOD PARKS

Existing and proposed neighborhood parks are described in the following text, organized by neighborhood planning area (figure 1-4).

Plans are currently under review to include the total number of units with Lighthouse Marina by over 200 units.

BRYTE PLANNING AREA A2

Existing neighborhood park acreage: 0
Existing population: 6,616
Buildout population: 6,616
Existing deficiency: 13.2
Buildout deficiency: 13.2

Bryte planning area A2 contains no neighborhood parks. Because the area is built out, no opportunities exist for development of new neighborhood parks within this planning area. The existing **Bryte Park** (C1 - classified as a community park) provides for local recreation needs. Therefore, neighborhood park facilities such as children's play areas and family picnic areas should be further developed at Bryte Park, fourteen acres of which may be considered as neighborhood park.

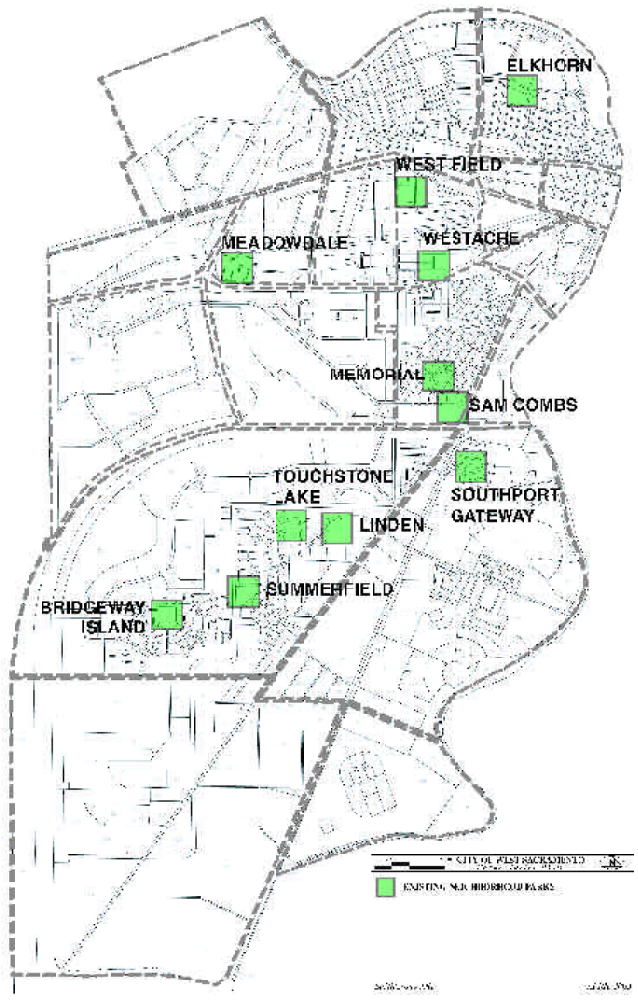
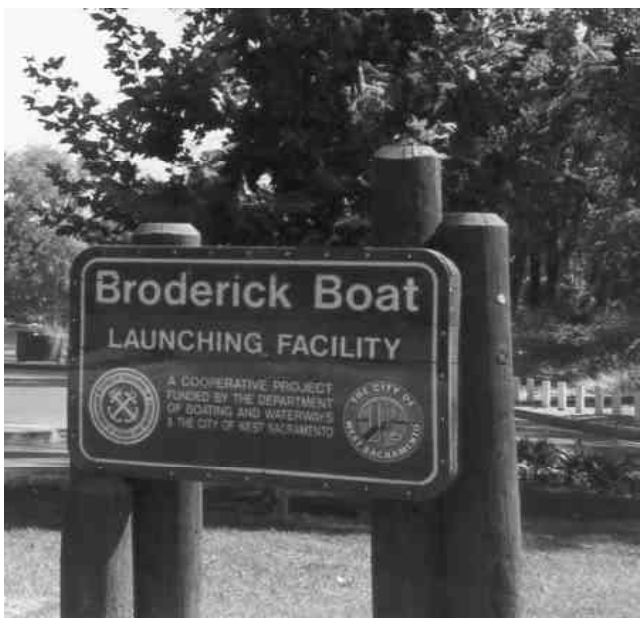


Figure 2-4: Existing Neighborhood Parks



BRODERICK PLANNING AREA B1

Existing neighborhood park acreage: 5.2
Existing population: 4,015
Buildout population: 5,990
Existing deficiency: 2.8
Buildout deficiency: 6.8

Broderick planning area B2 is served by **Elkhorn Neighborhood Park (N1)** and the **Elkhorn School fields**. At buildout, an additional 6.2 acres of neighborhood park will be required. Approximately one acre of land exists on the north side of Elkhorn School which could be leased by the City and improved to provide additional facilities such as play and picnic areas. Other opportunities for providing additional neighborhood park space are limited within this planning area.

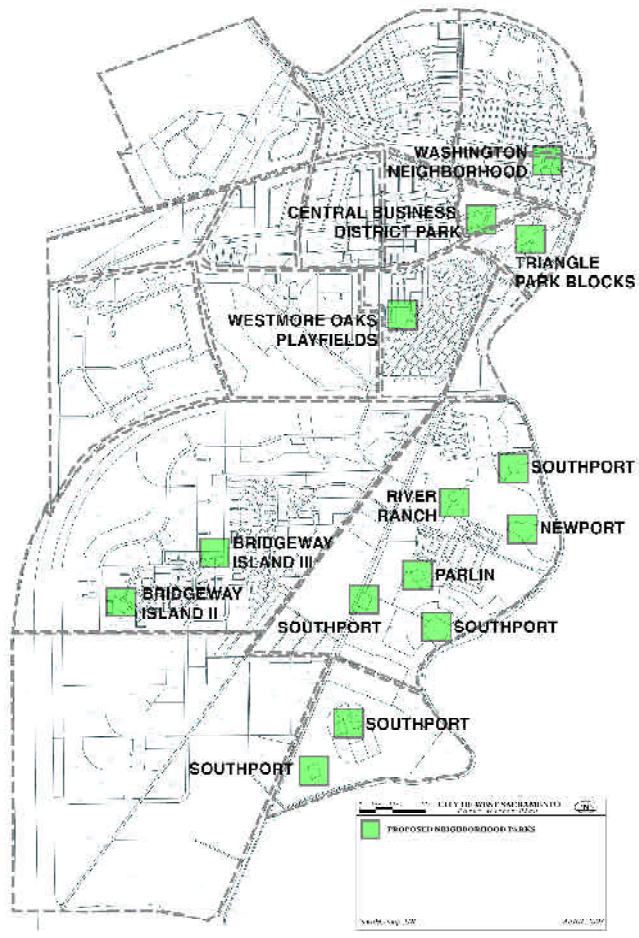


Figure 2-5: Proposed Neigborhood Parks

Extension of **River Walk Park (C3)** northward to the Broderick Boat Ramp will provide additional park space that can be used by the neighborhood. The City-owned East Riverside Property located north of the **Broderick Boat Ramp (F5)** should also be developed to include park and recreational amenities. The Washington Specific Plan proposes a new, **2.9 acre Washington Neighborhood Park (N2)** be established on the block bounded by D, E, 5th, and 6th Streets. This location, at the border of planning areas B1, B2, and B3, would be an effective place to create a new neighborhood park that would serve the Washington neighborhood. The proposed **Governors Residence (R1)**, although classified as a regional park, would provide additional park resources that would serve this neighborhood.

BRODERICK PLANNING AREA B2

Existing neighborhood park acreage: 0
Existing population: 989
Buildout population: 2,399
Existing deficiency: 2.0
Buildout deficiency: 4.8

No neighborhood parks are located within this planning area, which is not expected to grow in population beyond the approximate 1000 existing residents. The **2.9 acre Washington Neighborhood Park (N2)** proposed by the Washington Specific Plan would provide enough acreage to satisfy the demand of planning areas B2 and B3, discussed below.

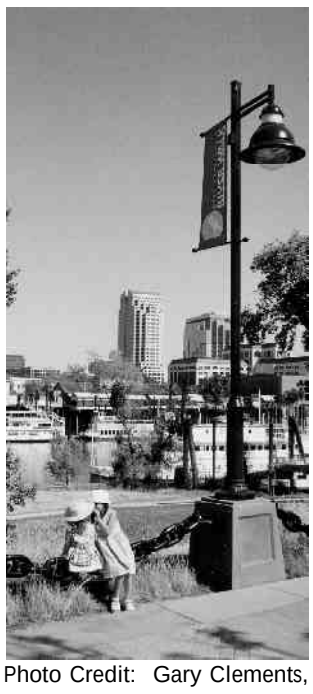


Photo Credit: Gary Clements, River Walk Park

BRODERICK PLANNING AREA B3

Existing neighborhood park acreage:	0
Existing population:	270
Buildout population:	1,326
Existing deficiency:	0.5
Buildout deficiency:	2.6

No neighborhood parks are located within this planning area, which is not expected to grow in population beyond the 270 existing residents. The **2.9 acre Washington Neighborhood Park (N2)** proposed by the Washington Specific Plan would provide enough acreage to satisfy the demand of planning areas B2 and B3. The area is also served by its proximity to the **River Walk Park (C3).**

WEST SACRAMENTO PLANNING AREA C2

Existing neighborhood park acreage:	4.0
Existing population:	2,083
Buildout population:	2,083
Existing deficiency:	0.2
Buildout deficiency:	0.2

Planning area C2 is served by **Meadowdale Park (N5)**. No other opportunities exist to provide additional park acreage within this planning area.

WEST SACRAMENTO PLANNING AREA C3

Existing neighborhood park acreage:	0
Existing population:	2,800
Buildout population:	2,806
Existing deficiency:	5.6
Buildout deficiency:	5.6

Although planning area C3 contains no neighborhood parks, it is served by the **Westfield School Playfields (N3)** which is located on the border of planning areas C3 and C4. The **Westfield School Playfields (N3)** and **Westacre Playfields (N6)** together provide 11.9 acres. This total is reasonably close to the 12.6 acres required to meet the standard for planning areas C3 and C4 combined, therefore no new parks are proposed for planning areas C3 and C4.

WEST SACRAMENTO PLANNING AREA C4

Existing neighborhood park acreage:	12.0
Existing population:	3,439
Buildout population:	3,524
Existing deficiency:	(-5.0) (surplus)
Buildout deficiency:	(-5.0) (surplus)

Planning area C3 is served by the **Westfield School Playfields (N3)** and the **Westacre Playfields (N6)**, which together provide 11.9 acres. This total is reasonably close to the 12.6 acres required to meet the standard for planning areas C3 and C4 combined, therefore no new parks are proposed for planning areas C3 and C4. Open space improvements are currently being explored for the Evergreen Elementary site.

WEST SACRAMENTO PLANNING AREA C6

Existing neighborhood park acreage:	0
Existing population:	15
Buildout population:	9,221
Existing deficiency:	0
Buildout deficiency:	18.4

Summerfield Park

Planning area C6 is the “Triangle”. This area is expected to develop into an urban core characterized by high and medium-density housing. The Triangle Specific Plan proposes urban park development in the form of the “**Park Blocks**” **(N7)**. The area would also be served by the extension of River Walk Park southward along the Sacramento River .

WEST SACRAMENTO PLANNING AREA C9

Existing neighborhood park acreage:	9.3
Existing population:	3,667
Buildout population:	3,667
Existing deficiency:	(-2.0) (surplus)
Buildout deficiency:	(-2.0) (surplus)

Planning area C9 is well served by **Memorial Park (N8), Circle Park (M2), Pennsylvania Park (M3), Sam Combs Park (N9),** and the facilities at **River City High School (C4).** No new parks are proposed for this area. Open space improvements are currently being explored for the Westmore Oaks Elementary School site.

SOUTHPORT PLANNING AREA D1

Existing neighborhood park acreage:	21.2
Existing population:	4,223
Buildout population:	9,725
Existing deficiency:	(-12.8) (surplus)
Buildout deficiency:	(-1.7) (surplus)

South River Road (Future Recreation Corridor)

Planning area D1 is well served by **Linden Park (N12), Touchstone Lake Park (N13), and Summerfield Park (N18).** Also located in this planning area is **Patwin Park (M4),** an undeveloped mini park that should be developed to provide access from the neighborhood to the **Main Drain Recreation Corridor (RC4)** via a pedestrian bridge that would cross the Main Drain. Additional parks planned for the Bridgeway Island neighborhood **(N16, N17, and N20)** will meet the demand for neighborhood park acreage.

The Arlington Oaks neighborhood currently has no convenient access to any park facilities because it is surrounded by barriers including Jefferson Boulevard, Lake Washington Boulevard, and the Barge Canal. Creation of a new neighborhood park within this neighborhood should be pursued, at a location to be determined.

SOUTHPORT PLANNING AREA D2

Existing neighborhood park acreage:	2.7
Existing population:	1,172
Buildout population:	18,883
Existing deficiency:	(-0.4)(surplus)
Buildout deficiency:	35.1

Planning area D2 is currently served only by **Redwood Mini Park (M5)**. When the area is built out it will be served by parks planned as part of new housing developments **(N10, N11, N15, N19, N21, and N22)**. It will also be served on its northern edge by the proposed **Central Park (CE1)** to be located on the federally-owned parcel. Other facilities planned for this area include **Recreation Corridors RC1 and RC3**, **Bee Lakes Open Space (OS2)**, and the proposed **Sports Complex (C5).**

SOUTHPORT PLANNING AREA D3

Existing neighborhood park acreage:	0
Existing population:	354
Buildout population:	3,885
Existing deficiency:	0.7
Buildout deficiency:	7.8

Planning area D3 will be served by new parks included with new subdivision development. The recently adopted Bridgeway Lakes plan includes 13.2 acres of land to be developed as one community park, Bridgeway Lakes **(C7)**. This exceeds the projected 7.8 acre demand for neighborhood park space to meet the standard. Bridgeway Lakes will also include 45.4 acres of open space, largely occupied by lake surface, which will provide additional recreational amenities.

SOUTHPORT PLANNING AREA D4

Existing neighborhood park acreage:	0
Existing population:	112
Buildout population:	5,191
Existing deficiency:	0.2
Buildout deficiency:	10.4

Planning area D4 will be served by new parks **(N23 and N24)** included with new subdivision development. In addition, a large **Community Park (C6)** proposed for this area will provide additional recreational opportunities for neighborhood residents.

MINI PARKS

West Sacramento currently has five mini parks, two of which are traffic circles, two that are undeveloped residential lots, and the Roland Hensley Bike Park located on West Capitol. Mini parks generally provide limited sitting and play areas. This can be appropriate in high density developments and in areas where larger parks are not feasible. However, development and maintenance costs are relatively high. Therefore, it is recommended that no new mini parks be developed other than the two mini parks that have already been accepted as part of the Bridgeway Lakes subdivision.

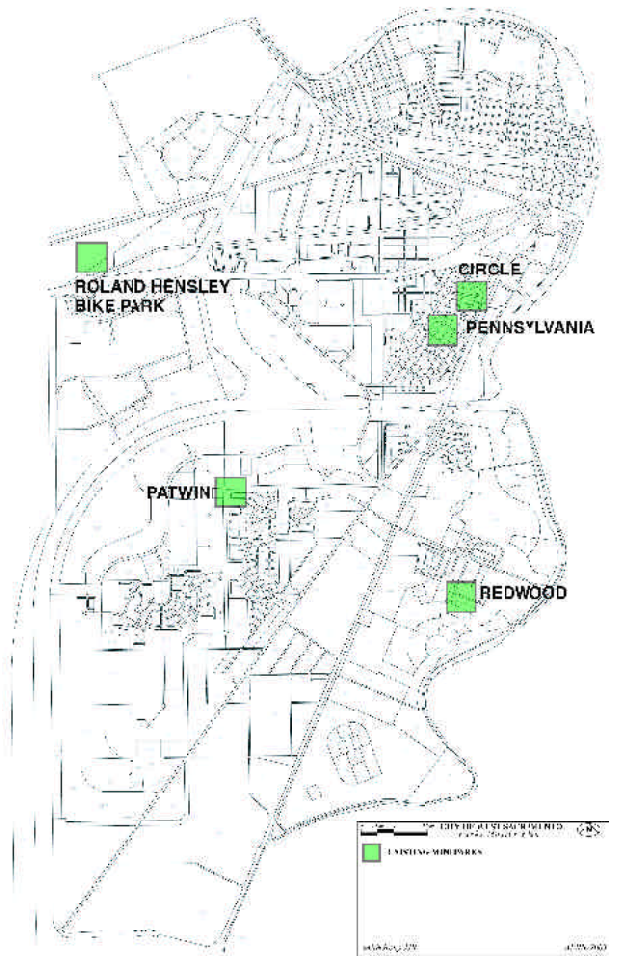


Figure 2-6: Existing Mini Parks

RECREATION CORRIDORS

Recreation corridors are proposed for the city's water edges, along a utility easement, and along a rail corridor. These corridors feature multi-purpose pathways that can be used for recreation and as alternative transportation. They can be used for walking, jogging, biking and, where appropriate, equestrian use. They also help tie the community together by linking people with their destinations such as parks, recreation facilities, schools, churches, and the workplace. The proposed recreation corridor system would create several loop routes. These loop routes are typically more enjoyable than linear pathway systems that require back-tracking. The loop routes would also be attractive to cycling races and community trail rides.

Design of the recreation corridors is organized around the multi-purpose pathway as the primary feature. Recreation corridors may also include landscaping, benches, small picnic areas, small play areas, or other recreational features. These features may be further developed where the recreation corridor forms the edge of a park, such as at the proposed Bryte Park expansion and the proposed Central Park. Formalized access to the river and other waterways should be incorporated at logical locations into the design of waterside recreation corridors.

Design standards for Recreation Corridors are contained in the Southport Design Guidelines, as revised August 5, 1998. The Southport Framework Plan also describes "through-block trails", which are minor pedestrian/bicycle linkages that feed the recreation corridors. Appendix E of this Parks Master Plan reproduces the applicable portions.

Barge Canal

Recreation Corridors are also encouraged on the west side of West Sacramento, and access to the Yolo Wildlife area is encouraged. The following corridors are proposed:

Short Line Corridor

RC1 Sacramento River/Barge Canal

13.1 miles 192 acres

This corridor would provide a continuous recreation corridor along the entire length of the Sacramento River within the City limits. The corridor shall extend from the water's edge to include the publicly owned right-of-way gifted by property owners for the existing sections of River Walk, the future extension of River Walk from the Tower Bridge south to the Pioneer Bridge and interior paths in other areas along the Sacramento Riverfront. It would link together all of the City's community parks with the exception of the proposed sports complex. The multi-purpose path will utilize the South River Road pavement once this road is replaced by a new arterial. Construction of bicycle- and pedestrian-friendly bridge crossings of the Barge Canal at Jefferson and at the proposed River Road Bridge will be critical to maintaining the continuity of the recreation corridor.

Lake Washington

RC2 Northern Easement

1.7 miles 12 acres

This corridor would occupy the existing drainage easement and extend from the railroad tracks on the north to Park Boulevard on the south. Design of the recreation corridor should be pursued in coordination with the sanitary sewer main project so that the new utility improvements do not preclude the construction of the trail. Ample space exists within the easement for construction of the sewer line and pathway. Additional neighborhood-serving amenities such as tot lots and picnic areas could be incorporated into the design of the recreation corridor. The existing open drainage ditch could be designed as an attractive feature with native vegetation and other enhancements.

RC3 Short Line Trail

3.5 miles 46 acres

A multi-purpose path would be constructed along the existing railroad corridor that extends south to Clarksburg. This corridor would be an example of the "rails-with-trails" concept. Appropriate safety measures would be incorporated into the design of the path to address the proximity of the active railroad.

RC4 Main Drain

5.8 miles 48 acres

This corridor would be constructed along the Main Drain from the barge canal on the north to the Deep water Shipping Channel on the south. It would provide convenient access for Southport neighborhoods and would become part of the loop systems. A pedestrian/bicycle bridge should be constructed over the Main Drain to connect the Bridgeway Island neighborhood with Summerfield Park.

RC5 Deep Water Channel
5.3 miles 123 acres

This corridor would tie in to Recreation Corridor RC1 on the north at the barge canal, and again at the south at the southern city limits, forming a loop system. It would also connect to Recreation Corridor RC4, creating an additional loop.

Through Block Trails

The Southport Framework Plan defines Through Block Trails as "predominantly pedestrian, non-street adjacent trails that link individual neighborhoods to village centers, schools, parks, day care centers and transit stops." The plan illustrates the location of existing trails. Future trails will guided by future specific development plans subject to the review and approval of the city.

Equestrian Trails

The Southport area is undergoing transformation from rural to suburban land use. There is currently some equestrian activity in Southport. As the area is developed, accommodation should be made to allow for appropriate equestrian use of the recreation corridor system. Recreation Corridors RC1, RC3, RC4, and RC5 should be designed to incorporate equestrian trails.

Equestrian activity is more typical in rural rather than suburban areas, due to the potential conflicts that arise between equestrians, vehicles, and others in developed areas. The design of the recreation corridors in Southport would need to incorporate several key features to minimize conflicts between equestrians and other trail users. A separate riding pathway off-limits to bicycles and hikers would be necessary. Trailhead areas that provide horse trailer parking, tie-up areas, and other support facilities would also be required. The bicycle and pedestrian master plan should address in more detail equestrian trails, staging areas and include appropriate mapping.

OPEN SPACE AREAS

The Parks Master Plan includes two open space areas, the 41-acre **Turning Basin Open Space Area (OS1),** and the 23-acre **Bee Lakes Open Space Area (OS2).** These riparian and wetland areas are characterized as having significant natural resources that warrant protection and that can provide for passive recreation use. Open space area development should be limited to pedestrian-only trails (no horses, vehicles, or bicycles), interpretive facilities, and limited picnic facilities. Sensitive habitat areas should be protected by preventing human intrusion through the use of fencing, boardwalks, railings, or other design solutions.

The city also contains significant trees and groves in areas outside of the two open space areas. The city's tree preservation ordinance (chapter 8.24 of the municipal code) provides protection for all "heritage" and "significant" trees greater than 100 inches in circumference. The City may also protect any tree or grove considered worthy by designation as a "landmark tree".

SPECIAL FACILITIES

The greatest deficiency within the existing park system lies within this category. The City currently has seven special facilities: **Club West (F1),** the **Golden State Pool (F2),** the **West Sacramento Senior Center (F3),** the **Broderick Boat Ramp (F5)**, the **River City High School Pool (F6)**, the **Senior Center (F7)**, and the **Civic Center (F16)**. There are also three private special facilities that the city uses: the **Lighthouse Golf Course (F15),** the **Russian Church of Evangelical Baptists (F17)** and **Raley Field (F18)**. Lacking are community centers, high school-age teen centers, City-owned and operated swimming pools, and community gymnasiums. A freshwater aquarium on the Sacramento River is also a special facility to consider.

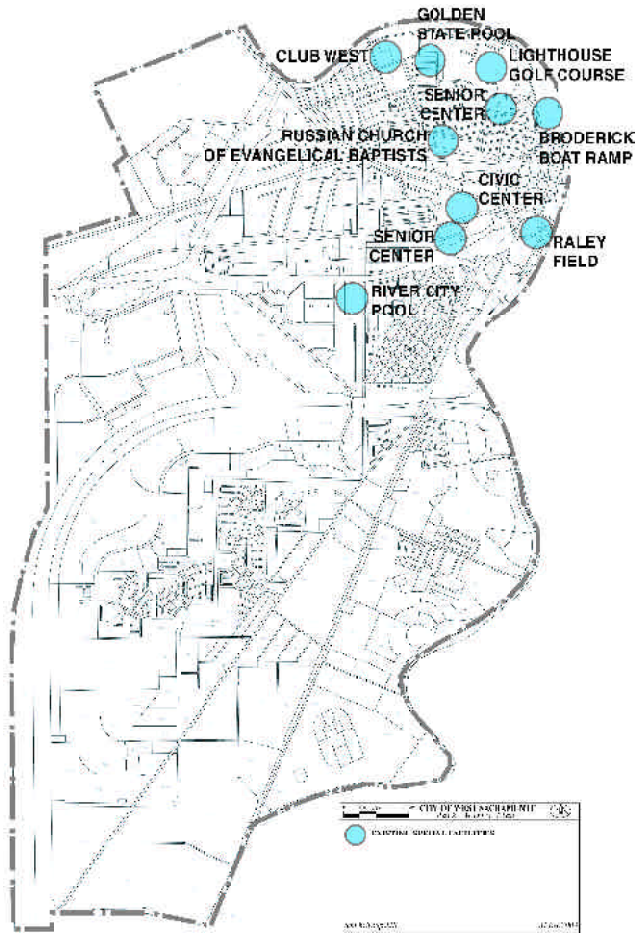


Figure 2-7: Existing Special Facilities

Community Centers

The opinion survey indicated a high demand for City-run classes and recreation programs. Currently there are no community centers that provide sufficient indoor space in which to administer the programs. Three community centers **(F4, F9,** and **F11)** would be required to serve the projected population of 77,000. One community center **(F4)** should be located in the Bryte or Broderick areas, to serve the population in the northern half of the city. A specific location for this community center has not been identified. A second community center should be constructed within the proposed **Central Park (CE1)**. This would serve both the northern and southern halves of the city. A third community center should be constructed in **Community Park (C6)** to serve the southern part of the City. Additional community facilities are included in the new **Civic Center (F16)** and joint use facilities in the **Russian Church of Evangelical Baptists (F17)**. These facilities will include large meeting rooms, classrooms and conference rooms. There is also the possibility of a community center at the former Wastewater Treatment Facility to be abandoned in 2008.

Senior Centers

West Sacramento has a significant senior population, which will continue to increase as the baby boomers age. The opinion survey indicated that senior programs are in high demand. A total of three senior centers would serve the projected population of 77,000. The existing **West Sacramento Senior Center (F3)** will be relocated to a new facility on Merkeley Ave. **Senior Center (F7)** would serve the West Sacramento community and the northern portion of Southport. **Senior Center (F13)** would serve the southern portion of the city.

Teen Centers

Activities and programs for youth were rated as very highly desirable in the opinion survey. Currently, middle school-age youth are served by **Club West (F1). Teen Center (F10)** should be constructed in the proposed **Central Park (CE1)**, and should provide for the recreation needs of both middle school- and high school-age youth. **Teen Center (F12)** should be constructed in the proposed **Community Park (C6)**, and should also provide for the recreation needs of both middle school- and high school-age youth. The City of West Sacramento is working very closely with the Frances and Chuck Collings non-profit group to construct a teen center for high school-age students on Merkeley Ave.

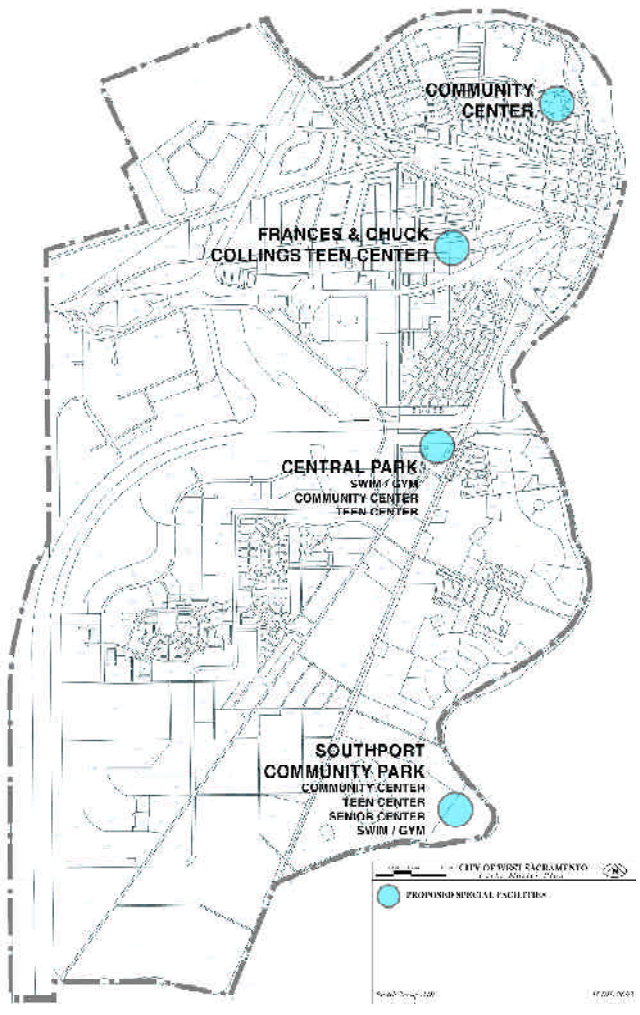


Figure 2-8: Proposed Special Facilities

Swimming Pools and Community Gymnasiums

Demand for swimming is high in West Sacramento. The general population values swimming as a recreational activity, especially in the hot summer months. Also, the local swim club engages in competitive swim meets. Two existing pools, at **Golden State Middle School (F2)** and **River City High School (F6)** are open to the public during the summer months. However, the City lacks a pool facility that is open to the public on a consistent, year round basis. The two existing pools are also not satisfactory for competitive purposes, being too shallow for modern swimming take-off techniques.

The City should make improvements to the pools at Golden State and River City schools to serve the needs of the northern half of the city. The City should also construct two new pools or pool complexes, one at Central Park **(Swim/Gym F8)** and one at the Southport Community Park **(Swim/Gym F14)**. The new pools should be indoor facilities to provide year-around recreational and competitive swimming. The combination "swim-gym" concept would make efficient use of resources and provide varied recreation opportunities. At build-out, a total of four pools would provide for the needs of the projected 77,000 population.

The gymnasium, meeting rooms, and multi-purpose room portions of the two new swim/gyms would provide facilities for recreation programs such as community basketball, gymnastics, dance, and classes.

SPORTS FACILITIES

Additional active recreation facilities should be provided within community parks, at improved school sites, and at a dedicated sports complex.

Baseball

Youth league play is currently held at **Alyce Norman/Bryte Playfields (C2),** and **Memorial Park (N8).** A total of 11 diamonds are provided. Five other diamonds exist at local school grounds. These are used for league practices and for informal play. The demand for the projected population in the northern half of the city is satisfied. In the Southport area, up to 10 new fields will be required. The community has also requested an American Legion size baseball field. These should be provided at the proposed **Central Park (CE1)**, at future schools, and the proposed **Community Park (C6)**.

Raley Field (F18) is a privately owned and operated Triple A professional baseball stadium that make available to the City of West Sacramento 20 days annually free use of the ballpark to local not-for-profit groups. They also make 1,500 ticket vouchers available to community youth every year.

Photo Credit: James Tapia,
The Winning Run, Memorial Park

Softball

Adult league play is accommodated at the two lighted fields at **Bryte Park (C1)**. At buildout, a total of 10 fields will be required. The new fields should be constructed at the dedicated **Sports Complex (C5).** Night lighting is recommended. The sports complex could attract teams from within West Sacramento and from outside the city, and could become a source of revenue for City recreation programs.

Soccer

Existing demand is met by the fields at **Summerfield Park (N18)** and **Bryte Park (C1)**. Turf areas at schools provide additional space for practice and games. Additional soccer fields should be constructed at new community parks, and at the dedicated **Sports Complex (C5)**.

Football

Demand for competitive football is generated by the high school and the Youth Tackle program. Large, multipurpose turf fields should be developed in the community parks. These fields could be used for flag football, soccer, or casual use.

Basketball

Existing courts at school sites are in substandard condition, and should be improved to satisfy current demand. New basketball courts should be included in the design of new neighborhood and community parks. New swim/gyms would provide indoor gymnasium space for basketball and other sports.

Tennis

The existing courts at **River City High School (C4)** should be reconstructed through a cooperative agreement with the Washington Unified School District. Additional courts should be constructed at **Bryte Park expansion (C1)** and at new community and neighborhood parks.

Golf

One golf course open to the public exists at the Lighthouse development. Additional public golf courses would be beneficial to meet the demand of the projected 75,000 population. Construction of new golf courses would be feasible only if a market analysis indicated that a positive economic cost/ benefit existed. New courses may be included in future residential developments in Southport. Such facilities should be made available to West Sacramento residents. It is not recommended that the City itself build new municipal courses due to the large expense of such development. Should the community place a priority on construction of a new municipal course, the City could initiate a public/private partnership with a golf course developer.

Skatepark

A skatepark should be constructed within the proposed Central Park, away from residential areas. One is being constructed in Westacre Park.

Public Safety

Future park and recreation facilities should conform to the principles of Crime Prevention Through Environmental Design or CPTED. The City of West Sacramento Police Department is highly knowledgable on this subject and should be an active participant in the park design process.

Restrooms

New parks 4-acres and greater in size should contain permanent restroom buildings.

Table 2-1: Sports Facilities Recommendations

Table 2-1 provides recommended service levels for sports facilities. In this table, existing service is compared to the national standard, and to "comparison service" (the average of the five comparison cities described in Appendix B). The comparison service levels give a picture of current levels only, rather than desired levels, because the communities have not met all of their goals.

Facility	Existing Service [1]	Comparison Service [2]	National Standard [3]	Recommended Service [4]	Existing Number	Recommended Number [5]	Additional Recommended
Regulation Softball	15,808	11,012	5,000	7,500	2	10	8
Regulation Baseball	1,976	19,774	5,000	3,000	16	26	10[7]
Regulation Soccer	5,270	5,922	10,000 [6]	5,000	6	15	9
Tennis Court	0	7,135	2,000	2,500	0	31	31
Outdoor Basketball Court	7,904	6,715	5,000	5,000	4	15	11
Volleyball Court	0	33,527	5,000	11,000	0	7	7
Swimming Pool	15,808	32,138	20,000	25,000	2	3	1[8]
Indoor Gym	0	50,572	(not given)	37,500	0	2	2
Golf Course	31,615	50,136	50,000	37,500	1	1	1

Footnotes:

1. Existing population served per each facility in West Sacramento, based on 2000 population of 31,615
2. Average population served per each facility in five comparison cities (Pleasanton, Roseville, Davis, Rocklin, and Lodi)
3. National Recreation and Park Society standard expressed in population served per each facility
4. Recommended population served per each facility
5. Based on projected population of 77,000
6. The National Standard is high relative to Western U.S. cities. 5,000 would be more appropriate.
7. Although only 10 additional baseball fields would be required to meet the 3,000 population service level, most existing fields are located on school grounds. New baseball fields should be constructed in new community parks and at the proposed sports complex to provide dedicated community facilities.
8. Although only one additional pool would be required to meet the 25,000 population service level, the two existing pools are located at public schools and therefore have limited availability for the public. Therefore, the Parks Master Plan recommends two new community swimming pool complexes to be constructed in the proposed Central Park and the proposed Southport Community Park.

NORTH RIVERFRONT AREA RECREATION PLANNING ISSUES

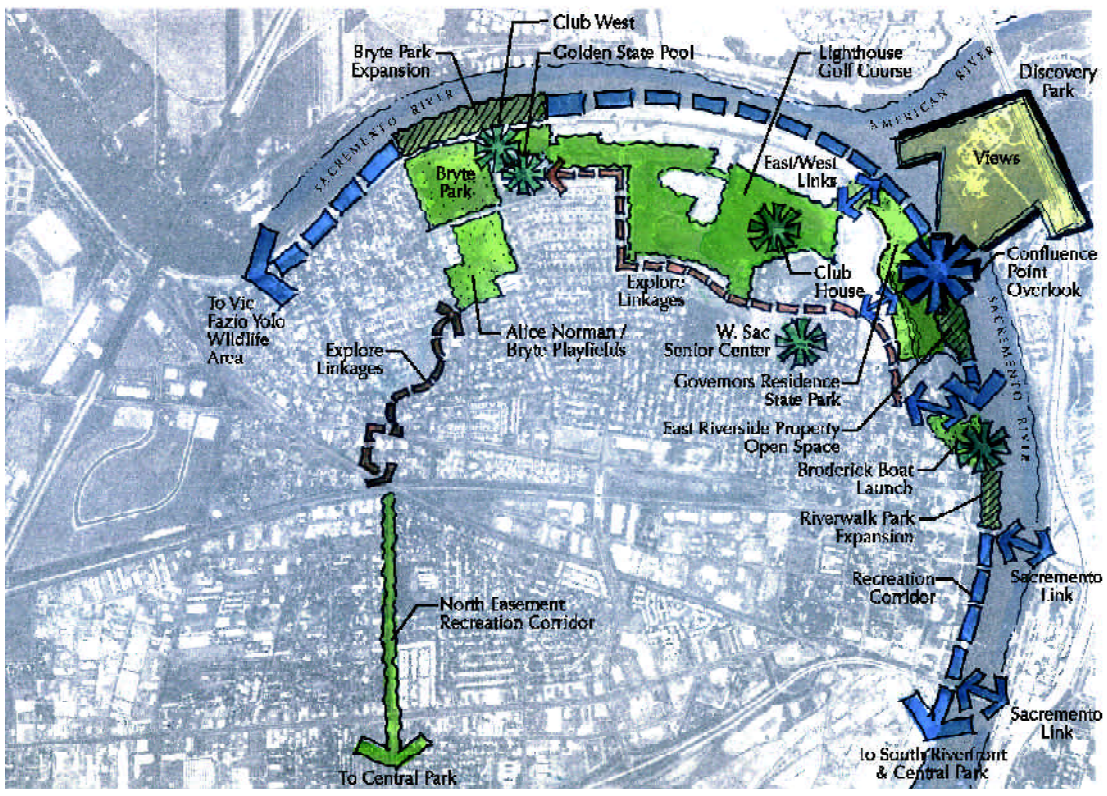
North Riverfront Recreation Cluster

The north riverfront contains a concentration of public and privately operated open space and recreational facilities that include:

- § Bryte Park
- § Alice Norman/Bryte Playfields
- § Golden State Pool
- § Governors Residence
- § Lighthouse Golf Course
- § Club West
- § West Sacramento Senior Center

When combined with the opportunities presented by the Governors Residence State Park, the Riverfront Trail and proximity to the Sacramento-American River Confluence and Discovery Park, all the pieces are in place for a diverse and high-quality mixed-use community amenity. Efforts should be made to establish physical and programmatic linkages between these facilities to capitalize on potential synergies and the diversity of recreation and facilities that are available to residents of the surrounding neighborhoods and the city at large. In addition, efforts should be made to establish a connection to the Northern Easement (RC2) recreation corridor to connect this area into the larger park system and Central Park to the south. Figure 2-9 illustrates the potential for a north riverfront recreation cluster.

Figure 2-9: North Riverfront Recreation Center



OTHER FACILITIES OUTSIDE THE SCOPE OF THE PARKS MASTER PLAN

Community Gateways

The 1991 Parks Master Plan described a system of community gateways, landscape features that announce entry into the city. The City has developed several such gateways. Because community gateways are visual elements, similar to landscaped medians and roadway landscaping, that do not provide for any sort of recreational use, they are not parks. Therefore, they are more appropriately addressed by the City's public works landscaping programs than by the Parks Master Plan. This plan supports the continued creation of Community Gateways.

Industrial Recreation Parks

The 1991 Parks Master Plan encouraged the construction of privately-financed recreation facilities within industrial and business developments. These facilities would then be available to the general public during non-business hours. No such facilities have been developed in the ten years subsequent to adoption of the Parks Master Plan. The expectation that private corporations would construct parks that are open to the public turned out to be unrealistic. These facilities are outside the scope of the City park system, and are therefore no longer included as a priority in the Parks Master Plan.

III. Implementation Plan

III. Implementation Plan

The City of West Sacramento Parks Master Plan presents a long range vision for development of a system of park and recreation facilities that will serve an ultimate population of approximately 77,000. Implementation of this plan will require funding, design, and construction of individual projects within the framework of the City's Capital Improvement Program. This chapter outlines estimated costs, discusses funding sources, and discusses priorities for development of the park system.

Estimated Costs of Park System Development

Estimated costs for acquisition and development of the park system are presented in Table 3-1. The costs include design, construction, and inspection. All figures are in 2002 dollars. The figures include estimated costs of construction, plus design and administration at 20% of the construction cost. Projects that correct existing deficiencies are indicated in the table with an asterisk.

The following cost figures were used to develop the estimates:

Central Park	$200,000/acre
Community Parks	$150,000/acre
Neighborhood Parks	$175,000/acre
Mini Parks	$175,000/acre
Athletic Fields	$125,000/acre
Recreation Corridors	$500,000/mile
Community Centers	$4,500,000 each
Senior Centers	$2,500,000 each
Teen Centers	$2,500,000 each
Swim/Gym	$4,000,000 each
Land Acquisition	$125,000/acre

Table 3.1 Estimated Costs for Park System Development (at Buildout)

Map #	Facility Name	Size (acres)	Acquisition cost	Development cost	Total cost
Central Park					
CE1	Central Park Phase 1	30	$3,750,000	$6,000,000	$9,750,000
CE1	Central Park Phase 2	65	$8,125,000	$13,000,000	$21,125,000
CE1	Central Park Phase 3 (private)	10	$0	$0	$0
CE1	Central Park Phase 4	45	$5,625,000	$9,000,000	$14,625,000
Subtotal		150	$17,500,000	$28,000,000	$45,500,000
Community Parks					
C1	Bryte Park improvements*	11.4	$0	$500,000	$500,000
C1	Bryte Park expansion*	23	$0	$1,725,000	$1,725,000
C2	Alyce Norman/Bryte Playfields	17	$0	$0	$0
C3	River Walk Park	4	$0	$0	$0
C4	River City High School*	22	$0	$2,750,000	$2,750,000
C5	Sports Complex	50	$6,250,000	$6,250,000	$12,500,000
C6	Southport Community Park	50	$6,250,000	$7,500,000	$13,750,000
C7	Bridgeway Lakes Community Park	41.5	$5,187,500	$6,225,000	$11,412,500
Subtotal			$17,687,500	$24,950,000	$42,637,500

Map #	Facility Name	Size (acres)	Acquisition cost	Development cost	Total cost
Neighborhood Parks					
N1	Elkhorn Park/Elkhorn School*	5.2	$0	$100,000	$100,000
N2	Washington Neighborhood Park*	2.9	$362,500	$507,500	$869,700
N3	Westfield School Playfields	7.0	$0	$0	$0
N4	Central Business District Park*	2.3	$287,500	$402,500	$690,000
N5	Meadowdale Park*	4.0	$0	$100,000	$100,000
N6	Westacre Playfields*	5.0	$0	$100,000	$100,000
N7	Triangle Park Blocks	7.0	$875,000	$1,225,000	$2,100,000
N8	Memorial Park*	4.0	$0	$100,000	$100,000
N9	Sam Combs Park*	4.5	$0	$100,000	$100,000
N10	Southport Gateway Neighborhood Park	2.2	$0	$0	$0
N11	Southport Neighborhood Park	3.3	$412,500	$577,500	$990,000
N12	Linden Park*	4.0	$0	$100,000	$100,000
N13	Touchstone Lake Park*	4.0	$0	$100,000	$100,000
N14	River Ranch Neighborhood Park	1.5	$187,500	$375,000	$562,500
N15	Newport Neighborhood Park	12.5	$1,562,500	$2,187,500	$3,750,000
N16	Bridgeway Island Neighborhood Park	4.1	$0	$0	$0
N17	Bridgeway Island III Neighborhood Park	4.3	$537,500	$752,500	$1,290,000
N18	Summerfield Park*	8.9	$0	$100,000	$100,000
N19	Parlin Neighborhood Park	4.5	$562,500	$787,500	$1,350,000
N20	Bridgeway Island II Neighborhood Park	6.1	$762,500	$1,067,500	$1,830,000
N21	Southport Neighborhood Park	18.7	$2,337,500	$3,272,500	$5,610,000
N22	Southport Neighborhood Park	10.8	$1,350,000	$1,890,000	$3,240,000
N23	Southport Neighborhood Park	15.3	$1,912,500	$2,677,500	$4,590,000
N24	Southport Neighborhood Park	5.1	$637,500	$637,500	$1,530,000
N25	Westmore Oaks Playfield*	4.0	$0	$700,000	$700,000
Subtotal			$11,787,500	$17,860,000	$29,902,200
Mini Parks					
M1	Roland Hensley Bike Park	0.5	$0	$0	$0
M2	Circle Park*	0.3	$0	$50,000	$50,000
M3	Pennsylvania Park*	0.5	$0	$50,000	$50,000
M4	Patwin Park*	0.2	$0	$100,000	$100,000
M5	Redwood Park*	0.5	$0	$100,000	$100,000
M6	Pheasant Hollow Park	0.5	$62,500	$87,500	$150,000
Subtotal			$62,500	$387,500	$450,000
Open Space Areas					
OS1	Turning Basin Riparian Area	41	$0	$450,000	$450,000
OS2	Bee Lakes	23	$0	$350,000	$350,000
Subtotal			$0	$800,000	$800,000
Recreation Corridors					
RC1	Sacramento River/Barge Canal (13.1 mi.)	192	$0	$6,550,000	$6,550,000
RC2	Northern Easement (1.7 mi.)	12	$0	$850,000	$850,000
RC3	Short Line Trail (3.5 mi.)	21	$2,625,000	$1,750,000	$4,375,000
RC4	Main Drain (5.8 mi.)	48	$0	$2,900,000	$2,900,000
RC5	Shipping Channel (5.3 mi.)	123	$0	$2,650,000	$2,650,000
Subtotal			$2,625,000	$14,700,000	$17,325,000

Map #	Facility Name	Size	Acquisition	Development	Total
Special Facilities		**(acres)**	**cost**	**cost**	**cost**
F1	Club West		$0	$0	$0
F2	Golden State Pool		$0	$0	$0
F3	West Sacramento Senior Center		$0	$0	$0
F4	Community Center*	1	$125,000	$4,500,000	$4,625,000
F5	Broderick Boat Ramp	4	$0	$0	$0
F6	River City Pool*		$0	$1,000,000	$1,000,000
F7	Senior Center		$0	$2,500,000	$2,500,000
F8	Central Park Swim/Gym		$0	$4,000,000	$4,000,000
F9	Central Park Community Center		$0	$4,500,000	$4,500,000
F10	Central Park High School Teen Center		$0	$2,500,000	$2,500,000
F11	Southport Community Center		$0	$4,500,000	$4,500,000
F12	Southport High School Teen Center		$0	$2,500,000	$2,500,000
F13	Southport Senior Center		$0	$2,500,000	$2,500,000
F14	Southport Swim/Gym		$0	$4,000,000	$4,000,000
F15	Lighthouse Golf Course		$0	$0	$0
F16	Civic Center		$0	$0	$0
F17	Russian Church of Evangelical Baptists		$0	$0	$0
F18	Raley Field		$0	$0	$0
F19	Frances and Chuck Collings Teen Center		$0	$0	$0
Subtotal			$125,000	$32,500,000	$32,625,000

Summary of Costs for Buildout

Category	Acquisition	Development	Total
Central Park	$17,500,000	$28,000,000	$45,500,000
Community Parks	$17,687,500	$24,950,000	$42,637,500
Neighborhood Parks	$11,787,500	$17,860,000	$29,902,200
Mini Parks	$62,500	$387,500	$450,000
Open Space Areas	$0	$800,000	$800,000
Recreation Corridors	$2,625,000	$14,700,000	$17,325,000
Special Facilities	$125,000	$32,500,000	$32,625,000
Total	**$49,787,500**	**$119,197,500**	**$169,239,700**

FINANCING

This section contains the City's policies for financing acquisition and development of park land and recreation facilities. These policies address the financing of parks, recreation facilities, and special facilities, such as an indoor swimming and gymnasium facility, a cultural arts facility, and community centers. The park fee also funds recreation corridor land acquisition and development.

The Master Plan establishes the relationship, or nexus, between new residents and the provision of new park and recreation improvements.

Major Conclusions

The City's parks constitute a citywide system. Residents travel widely within the City to use various parks and recreation facilities.

- This Master Plan includes an acreage standard for park acquisition and standards and guidelines for park development. The standards are expressed in terms of acres of parkland to serve the residential population. In addition, local parks provide recreation opportunites that serve employees and patrons of local businesses, many of which are non-residents.

- Special facilities, including community centers, an indoor swimming and gymnasium facility, or community center, are most appropriately financed by city-wide mechanisms or external funding sources and not by development impact fees.

- State and federal grants, gifts, and bequests, and other external sources of funds will, to the maximum extent possible, be sought to finance special facilities. These sources shall also be used to acquire land to meet the City's goal of 5.0 acres per 1,000 residents, relative to the existing population.

Public Finance Considerations

Like most municipalities in California, the City of West Sacramento is under substantial fiscal pressure due to limits on property taxes (Proposition 13), the economic slowdown in California, state and federal cutbacks in local grant programs, and recent pressures at the state level to reduce local revenues.

The ability of local governments in California to finance public improvements has been increasingly circumscribed over the last 25 years. In June 1978, the voters of California amended the state constitution to limit the ability of local governments to impose property taxes. That amendment, commonly known as Proposition 13, added Article XIIIA to the state constitution, which limits the maximum ad valorem tax on real property to one percent of the assessed value of that property. Proposition 13 also limited annual assessed value increases to 2 percent or the inflation rate, whichever is smaller, until a property is sold.

Since the passage of Proposition 13, more than a dozen other statewide propositions have been passed that restrict how local revenues can be raised or spent. While many measures were passed during the late 1980's and early 1990's, the measure that has had the most widespread impact since Proposition 13 was passed in 1996 as Proposition 218. This measure adds Articles XIIIC and XIIID to the state constitution. Proposition 218 does the following:

- Limits authority of local governments to impose taxes and property-related assessments, fees and charges, requires that a majority of voters approve increases in general taxes and reiterates that two-thirds must approve a special tax;

- Requires that assessments, fees, and charges must be submitted to property owners for approval or rejection, after notice and public hearing;

- Limits the amount of an assessment on a property to the "special benefit" that is conferred on the property;

- Limits fees and charges to the cost of providing the service and establishes that such fees and charges may not be imposed for general governmental services that are generally available to the public.

Development-Related Financing

In response to the new fiscal realities heralded by Proposition 13, local governments in California have increasingly turned to various forms of development-related financing to provide the public improvements required to serve new development. In return for the right to develop property, a

developer provides land, improvements, and/or fees required to provide services to the new residents who will live in the new development.

Section 66000 (et seq.) of the State of California Government Code establishes a demanding set of requirements for development impact fees. This section of the Government code (enacted as AB 1600) requires a local agency that establishes, increases, or imposes a development impact fee as a condition of development after 1 January 1989 to do the following:

- Identify the fee's purpose.
- Identify the fee's uses.
- Establish a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.
- Determine whether there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Current Funding Mechanisms

The City of West Sacramento has adopted fee requirements for parks and recreation improvements under its general authority over land use, codified by AB 1600. These fees apply to both subdivided and non-subdivided residential land, as well as to commercial and industrial development. The fees can be used for land acquisition and development. All new development pays a development impact fee for development of parks and recreation facilities.

Exactions from new development can only be used to fund the acquisition and development of parks and recreation improvements that are acquired or constructed to serve new residential development. Any new park or recreation improvement needed to serve existing residents (to satisfy the "existing deficiency") must be funded from sources other than future development impact fees.

Development Impact Fees Collected from Future Development

These funds can only be used to pay for park land and recreation facility needs created by new residents. They cannot be used to rectify deficiencies in park land or facilities existing at the time of fee adoption. However, a portion of the fees could be used for improvements to existing parks which expand the recreation capacity of the parks and recreation facilities for the new residents.

Development impact fees are the City's primary source of funds dedicated for acquisition of park land and development of facilities. Currently, these fees are based on an average land cost for the entire city. Park land may be more (or less) expensive than this average figure. Therefore, the actual number of acres which could be purchased with development impact fees may be less than (or greater than) assumed by the development impact fee. Upon adoption of the Master Plan, the City will undertake an update of development impact fees for parks and recreation facilities. This update will include an analysis of the current average cost for acquisition of park land.

The update of the impact fees will be based on the analysis of the costs of development of parks, based upon the park standards contained in the Master Plan. This will allow the City to project the costs of park development related to additional population growth, and to examine the ability of the fees to achieve the standards of the Master Plan. This review is important for responsible decision-making regarding the quality of the parks system currently enjoyed by West Sacramento residents. This review will also ensure that future residents bear their fair share of the costs for the parks and recreation system.

The park development impact fees as of this writing are as follows:

- Single family residence	$5,282 per unit
- Multi family residence	$4,331 per unit
- Commercial space	$0.459 per square foot
- Office space	$0.742 per square foot
- Industrial space	$0.318 per square foot

Applying these fees to the current buildout projections yields a total estimated revenue of $. The fee update is necessary to ensure that future development pays its fair share of park system development costs.

Acquisition and Development of Special Facilities

Special facilities tend to be unique and are relatively expensive to develop. An indoor swimming and gymnasium facility, a cultural arts facility, and new community centers, all of which have been discussed in West Sacramento over the years, are examples of special facilities.

The development of special facilities, while not a standard, is a goal of the City. As such, special facilities do not contribute to the City's standard of 5.0 acres per 1,000 new residents. Only that portion of special facilities required to serve new development may be financed with development impact fees. Therefore, the City will seek broad-based mechanisms to finance the land acquisition and development of such facilities. State and federal grant monies, gifts, bequests, city-wide sources, and other external sources of monies will, to the maximum extent possible, be used to fund such facilities. The City will pursue such external funding sources as opportunities arise.

The City will also explore public-private cooperative mechanisms, such as public ownership coupled with private operation. In the future, the City may wish to consider using revenues from development impact fees to finance some portion of the cost of special facilities. In order for this to occur, a financing plan providing for the current community's funding obligation for such facilities would need to be prepared.

Resident's Willingness to Pay for Parks and Recreation Facilities

In addition to federal and state grant programs, gifts and bequests, and public-private cooperative mechanisms, there are several ways to fund special facilities. Such mechanisms include special

benefit assessments (e.g. Landscape and Lighting Districts), General Obligation bonds, general taxes (such as utility taxes) and special taxes earmarked by the City Council for parks and recreation purposes. While requirements for voter approval vary among such mechanisms, strong resident support will be required for such new funding sources.

The Master Plan makes no recommendation about new taxes or assessments for recreation facilities at this time.

Potential Funding Sources for Facilities to Serve Existing Development

This section describes the funding sources that could be used to finance the acquisition and development of special facilities and other park improvements to serve existing development in West Sacramento.

Federal and State Grants

Given the difficulties in locally financing costly public improvements that were discussed earlier, a preferred approach where feasible is to use external grant funding. State and Federal grants have historically provided important sources of funding for park and recreation improvements. However, under current economic conditions, they cannot be relied upon for substantial on-going resources.

General Revenues

General revenues are revenues that the city receives that may be used for any valid municipal purpose. General revenues flow into the General Fund. The General Fund covers the cost of most on-going municipal services such as police and fire services and general governmental services. The largest municipal general revenue sources are sales taxes and property taxes. Budget surpluses and reserves, if available, could provide some funds for park improvements.

Without substantial new general revenues, relatively few California municipalities are in a position to make substantial on-going commitments to pay for major capital improvements from the General Fund. However, with majority voter approval, municipalities can increase or impose certain new general taxes such as a ½ cent sales tax override.

General Obligation Bonds (GO bonds).

General Obligation (GO) bonds may be issued by cities, counties and certain other local government entities to finance specific projects. Debt service for GO bonds is provided by an earmarked property tax above the one percent general property tax mandated by Proposition 13 (often called a “property tax override”). These overrides typically show up on the annual tax bill as “voted indebtedness”. The proceeds from GO bonds can be used to finance the acquisition, construction and improvement of real property, but cannot be used to pay for equipment, supplies, operations or maintenance costs. GO bonds require a 2/3 majority vote by registered voters.

Gifts and Bequests

Contributions from private individuals and businesses are an attractive source of financing. They are normally accompanied by some gesture of recognition to the donor. Although fundraising through donations is unpredictable, it can provide a useful supplement to other sources of finance.

Special Benefit Assessment

Special Benefit assessments can be levied on real property by municipalities, counties and special districts to acquire, construct, operate and maintain public improvements which convey an identifiable special benefit to the defined properties. Prior to issuing bonds, the City Council would conduct a set of proceedings to establish the scope and cost of the improvements to be financed, identify the land parcels that are benefited, determine a fair and equitable allocation of the costs to the benefitted parcels, and conduct a landowner approval process.

Proposition 218 establishes a strict requirement for formal landowner approval before such assessments can be put in place. Each landowner votes in proportion to the amount of any assessment that would be levied on his or her property. The assessment must be approved by a simple majority of the weighted ballots cast. Under Proposition 218, public properties are treated the same as private properties in a benefit assessment.

Landscaping and Lighting Maintenance Districts

The Landscaping and Lighting Act of 1972 (and amended in 1984) provides for local governments (cities, counties and certain special districts) to raise funds for developing, maintaining and servicing public landscaping and lighting facilities. Public landscaping and lighting can include parks, recreation and open space acquisition and improvement, landscaping, street lighting, sidewalks, curbs and gutters. The revenue to pay for these facilities comes from special assessments levied against the benefitted properties. The establishment of the assessment is subject to the requirements of Proposition 218, and the assessment is collected as a separate item on the annual property tax bill.

Special Tax

The Mello-Roos Community Facilities Act permits various local governments to establish a Community Facilities District (CFD) to finance new facilities and/or to pay for operations and maintenance through the levying of a special tax. The Act (as well as Proposition 218 discussed earlier) requires a two-thirds vote for approving the special tax.

Redevelopment Tax Increment

A California city or county can establish a redevelopment agency to undertake the revitalization of an area that it finds to be “blighted”. The redevelopment agency can incur indebtedness to finance improvements needed to accomplish the goals of its redevelopment plan. The property tax base in the redevelopment area is “frozen”, and increments in property taxes after the tax base is frozen go into the redevelopment fund to be used for the financing of improvements. Voter approval is not required for tax increment financing. Such financing can be used only for improvements to support the needs of redevelopment.

Business Improvement Districts

There are two types of Business Improvement Districts authorized under California law. Each is authorized under a separate law.

Under the *Parking and Business Improvement Law of 1989*, a BID can be established and business owners can be assessed to pay for a limited range of improvements and services. These eligible improvements and services include parking facilities, parks, benches, fountains, street lighting, promo-

tion of public events, promotion of tourism, and music in public places.

Under the *Property and Business Improvement District Law of 1994*, a BID can be created and a special benefit assessment can be levied against real property to finance a variety of downtown improvements. Districts created under this law are often referred to as "property-based business improvement districts" (or PBIDs).
Since neither type of district is authorized to issue bonds, BIDs are more appropriately used to pay for on-going services than for large capital improvements. BIDs established under the 1989 law must be reestablished annually while PBIDs can be established for up to five years. Hence, they are not, in general, appropriate for financing large, long-term improvements.

Operation and Maintenance

Historically, West Sacramento's General Fund has provided the primary support for the maintenance of parks and supervision of parks and recreation buildings. The General Fund will continue to fund operations and maintenance of West Sacramento's park facilities.

Priorities

Implementation of the Master Plan proposals will be carried out by the City's professional staff through the Capital Improvement Program process. Projects to be implemented in a given year will be prioritized and matched with available funding. The recommendations of this Master Plan are based on the community's expression of demand for services. In general, the most significant priorities include:

- Central Park
- Aquatics facilities
- Facilities for classes such as would be available in a community center
- Facilities and programs for seniors such as would be contained in a senior center
- Large community parks that provide a wide range of activities for all age groups in an integrated setting
- Improved water access for fishing and boating
- Facilities for youth sports
- Programs for youth
- Recreation corridors

Appendix

Appendix A: Existing Conditions Analysis

Development of West Sacramento's Park System

Prior to the establishment of the East Yolo Community Services District in 1976, provision of park and recreation services was limited to efforts by local schools and private clubs. Sam Combs Park, Memorial Park, and the Pennsylvania Street traffic circle were the only developed parks at that time.

In 1977, the East Yolo Community Services District prepared a park master plan to cover the period from 1977 to 1987. The plan addressed the need for neighborhood parks, joint use of school property, river access, bicycle trails, and other recreation services. Many of the plan's goals were achieved, particularly with regard to neighborhood parks and school ground improvements. These achievements included Bryte Park, Elkhorn Park, Circle Park, Linden Park, Meadowdale Park, Touchstone Lake Park, and Redwood Park.

In 1987 the City of West Sacramento was incorporated, and the Department of Parks and Community Services established. During the next few years, the City improved the Westfield School Playfield, constructed the Westacre Playfield Site park improvements, and installed turf at the Summerfield Park site.

In 1991, the City prepared its first long-range park system master plan. Implementation of the improvements described by the plan was hampered by the economic recession of the early 1990's. During the middle and late 1990's, many achievements occurred. Nine youth sports fields were constructed at the Alyce Norman/Bryte Elementary School site. Two soccer fields, basketball courts, a dog run, and a children's play area were installed at Summerfield Park. The Broderick Boat Ramp area was upgraded. Most recently, the first phase of the River Walk Park was implemented, providing the City with a significant community park resource. Raley Field, a privately funded minor league baseball stadium, opened in 2001.

The existing park and recreation system is illustrated in figures 2-2, 2-3, 2-5.

City-School District Agreements

The City and the Washington Unified School District have enjoyed a cooperative arrangement through joint use agreements that allow the City to construct improvements and maintain portions of local school grounds and facilities. The joint use agreements directly benefit the community by facilitating use of school recreation facilities by the general public at certain times. For example, the pools at Golden State Middle School and River City High school are available to the public during the summer months. Capital improvements made by the City have included turfed playfields at the Westfield School site, and development of the Alyce Norman/Bryte youth sports complex.

Park Acreage and Standards

West Sacramento contains approximately 101 acres of developed parkland. Based on a current estimated population of 34,000, this equals 3.0 acres for every 1,000 residents. This figure includes community, neighborhood, and mini parks, but excludes specialized areas such as open space, golf courses, marinas, and wildlife areas. It also excludes school property that is not maintained by the City and that is not typically available for general community use.

This figure provides a measure of the City-controlled area available for traditional recreation pursuits. This measure is also useful in comparison with similar statistics available from other cities. The 1991 Parks Master Plan established a goal of 5 acres per 1000 residents, broken down into 3 acres of community parks and 2 acres of neighborhood parks.

Table A-1: Current Acreage Deficiencies

CURRENT ACREAGE DEFICIENCIES 34,000 population	Standard acres/1000	Acres Required	Existing Acreage	Existing Deficiency
Neighborhood Parks	2	68	55.4	12.6 acres
Community Parks	3	102	46.0	56.0 acres
Total Park Acreage	5	170	101.4	68.6 acres

For comparative purposes, the table below presents the acreage deficiencies at the time of the 1991 Parks Master Plan.

Table A-2: 1991 Acreage Deficiencies

1991 ACREAGE DEFICIENCIES 28,869 population	Standard acres/1000	Acres Required	1991 Acreage	1991 Deficiency
Neighborhood Parks	2	57.7	44.8	12.9 acres
Community Parks	3	86.6	23.4	63.2 acres
Total Park Acreage	5	144.3	68.2	76.1 acres

“Buildout” refers to the population expected to occupy the city once all planned residential development has been completed. The acreage required at buildout is presented in the table below:

Table A-3: Required Buildout Acreage

REQUIRED BUILDOUT ACREAGE 77,000 population	Standard acres/1000	Acres Required	Existing Acreage	Additional Acreage Needed
Neighborhood Parks	2	154	55.4	98.6 acres
Community Parks	3	231	46.0	185 acres
Total Park Acreage	5	385	101.4	283.6 acres

School grounds can also provide recreational open space that is available to the public on a limited basis. For example, youth sports leagues utilize school fields in many communities, and school pools are often open to the public when school is not in session. The West Sacramento public schools

contain approximately 63 acres of turf fields and hardcourt play areas. When this figure is added to the City's supply (101.4 acres existing), the service level rises from 3.0 to 4.8 acres per 1000 residents, based on a current population of 34,000.

In the older portions of West Sacramento, the school system has historically played an important part in the City's ability to provide recreation services. Looking forward, the public school grounds will continue to be important sources of recreation land for the communities of Bryte, Broderick, and West Sacramento.

Neighborhood Planning Areas

Provision of adequate park space within walking distance of community residents is a fundamental goal of park planning. The Parks Master Plan organizes the community into defined neighborhood planning areas (Figure 2-2) for the purpose of analyzing the neighborhood and mini park acreage available to residents within each neighborhood planing area. The planning areas also make possible the forecasting of population on a neighborhood by neighborhood basis, which is necessary for planning the amount of park acreage required within each neighborhood.

The planning areas defined in the 2001 Parks Master Plan are similar to those in the 1991 plan with the following modifications:

- The Broderick neighborhood has been reunited into one planning area
- The portion of West Sacramento located between highway 80 and the railroad grade have been reorganized to provide a better fit with the available census data and the emerging central business district.
- The organization of Southport reflects the four villages of the Southport Framework Plan.

A neighborhood is defined by many factors, including subdivision development patterns, topography, and vehicular circulation. An idealized neighborhood would be a contiguous area free of significant barriers to pedestrian movement that contains a population of up to 5000 people. The four Southport Villages will each exceed 5000 population. The Southport Framework Plan has identified smaller neighborhood areas within each of these four villages.

Table A-4 on the following page provides an analysis of neighborhood and mini park acreage provided within each neighborhood planning area.

TableA-4: Neighborhood Park Acreage Requirements (by planning area)

Neighborhood Planning Area	Existing Acreage	Existing Deficiencies			2025 Requirements		
		2000 Population	Total Acreage Required 2000	Existing Deficiency in Year 2000	2025 Population	Total Acreage Required 2025	Additional Acreage Required 2025
Bryte							
A1	0	155	0.3	0.3	155	0.3	0.3
A2	0	6,616	13.2	13.2	6,616	13.2	13.2
Broderick							
B1	5.2	4,015	8.0	2.8	5,990	12.0	6.8
B2	0	989	2.0	2.0	2,399	4.8	4.8
B3	0	270	0.5	0.5	1,326	2.6	2.6
West							
C1	1.0	0	0	(-1.0)	0	0	(-1.0)
C2	4.0	2,083	4.2	0.2	2,083	4.2	0.2
C3	0	2,800	5.6	5.6	2,806	5.6	5.6
C4	12.0	3,439	7.0	(-5.0)	3,524	7.0	(-5.0)
C5	0	459	0.9	0.9	459	0.9	0.9
C6	0	15	0	0	9,221	18.4	18.4
C7	0	334	0.7	0.7	334	0.7	0.7
C8	0	51	0.1	0.1	51	0.1	0.1
C9	9.3	3,667	7.3	(-2.0)	3,667	7.3	(-2.0)
C10	0	2	0	0	2	0	0
Southport							
D1	21.2	4,223	8.4	(-12.8)	9,725	19.5	(-1.7)
D2	2.7	1,172	2.3	(-0.4)	18,883	37.8	35.1
D3	0	354	0.7	0.7	3,885	7.8	7.8
D4	0	112	0.2	0.2	5,191	10.4	10.4
TOTAL	**55.4**	**30,756**	**61.4**	**6**	**76,317**	**152.6**	**97.9**

Footnote:
Population figures are based on the 2000 census and projected year 2025 population as forecast by SACOG, with amendments to reflect the Washington Specific Plan and West Capitol Action Plan.

Proximity to Local Parks

Most residential areas of the City are located within walking distance of a local park. Figure 2-3 illustrates those areas that lie within one-half mile of a park (approximately a ten-minute walk).

Distribution of Parks and Parkland Acreage within Neighborhoods

Parks and school grounds are distributed throughout the City. While some neighborhoods are better served than others, almost every neighborhood has access to a local park or school ground. Planning areas that contain no city parks include area A1 in Bryte, area B2 in Broderick, areas C3, C5, C6, C7, and C10 in West Sacramento; and areas D3 and D4 in Southport. Most of these planning areas arecommercial, industrial, or undeveloped portions of the City that contain no or few residents. A discussion of the availability of parks in each neighborhood planning area follows:

Figure A-1: Park Service Areas

Bryte

A1 is not a residential area.
A2 contains a population of 6616. It is served by Bryte Park and the Alyce Norman/Bryte Playfields, but does not contain a neighborhood park.

Broderick

B1 has a population of 4,015, with an estimated buildout of 5,638. It is served by Elkhorn Neighborhood Park.
B2 has no parks, and is comprised of the Central Business District.
B3 has access to the River Walk Park.

West Sacramento

C1, C5, C7, C8, and C10 do not contain significant residential populations.
C2 is served by Meadowdale Park.
C3 has no parks within its area. However, the Westfield School Playfields are located on the area's eastern border.
C4 is served by the Westfield School Playfields and the Westacre Playfield.
C6 is expected to experience dramatic residential growth as the Triangle Specific Plan is implemented.
C9 is served by Memorial, Pennsylvania, Circle, and Sam Combs Parks

Southport

D1 is served by Linden, Touchstone Lake, and Summerfield Parks, and the future parks in the Bridgeway Island project.
D2 currently contains only Redwood Mini Park.
D3 and D4 are largely undeveloped.

Sports Facilities

Table A-5 provides a comparison of sports facilities in West Sacramento and other comparable communities.

Table A-5: Sports Facilities Comparison

	West Sacramento	Davis	Redding	Rocklin	Roseville	Pleasanton	Lodi
Population (2000 census)	**31,615**	60,308	80,864	36,330	79,929	63,654	56,999
Facility	**# (Service)** *1*	# (Service)	# (Service)	# (Service)	# (Service)	# (Service)	# (Service)
Regulation Softball *2*	**2 (15,808)**	6 (10,051)		1 (36,330)	18 *6* (4,440)	15 (4,243)	3 (18,999)
Regulation Baseball *3*	**16 (1,976)**	2 (30,154)		11 (3,302)		16 (3,978)	1 (56,999)
Regulation Soccer	**6 (5,270)**	9 (6,700)		6 (6,055)	6 (13,321)	18 (3,535)	0
Tennis Court	**0**	32 (1,884)	6 (13,477)	3 (12,110)	6 (13,321)	20 (3,182)	11 (5,181)
Outdoor Basketball Court *4*	**4 (7,904)**	6 (10,051)		6 (6,055)	13 (6,148)	20 (3,182)	7 (8,143)
Volleyball Court	**0**	3 (20.102)	0	2 (18,165)	1 (79,929)	4 (15,912)	
Swimming Pool	**2 (15,808)**	4 (15,077)	2 (40,432)	1 (36,330)	3 (26,643)	1 *7* (63,645)	3 (18,999)
Indoor Gym *5*	**0**	0		0	1 (79,929)	3 (21,215)	
Public Golf Course	**0**	1 (60,308)	0	0	2 (39,965)	0	0

Footnotes:

1. # = total number provided; (service) = total population served per each facility, based on 2000 census population
2. Adult softball
3. Includes adult baseball, boy's baseball, and girl's softball fields; does not include practice fields
4. Includes courts in city parks only
5. Includes city facilities only
6. Roseville utilizes a "multipurpose" field approach that can be used for youth and adults softball and baseball
7. Four pools located at one swim complex

Park Classification System

The West Sacramento park system is composed of seven main types of parks and recreational facilities, each with a distinct function:

Regional Parks

A regional park is a large park, typically organized around a significant geographical feature such as a lake, mountain, forest or coastline, and that serves several communities within a one hour driving time. Regional parks are typically administered by the state, counties, or other park agencies rather than municipalities due to their large size and unique nature. However, regional usage of local parks is common. Residents of West Sacramento utilize park facilities in Sacramento and other communities. West Sacramento experiences usage in its parks by residents of other communities as well, especially at Bryte Park and the Broderick Boat Ramp, as well as along the Sacramento River, Turning Basin, and Yolo Bypass.

Central Park

A central park is a large, unique park that serves the entire city. A central park is essentially a community park that has an elevated status due to its central location, unique features, historic characteristics, or great size. Central parks typically contain a wide variety of active and passive recreational facilities, and may contain unique features such as zoos, aquariums, museums, water-front access, or other features.

West Sacramento does not currently have a central park.

Community Parks

Community parks are large parks with a typical size of 20 acres or more. They serve the needs of people from several neighborhoods or the entire city. Community parks contain a wide variety of facilities for active and passive recreation, organized sports, and night use. They also provide facilities typical of neighborhood parks for use by the surrounding residents.

Neighborhood Parks

Neighborhood parks provide for the daily recreation needs of nearby residents, with primarily passive and informal recreation facilities. The typical size is 4 to 10 acres. Active recreation use of neighborhood parks can create conflicts with local residents, and should be limited to informal practice fields and hard surface playing courts.

Mini Parks

Mini parks are small (under one acre) facilities that accommodate the daily recreation needs of nearby residents. They typically include children's play areas, sitting areas, and limited green space, but are not large enough to contain play fields. Mini parks are not large enough to provide for the recreation needs of an entire neighborhood.

Special Facilities

Special facilities serve a specific need or population group. In West Sacramento, this category includes community centers, senior centers, teen centers, community pools, and indoor gymnasi-ums.

Recreation Corridors

Recreation corridors are linear parks that include one or more types of pathways for non-motorized transportation, typically developed along a linear geographic feature such as a river, canal, railroad

corridor, or utility easement. Pathways are typically designed for multiple uses such as bicycling, walking, jogging, and rollerblading. Equestrian pathways are separated from multi-use paths. Other names commonly used for recreation corridors are greenways and bikeways.

Open Space Area
Open Space areas are lands set aside for preservation of significant natural resources, open space, and public education. West Sacramento contains wetland and riparian forest areas zoned for open space.

Other Facilities

Trails
The West Sacramento Pedestrian and Bicycle Master Plan describes a citywide system of multi-use trails and bicycle routes. Ultimately, these trails will link with other regional trails, such as the American River Greenway and the bicycle path connecting West Sacramento with Davis.

ADA Compliance

The Americans with Disabilities Act (ADA) was signed into law on July 26, 1990. On January 26, 1992, federal regulations defined in the ADA took effect. These regulations are intended to protect the civil rights of individuals with disabilities in employment, public accommodations, state and local government services, and telecommunications. Title III of the ADA (Public Accommodations) states that, "*persons with disabilities are to be provided accommodations and access equal to, or similar to, that available to the general public.*"

The ADA is civil rights legislation. There are no code requirements, only guidelines that must be interpreted and applied in a reasonable manner. However, state building codes typically require conformance with ADA in all new construction. In California, Title 24 of the state building code requires conformance for all public buildings, parks and other outdoor spaces. The ADA requires retrofitting of existing facilities to conform to the state building code. Retrofitting was required to be completed by the year 1995. However, many public agencies are still working to meet the requirements.

West Sacramento's existing park system contains play structures, picnic areas, drinking fountains, and parking areas that must be modified to comply with the ADA. The list of improvements contained in the Action Plan chapter of this Master Plan includes budget amounts to cover these expenses.

CPSC Compliance

The United States Consumer Products Safety Commission (CPSC) has established safety guidelines for playgrounds. California Senate Bill 2733 required all public playgrounds to conform to the minimum guidelines described in the CPSC Handbook for Public Playground Safety.

Many of the existing playgrounds contained within the City's park system do not meet these standards, and therefore must be upgraded. The list of improvements contained in the Action Plan chapter of this Master Plan includes budget amounts to cover these expenses.

Appendix B: Demand Analysis

Summary of Demand for Parks and Recreation Services

Cities provide public services in response to residents' perceived needs, or "demand". The following actions were taken to determine the current demand for park and recreation facilities in West Sacramento:

- Opinion survey
- Public meetings and focus groups
- Demographics analysis
- Comparison with comparable communities
- Review of standards
- Review of available trends literature
- Informal written questionnaire

The results of these initiatives are described in greater detail in this chapter. The reader is encouraged to review the opinion survey report document (available under separate cover through the Parks and Community Services Department). Based on the various components of the demand analysis, the following summary of demand is presented (not in order of importance):

- **A Central Park:** West Sacramento currently lacks a large park containing a variety of facilities that can be used as a community gathering space. Participants in the Community Workshop rated this as a high priority, and expressed a desire for a single park that would provide facilities for all age groups and interest. They also viewed such a facility as a means to improve the image of the City and provide an enhanced community identity.

- **Improved water access:** Residents value the water resources available in West Sacramento. They desire improved access to water-related recreation such as fishing, boating, swimming, and passive use.

- **Increased number and variety of facilities:** The City received low scores in the opinion survey relative to other California communities for the number and variety of facilities available.

- **Improvements to existing parks:** Participants expressed the perception that the City's parks are tired and old. Safety of park users is also of concern.

- **Recreation corridors and trails:** The corridor concept was supported in the public meetings and through the high scores received in the survey for bicycling, walking, and horseback riding.

- **Programs and activities for children and youth:** A high level of importance was expressed for providing after-school and sports programs for children and teens. Construction of a high school age teen center was also highly rated. The youth workshop participants expressed a desire for skatepark facilities.

- **Swimming:** Swimming is a very popular activity. A high level of support for a family aquatic park with swimming pools and water play was expressed.

- **Landscape entrances:** Beautification of gateways to the community with landscaping was rated highly in the survey.

- **Classes:** A high level of interest exists in organized classes for activities such as cooking, computer use, arts and crafts, and gardening.

- **Senior programs:** Senior nutrition and diet programs are considered to be very important.

- **Active recreation:** Facilities and leagues for youth sports were considered to be very important, while adult sports were not as highly rated.

Demographics

West Sacramento's population grew from 28,869 in 1990 to 31,615 in 2000, according to the U.S. Census. The City of West Sacramento Community Development Department estimates the current population to be approximately 34,000. The City's population could increase to approximately 75,000 by the year 2025, as forecast by the Sacramento Area Council of Governments (SACOG). The 2001 State of the City Report provides a summary of relevant Census data.

Public Involvement

The planning process was organized to encourage a significant level of public participation. All meetings were open to the public, and were advertised to attract attendance. To date, two community-wide public workshops, a youth focus group, a sports user's focus group, several neighborhood meetings, and the high school leadership focus group have been facilitated.

A public opinion survey was conducted to obtain a statistically valid sample of opinion regarding the need for park and recreation services in West Sacramento. The survey results are presented in a separate document available from the Department of Parks and Community Services.

In addition, a written questionnaire was distributed that has attracted 23 responses to date. The questionnaire is available through the Department of Parks and Community Services for those desiring to provide written public input. Finally, interviews were conducted with the City's professional staff, as well as representatives of the Washington Unified School District and the Port of Sacramento.

Opinion Survey

A random survey of West Sacramento residents' opinions regarding parks and community services was conducted in September and October 2001. The survey instrument included open- and closed-ended questions, with interviews averaging 12 minutes in length. 401 surveys were conducted, resulting in a margin of error between 2.91 and 4.85 percent. The survey had four main goals:

- Determine residents' overall satisfaction with the City's efforts to provide park and community services
- Ascertain both the level of importance and the degree of satisfaction residents assign to recreation programs and activities provided by the City
- Determine the specific recreational activities residents use most and are most interested in
- Profile the demographic, attitudinal, and behavioral characteristics of residents in the City of West Sacramento

The full text of the survey report is available at the Department of Parks and Community Services.

Community Workshop #1

The first citywide workshop session was held on October 9, 2001. The workshop was widely advertised and was open to all interested people. All comments were recorded and transcribed. Thirty community members participated, and several City staff members were present. All adult age groups were represented. No minors chose to attend.

The participants were divided into two groups to discuss the needs of the northern and southern halves of the City. Then the entire group reassembled to report their findings. A complete record of the public comments is included in the Appendix. The following points summarize the improvements and types of facilities desired:

- A large, Central Park in a significant, central location, with a variety of facilities and space for large gatherings
- Extension of River Walk Park
- Improved maintenance levels of existing parks
- Sports complex
- Sports fields in parks
- Teen center
- Aquatic center
- Community center
- Swimming and basketball facilities at other than school locations
- Restrooms in every park
- Bicycle Trails
- Equestrian Trails
- Fishing access to Deep Water Channel
- Public access to waterfront at the Port property
- Dog park
- Construct parks in Southport

Sports User's Focus Group

A focus group session was held on October 10, 2001 with ten participants representing youth baseball, soccer, and swimming. A complete record of the public comments is included in the Appendix. The following points summarize the improvements and types of facilities desired:

- **Swimming**: Noncompetitive and potentially dangerous conditions at the public schools were cited. A municipal aquatic complex that could serve the needs of swim leagues and the general public was desired.
- **Baseball**: A lack of full-size hardball practice and playing facilities was cited. A lighted sports complex to serve all ages was desired. Combining soccer and baseball fields at the same facility was seen as advantageous.
- **Soccer**: The soccer representatives also supported development of a lighted sports complex for soccer and baseball.
- **Other facilities** desired included improved fishing access to the City's waterways, equestrian paths, a community center, and a new golf course.

Youth Focus Group

Twenty-four students from local middle schools attended the youth session on October 10, 2001. The students all use West Sacramento's parks on a regular basis for a wide range of activities. The parks are used for organized recreation, informal recreation, and socializing. A complete record of the public comments is included in the Appendix. The following points summarize the improvements and types of facilities desired:

- Skatepark/bicycle park
- Fun challenging play structures, swings/etc.
- BMX bicycle course
- Large community park with recreation center
- Gymnasium
- Swimming pool
- Rock climbing wall
- Dance classes/socials
- Improved safety in the parks

High School Leadership Focus Group

A meeting was held with the River City High School leadership class on October 19, 2001. Thirty-five students attended. A complete record of the public comments is included in the Appendix. The following points summarize the improvements and types of facilities desired:

- Playgrounds with challenging apparatus
- Trees and shade
- Gymnasium
- Skatepark
- Soccer, baseball, basketball, and volleyball
- Dog park
- Fishing access
- Pool/waterslides
- Restrooms in the parks

Written Questionnaire

An informal questionnaire was distributed to City staff, school officials, and the general public to gather additional information. While the results are not statistically valid, a number of interesting comments and suggestions were gathered.

Desired facilities include soccer fields, a skatepark, a dog park, a gymnasium, walking trails, an aquatic park, equestrian trails, baseball fields, soccer fields, a central park, water access, tennis courts, playgrounds, bicycle paths, pools, and a sports complex.

Top issues of concern include safety, maintenance, clean restrooms, activities for youth, off-street parking, providing flexible open green space, and maintaining a balance of opportunities.

Comparable Communities Review

Table B-1 illustrates the amount of parkland provided in West Sacramento as compared with several other California cities. The table also indicates the "standard", or desired goal adopted in each community. For comparison reasons, population levels are as reported by the 2000 census.

Table B-1: Comparable Communities

City	Year 2000 Population 1	Acres 2	Acres/1,000 3	Standard 4
West Sacramento	31, 615	101	3.2	5
Roseville	79,929	842	10.5	9
Davis	60,308	450	7.5	5
Rocklin	36,330	100	2.8	5
Pleasanton	63,654	330	5.2	(no standard)
Redding	80,865	252	3.1	10 5

Footnotes:
1. Population as reported in 2000 U.S. census
2. Existing developed park acres in community, neighborhood, and mini parks (school ground acreage excluded)
3. Existing developed park acres per each 1,000 residents
4. Community goal for acres/1,000 residents
5. Redding standard includes developed open space areas. Redding has 614 acres total including open space (7.6 acres/1000)

Non-Resident Demand

Just as residents of West Sacramento take advantage of other greater Sacramento Area parks, residents of other nearby communities use West Sacramento's park system. The Broderick Boat Ramp and the softball and soccer fields at Bryte Park receive a significant amount of non-resident use.

The City contains a significant employment base within its borders, with approximately one job per resident. Non-resident workers utilize the City's park and recreation system, creating additional demand. The City's General Plan recognizes this demand and requires new commercial, industrial, and office development to pay park impact fees to help offset the demand.

General Plan Standard

The 2000 General Plan has been updated to reflect the 5 acre/1000 resident standard.

Statewide Recreation Trends

The most recent statistically reliable statewide data concerning recreation desires and attitudes are presented in *Public Opinions and Attitudes on Outdoor Recreation in California 1992*, by the State Department of Parks and Recreation. This publication details the results of a public opinion survey conducted in 1992. The ten activities with the highest adult participation rates (defined as one or more days per year participation in each of 42 listed activities) were:

1. Walking (88.0%)
2. Visiting museums or historic sites (75.7%)
3. Beach activities (69.4%)
4. Driving for pleasure (68.7%)
5. Use of open turf areas for casual and unstructured activities (66.9%)
6. Visiting zoos and arboretums (65.6%)
7. Picnicking in developed sites (63.9%)
8. General nature study & wildlife viewing (56.0%)
9. Trail hiking (54.8%)
10. Camping in developed sites with tent or vehicle (53.9%)

By contrast, participation rates for organized, active sports were much lower:

1. Softball and baseball (34.0%)
2. Basketball (21.0%)
3. Golf (19.4%)
4. Tennis (15.2%)
5. Soccer (10.2%)

Another question asked adult respondents for the number of days per year each activity was engaged in. The ten activities with the greatest activity days were:

1. Walking (103.8 days per year)
2. Driving for pleasure (30.5)
3. Bicycling on paved surfaces (23.1)
4. Use of open turf areas for casual and unstructured activities (19.8)
5. Jogging and running (17.6)
6. Beach activities (14.6)
7. General nature study and wildlife viewing (14.5)
8. Swimming in outdoor pools (12.6)
9. Picnicking in developed sites (10.4)
10. Swimming in lakes, rivers, and the ocean - not in pools (10.2)

The ten activities with the highest youth activity days per year were:

1. Walking (94.7 days per year)
2. Bicycling on paved surfaces (61.0)
3. Use of open turf areas for casual and unstructured activities (57.5)
4. Jogging and running (51.8)
5. Basketball (37.4)
6. Use of play equipment, tot lots (34.9)
7. Swimming in outdoor pools (27.7)
8. Soccer (17.0)
9. Football (15.9)
10. Beach activities (11.0)

A separate (written) survey of youth aged 8 to 17 was conducted by the State concurrently with the adult survey. The ten activities with the highest participation rates were:

1. Use of open turf areas for casual and unstructured activities (93.2%)
2. (tie) Walking (89.5%)
2. (tie) Bicycling on paved surfaces (89.5%)
3. Picnicking in developed sites (83.4%)
4. Beach activities (81.8%)
5. Jogging and running (81.1%)
6. Visiting museums, historic sites (80.9%)
7. Basketball (80.1%)
8. Softball and baseball (79.0%)
9. Use of play equipment, tot lots (73.6%)

It can be seen that active sports such as basketball, softball, baseball, soccer, and football have a greater participation rate among youth than among adults. However, general outdoor activities such as walking, bicycling, and open turf use, are important to both youth and adults.

National Sporting Goods Association Survey

The National Sporting Goods Association (NSGA) conducts an annual survey of recreation activity participation. In 1993, the top ten (of 49) activities, as measured by percentage of respondents participating at least one day per year, were:

1. Exercise waking (64.4%)
2. Swimming (61.4%)
3. Fishing (51.2%)
4. Bicycle riding (47.9%)
5. Camping (42.7%)
6. Bowling (41.3%)
7. Exercising with equipment (34.9%)
8. Basketball (29.6%)
9. Billiards/pool (29.4%)
10. Aerobic exercising (24.9%)

Appendix C - Summary of Public Comments

COMMUNITY WORKSHOP #1
October 9, 2001

GROUP NORTH

- West Sacramento has no significant parks
- No place for large gatherings
- Want riverpark to continue to Todhunter
- **Need a large sports complex**
- Sports complex should be lighted
- Keep sports complex away from residential
- Interest in a marina in north part
- Have not done enough with riverfront
- Need teen/youth center
- Need transportation for kids
- We are too reliant on schools for:
  -swimming pools
  -pool tables
  -basketball courts
  facilities not always available

Aquatic center needed

- Swimming pools
- Therapy pools
- Swim lessons
- First Aid
- Water/boating safety
- Special facilities should have surveillance cameras
- Theater
- Dance hall

General Comments

- Improve parks – make beautiful to encourage people to come to West Sacramento
- Theme park – to attract people
- -Mark Twain theme/paddle wheels/history pony express
- Central park needed
- Include library in a park
- McKinley Park in Sacramento – good example
- Each park should be designated for certain types of use.
- Parking needed at Bryte
- Keep all mature trees!
- Replace trees as they die
- ***Need parking at River Walk**
- All parks need permanent restrooms (HC Accessible)
- Keep them open
- Enforce curfews
- Enforce park rules (ordinanc

COMMUNITY WORKSHOP #1 (continued)

- New development should pay for maintenance
- Incorporate a water fountain – feature of beauty and significance
- Triangle near library would be a good park (nears Carol's)
- Would work well with new city hall
- Incorporate drought – resistant trees and shrubs
- Parks should have better signage
- Vandalism, drub, gang issues
- Bike trails, buses can help with parking
- Fishing pier, possibly with a restaurant like in L.A.
- Need better communication – Re: meeting notification
- More adult evening classes
- Big central park - #1 need
- Big shopping area!
- Pony rides
- Eating places!
- Use community volunteers to help maintain parks

GROUP SOUTH

General Comments

- Look at big picture
- Not just parks at schools
  -need diversity
- Need community gathering place
  -events
  -farmers market
  -youth programs
- Funding is often short
- Want places for group functions with appropriate facilities
  -toilets
  -meeting rooms
  -etc.
- Condition of parks reflective of city efforts for public
  -West Sacramento parks lacks quality amenities/conditions
  -need beauty
  -"an old town" – tired looking
- Currently no bike trails
- Funding – it's there in south – why aren't parks being built?
- Bait 'n' switch in south
  -no parks as promised by city
  -same with schools
- Who is responsible to get parks built as promised?
- Need to hold developments to promises (promise to build parks and schools)

COMMUNITY WORKSHOP #1 (continued)

Recreation

Fishing
- Can't get to it at Deep Water Channel
- Need public access to Deep Water Channel
  -need park adjacent to it on south

Horses
- Need plan for equestrian uses in rural residential zoned areas

Themes
-waterfronts
-paths as connection
-watching boats

Central Park
-Need to develop one but West Sacramento is not ready
-River Walk is a possibility, more targeted to business however
-Needs to link north and south
-symbolic

Neighborhood Parks
- Priority should be neighborhood park
  -kids play everyday
  -safe
  -would indicate investment in community

Community Center Criterial/Needs
-conference/banquet rooms
-gym
-theater
-pool
-in a park
-skating
-indoor soccer
-rock climbing
-jogging
-tennis: indoor and outdoor

Other Considerations
- Need dog park – as new park
  -Sacramento had them
- Look at scale

-need range of scales
-big/community/regional
-neighborhood
-open space
-small parks with multiple uses/attractions
-"people scale"

COMMUNITY WORKSHOP #1 (continued)

- Serving kids is key
  -bikes
  -safety
  -skaters
- New bike/pedestrian crossing over canal
- Look at Southport plan
- Start with just getting parks built before attempting major actions (Central Park/Community Center)
- No reason to go to parks

Good Models to Study

- Davis is good example
  - Davis spends money on maintenance and has greenbelt system
    -want same for West Sacramento
- City of Roseville
  -proactive park development prior to homes – forced upon developers
    -good model for West Sacramento
- Portland is a good model

High Priority South Needs/Opportunities

- Activities close to downtown
  -provide bike access from Southport to downtown to attract those residents
- Need soccer/hardball/softball in new parks
- Extend light rail and put parks ner stations (park and rides)
- Concerned reservation areas with toilets in every park, also walking trail
- Exercise training trail
- Improve and maintain parks that have already been built

Port Area Needs/Opportunities

- Public access
- Trail – all users
- Boat ramp
- Open grass areas/picnic areas
- Toilets
- Aquatic centers
- 4th of July happens there (on bridge)
  -expand to have more events
  -get off the bridge, put on land
- Boat viewing

COMMUNITY WORKSHOP #1 (continued)

South Group Summary

Good Examples
- Davis
- Roseville
- Portland

Problems
- Bait-n-switch
- Maintenance of existing parks

Opportunities/Needs
- Trails
- Canal
- Riverfront
- Port (possible temporary use)
- New blood will force political change
- Regional Park/Recreation Center/Complex

SPORTS USERS FOCUS GROUP
October 10, 2001

Swimming

Competition: 174 kids – up to 200 on swim team
-Had to close registration – lack of facilities
-use River City School
-outdated
-Racing styles have changed but pool won't accommodate "deep" diving at start
-One conference school refusing to use starting blocks at River City pool

Recreation: Very short summer season program
-Poor choice of times/lack of available pool time
-Aquatic center would benefit all
-Need to accommodate all ages (families) and serve competition needs
-Swim team draws from across county
-Currently need to rent competitor's pools now.

Community aquatic center planning criteria:

- school use
- public/recreation
- flexible
- rental opportunities
- revenue generating
- serve seniors/fitness needs
- multi-use
- lots of parking
- indoor/outdoor
- accommodate swim lessons for very young
- do it right for future

Baseball

There are no hardball parks in West Sacramento and none planned

- We need a baseball facility
- Now need to pay to play in Davis
- Need lighted fields
- Need senior kids fields
- Add lights to memorial park – neighbors would allow it
- Parents maintain facilities with fundraisers, work parties. City does not maintain
- 2 little leagues – Wash L.L./W.S.L.L. (400 kids)
- Need practice fields – currently use elementary schools
- River City High School field not available until June when school is out
- One complex to serve all ages – to keep kids interested
- Shared parking baseball/swimming
- OK to share fields between soccer and small kids fields (no fences needed).

SPORTS USERS FOCUS GROUP (continued)

Soccer

- 550 kids in league
- 100 added each year
- West Sacramento Soccer Club

Bryte Park – Needs:

- Bathrooms
- Snack bar
- Parking
- Equipment storage
- Fields are in good condition
- Not enough fields
- Need lighted fields – can't practice in fall

Basketball

- Very popular
- City league – uses Golden State Middle School and River City High School
- Can't practice during week
- No league for older kids
- Portable classrooms have taken up basketball courts
- Don't forget basketball-no gym/facilities

Fishing

- Need access to water, HC dock, elderly
- Should have fishing docks at port or river for the disabled

Bowling

- Serve existing leagues

Equestrians

- There are lots of users in Southport need riding areas

Community Center

- Need meeting rooms

Golf

- Need golf per existing plan

General Comments

- Need bathrooms in each park
- Central large sports complex is desired (Bring community together – don't split people up)
- Need all the other services as well
- Community doesn't feel support from city/parks
- Is there a focus on creating/focusing on a Central Park?

YOUTH FOCUS GROUP
October 10, 2001

Wants

Water park
Skate park -street course
Bike – Motocross
-street/vertical
Community park
-recreation center but outdoor
-arts and craft
-sports
-big park
Velcro Wall
Gymnasium/wrestling room
Walkway for elderly
Small tree groves
-shade areas but not the whole park
New pool
Snack bars
-soda, ice cream, candy, hot food
Music
Tagging/Art wall
-cleaned monthly
Clean bathrooms
More electrical outlets
Video arcades in buildings
-secure
-TV
-couches
-"like this place"
Dance floor/club
-by am/pm by McDonalds
-by money store
-in stadium
-by golf
-in Southport
-in neighborhood, not too far
-Elkhorn Park
Go carts
Play structures like McKinley Park
Pond -kind of like a pool "swimming pond" with fountain in middle
Race Track - with no cars – for bikes and boards.
Go to Yolo High School now for this
-bike jumps, etc.

YOUTH FOCUS GROUP (continued)

Parks You Like

100' Slide
Curly-Q slides -like at McDonalds
Teeter-Totters-big ones
Lots of benches in shade
Handrails in skate park
Fishing education
-stocked regularly
-loaner poles
Centrally located with other things to do (shopping, etc.)
Board wild – skate park in Woodland

Things You Don't Like

Scooters
Gang writing (graffiti)
Boring parks – nothing to do
-targeted to young kids only, not middle school
Not enough basketball courts, don't like waiting

Top Priority

Big skate park/bikes
Dance floor
Fishing pond
Dog park
Swirly slides
Jungle gym
Velcro wall
Rock climbing wall
Play structure like McKinley Park
Something for all ages

HIGH SCHOOL LEADERSHIP FOCUS GROUP
October 19, 2001

When asked what do you like or want in parks, they said:

- Sand, not bark, in playgrounds
- Swings
- Slides, spiral slides
- Older kid playground, like at McKinley Park in Sacramento
- Rainbow park
- Large trees
- More trees
- More shade
- Tree swings
- Zipline
- See-saw
- Spring animals
- Merry-go-round playground
- Skate park
- Soccer field
- Baseball field
- Clean restrooms, no portables
- Water fountains
- Basketball courts
- Tennis courts
- Dog park
- Pond for boats, fishing
- Bridge playgrounds together
- Ropes course
- Swimming pool with slide
- 2 sections in playgrounds, one for kids, one for older kids. Age appropriate
- Nothing in parks is too inviting. Existing parks old, tired, dirty
- Monkey bars
- Have community unity day to clean parks up
- Better picnic areas
- Volleyball
- Safety lighting
- Jungle gyms
- Handball
- Tetherball
- Flowers and landscaping
- Recycle parts of park
- Gymnastics
- A gym
- Indoor pool
- Water park
- Better pest control
- Rose garden
- Tic tac toe blocks
- Space ship playground
- Crack ban

WASHINGTON NEIGHBORHOOD GROUP
November 13, 2001

When asked what do you like about your neighborhood or want in your parks, they said:

- Feeling of a small town
- Close to the river
- A "Mayberry" feeling
- River Walk Park is beautiful
- I like the people
- It is close to Sacramento
- Freeway access
- Close to the airport
- Feels safe
- A mellow feeling
- Harmony on the River is an excellent program
- Good summer programs
- Jazz and Pancakes is fun
- Put more trees in the parks
- Need a City Activities Center
- Need soccer fields
- Need paddleball courts
- I go to Raley Field
- Jogging
- Cycling
- Have better bike path
- Need park polices
- Need heavier trash cans in parks
- West Sacramento is multi-cultural. We need a multi-cultural fair and market pavilion. Give multi-cultures a chance to share with all.
- Skateboard park
- Roller blades
- BBQ areas
- Tennis courts

Appendix D- Inventory of Existing Facilities

COMMUNITY PARKS

Alyce Norman/Bryte Playfields

Type: Community Park
Location: Todhunter @ Carrie Street
Neighborhood Planning Area: Bryte-A2
Size: 17 acres

Inventory
Baseball fields (3 - youth)
Softball fields (4 – youth)
Soccer fields (1)
Scoreboards (2)
Bleachers (6)
Restrooms/concession building
Trash receptacles and recycling bins
Off-street parking (unpaved)

Programmed Activities
West Sacramento Girls Softball
Washington Little League
NFL Flag Football
Junior San Francisco Giants Baseball

Bryte Park/Golden State Middle School

Type: Community Park
Location: Todhunter @ Carrie Street
Neighborhood Planning Area: Bryte-A2
Size: 21 acres (11.4 Bryte Park, 9.6, Golden State turf fields)

Inventory
Baseball fields (2 – youth)
Softball fields (2 – lighted, adult)
Soccer fields (7)
Basketball court (1- full court)
Bicycle rack (1)
Drinking fountains (3)
Group picnic area with shade structure
Lawn area
Picnic tables (5)
BBQ's (3)
Play area
Restrooms
Trash receptacles and recycling bins

Programmed Activities
Adult softball
Youth soccer
Youth baseball

River City High School

Type: Community Park
Location: Clarendon Street
Neighborhood Planning Area: West Sacramento C9
Size: 22 acres

Inventory
Football field
Track
Baseball fields (4)
Tennis courts (6)
Basketball courts (6 hoops)
Volleyball courts, asphalt (3)
Swimming pool, diving pool, wading pool, changing house

Programmed Activities
Senior Little League baseball

River Walk Park

Type: Community Park
Location: Riverfront between Tower and I Street bridges
Neighborhood Planning Area: Broderick B3
Size: 4 acres

Inventory
Riverfront promenade/pathway
Union Square
Veteran's Memorial Plaza
Grand Staircase amphitheater
Picnic tables (8)
BBQ's (3)
Lawn area

NEIGHBORHOOD PARKS

Elkhorn Park

Type: Neighborhood Park
Location: Cummins Way @ Greenwood Avenue
Neighborhood Planning Area: Broderick B1
Size: 5.2 acres

Inventory
Barbecues (6)
Drinking fountain (1)
Horseshoe pits (1)
Lawn area
Pathway lighting
Picnic tables (6)
BBQ's (6)
Play area - tot lot (1)
Restrooms (portables)
Trash receptacles and recycling bins

Programmed Activities
Little League (at adjacent Elkhorn School fields)

Linden Park

Type: Neighborhood Park
Location: Linden Avenue @ Summerfield Drive
Neighborhood Planning Area: Southport D1
Size: 4.0 acres

Inventory
Barbecues (2)
Drinking fountain (1)
Horseshoe pits (1)
Lawn area
Pathway lighting
Picnic tables (4)
BBQ's (2)
Play area - tot lot (2 structures)
Trash receptacles and recycling bins
Bike rack

Programmed Activities
Youth soccer

Meadowdale Park

Type: Neighborhood Park
Location: West Capitol at Interstate 80
Neighborhood Planning Area: West Sacramento C2
Size: 4.0 acres

Inventory
Drinking fountain (1)
Lawn area
Pathway lighting
Off-street parking lot (20 spaces)
Picnic tables (5)
Benches (2)
Shade structure
Play area - tot lot (1 structure)
Trash receptacles and recycling bins
Bike rack

Programmed Activities
None

Memorial Park

Type: Neighborhood Park
Location: Bounded by Regent, Alabama, Euclid, and Delaware
Neighborhood Planning Area: West Sacramento C9
Size: 4 acres

Inventory
Basketball (half-court)
Baseball fields (4 – youth)
Drinking fountain (1)
Horseshoe pits (2)
Picnic tables (2)
Play area - tot lot (2 structures)
Trash receptacles and recycling bins
Restrooms

Programmed Activities
West Sacramento Little League

Sam Combs Park

Type: Neighborhood Park
Location: Stone Boulevard @ Jefferson Boulevard
Neighborhood Planning Area: West Sacramento C9
Size: 4.5 acres

Inventory
Barbecues (2)
Drinking fountain (1)
Horseshoe pits (1)
Lawn area
Shade trees
Picnic tables (6)
BBQ's (2)
Play area - tot lot (2 structures)
Trash receptacles and recycling bins
Off street parking lot (12 cars)
Restrooms (portables)
Clubhouse building

Programmed Activities
None

Summerfield Park

Type: Neighborhood Park
Location: Linden Avenue near Diane Drive
Neighborhood Planning Area: Southport D1
Size: 8.9 acres

Inventory
Soccer field (2)
Basketball (1 full court)
Restrooms (portables)
Baseball backstops on turf area (3)
Dog run (fenced)
Trash receptacles and recycling bins
Play area – tot lot (1 structure, 1 swing)

Programmed Activities
Youth soccer
Little league practice

Touchstone Lake Park

Type: Neighborhood Park
Location: Linden Avenue near Independence Avenue
Neighborhood Planning Area: Southport D1
Size: 4.0 acres

Inventory
Picnic tables (2)
BBQ's (2)
Drinking fountain
Lawn area
Shade trees
Pathway lighting
Bench (1)
Trash receptacles and recycling bins
Play area – tot lot (1 structure, 1 swing)
Lake

Programmed Activities
None

Westacre Playfield

Type: Neighborhood Park
Location: Evergreen Avenue @ Westacre Road
Neighborhood Planning Area: West Sacramento C4
Size: 5.0 acres

Inventory
Picnic tables (2)
Drinking fountain
Lawn area
Shade trees
Bench (1)
Trash receptacles and recycling bins
Play area – tot lot (1)

Programmed Activities
None

Westfield School Playfields

Type: Neighborhood Park
Location: Poplar Avenue @ Oxford Street
Neighborhood Planning Area: West Sacramento C4
Size: 7acres

Inventory
Soccer fields (3 – youth)
Baseball field (2 – youth)
Lawn area
Play area – tot lot (1)

Programmed Activities
Youth soccer

MINI PARKS

Circle Park

Type: Mini Park
Location: Alabama Avenue @ Circle Street
Neighborhood Planning Area: West Sacramento C9
Size: 0.3 acre

Inventory
Picnic tables (4)
Heritage oak grove
Trash receptacles
Lawn area

Patwin Park

Type: Mini Park
Location: Summerfield Drive at Betty Way
Neighborhood Planning Area: Southport D1
Size: 0.2 acre

Inventory
Undeveloped residential lot, potential link to recreation corridor

Pennsylvania Park

Type: Mini Park
Location: Pennsylvania @ 17th Street
Neighborhood Planning Area: West Sacramento C9
Size: 0.5 acre

Inventory
Picnic tables (3)
Trash receptacles and recycling bins
Lawn area

Redwood Park

Type: Mini Park
Location: Redwood Avenue
Neighborhood Planning Area: Southport D2
Size: 0.5 acre

Inventory
Picnic tables (2)
Horseshoes (1)
Drinking fountain
Bench (1)
Trash receptacles

SPECIAL FACILITIES

Broderick Boat Ramp

Type: Special Facility
Location: A Street @ the Sacramento River
Neighborhood Planning Area: Broderick B1
Size: 4 acres

Inventory
Boat launching ramp (1 lane)
Off-street parking (24 cars and 60 cars with trailers)
Restroom/concession building
Parking lot lighting
Drinking fountain
Picnic tables (2)
Interpretive signage
Benches (2)
Trash receptacles and recycling bins

West Sacramento Senior Center

Type: Special Facility
Location: 644 Cummins Way
Neighborhood Planning Area: Broderick B1

Inventory
Senior center building and office
Library
Multi-purpose room
Kitchen
Art room

Programmed Activities
Classes and other programs
Nutrition meals
Social events

Appendix E - Suggested Park Standards

Central Park Standards

A central park is a unique facility and as such has no standards. As envisioned for West Sacramento, the Central Park should contain unique recreational opportunities, should be oriented to the water, should be centrally located, and should generally otherwise conform to the standards given below for community parks.

Community Park Standards

Definition	• Large park that includes passive and active recreation facilities that serve the entire City or a substantial portion of the City. • A community park should include the facilities that are also typically found at neighborhood and mini parks.
Service Area	• Up to four-mile radius.
Size	• 20 acres or larger.
Site Characteristics	
Configuration	• Contiguous usable (non-linear) shape, with level terrain to accommodate active recreation.
Access/Location	• Locate on an arterial or collector street. • Provide at least two major street frontages. • Provide connection to pedestrian and bicycle routes. • Locate to minimize conflicts with residential areas.
Character	• Has desirable visual and natural attributes for passive recreation, such as waterway frontage or significant vegetation.
Basic Requirements	
Outdoor Sports	• Regulation facilities for organized league practice and play for softball, baseball, and/or soccer. • Bleachers, restrooms, and concession stands at league sports facilities. • Tennis courts, basketball courts, volleyball courts, handball courts, and practice wall. • Lighting for outdoor sports facilities.
Passive Recreation	• Jogging path, minimum two miles long. • Open turf area for casual games, minimum two acres.
Special Facility	• Community parks should include at least one special facility such as a pool, community center, gymnasium, or amphitheater.

Community Park Standards (continued)

Play Areas	• Tot lot for ages 2-5, minimum one. • Play lot for ages 6-12, minimum one. • Should include climbing structures, other apparatus, and sand play • All play experiences must be accessible to the disabled (ADA) and meet CPSC guidelines.
Family Picnic Areas	• Shaded and wind-protected area. • Tables for 6-8 people each. • Barbeque facilities. • Locate adjacent to open turf or play areas.
Group Picnic Areas	• Shaded and wind-protected area. • Picnic tables, serving tables, and barbecue facilities for 200 persons minimum. • Restroom facilities nearby. • Play area nearby. • Locate adjacent to open turf area and away from nearby residential areas.
Parking	• Off-street, minimum 100 spaces.
Restrooms	• Permanent restroom buildings, minimum one per each 10 acres.
Lighting	• Provide lighting at athletic fields and courts, parking lots, and pathways. • Design to prevent glare and spillover into adjacent residential areas.
Telephone	• Provide public phones accessible at all times. • Locate throughout park at reasonable intervals for safety.
Bicycle Parking	• Lockable parking at suitable locations throughout park.
Pathway System	• Provide multi-use paved paths, minimum ten-foot wide, for service and emergency access and police surveillance.
Optional Elements	• Exercise course, 12 or 24 stations. • Specialized sports facilities such as bocce ball courts or putting green. • Food concessions building. • Community garden area.

Neighborhood Park Standards

Definition	• Medium sized park that provides basic recreational activities for a specific neighborhood. • Typical neighborhood park facilities may be included as a portion of a larger community park.
Service Area	• 1/2-mile radius to serve a single neighborhood, or populations up to 5000.
Size	• Two to ten acres.
Site Characteristics	
Configuration	• Contiguous, usable (non-linear) shape, with level terrain to accommodate casual (non-organized) sports activities.
Access/Location	• Locate on a collector or arterial street. • Provide two major street frontages if possible. • Provide connection to pedestrian and bicycle routes. • Locate centrally within neighborhood. • Locate adjacent to schools where possible.
Character	• May contain natural features for passive recreation, such as water body or significant vegetation. • Should contain large trees for shade and windbreak.
Basic Requirements	
Restrooms	• Minimum 3 stalls each side. • Separate mens and womens restrooms
Passive Recreation	• Open turf area for non-organized sports, minimum one acre, two acres or more desirable. • Pathway system for walking/jogging.
Play Areas	• Tot lot for ages 2-5. • Play lot for ages 6-12. • Should include climbing structures, other apparatus and sand play. • All play areas must be accessible to the disabled (ADA) and conform to CPSC guidelines.
Family Picnic Areas	• Shaded and wind-protected area. • Minimum three tables for 6-8 people each.
Drinking Fountain	• Minimum one, accessible to the disabled.
Bicycle Parking	• Lockable parking, minimum one location.

Neighborhood Park Standards (continued)

Lighting	• Pathway lighting only.
Telephone	• Provide public phone.
Optional Elements	• Tennis courts, basketball courts, volleyball courts, handball courts, or practice wall. • Barbeque facilities at family picnic tables. • Off-street parking for 10 to 30 cars. • Exercise course or cluster. • Practice baseball diamond not lighted.

Mini Park Standards

Definition	• Small parks located within residential areas that provide play areas for small children or passive sitting areas. • Mini park facilities may be provided within a neighborhood or community park.
Service Area	• 1/4-mile radius.
Size	• 1/4 to 2 acres.
Site Characteristics	• Level areas accessible to the disabled. • Located within neighborhoods and in close proximity to high density residential or housing for the elderly.
Basic Requirements	• Benches in shaded area. • Tot lot for children under age 2-5. • Trash receptacle, minimum one.
Optional Elements	• Drinking fountain. • Small turf area. • Picnic table(s) to accommodate 6-8 people. • Play area for children age 6-12.

Special Facility Standards

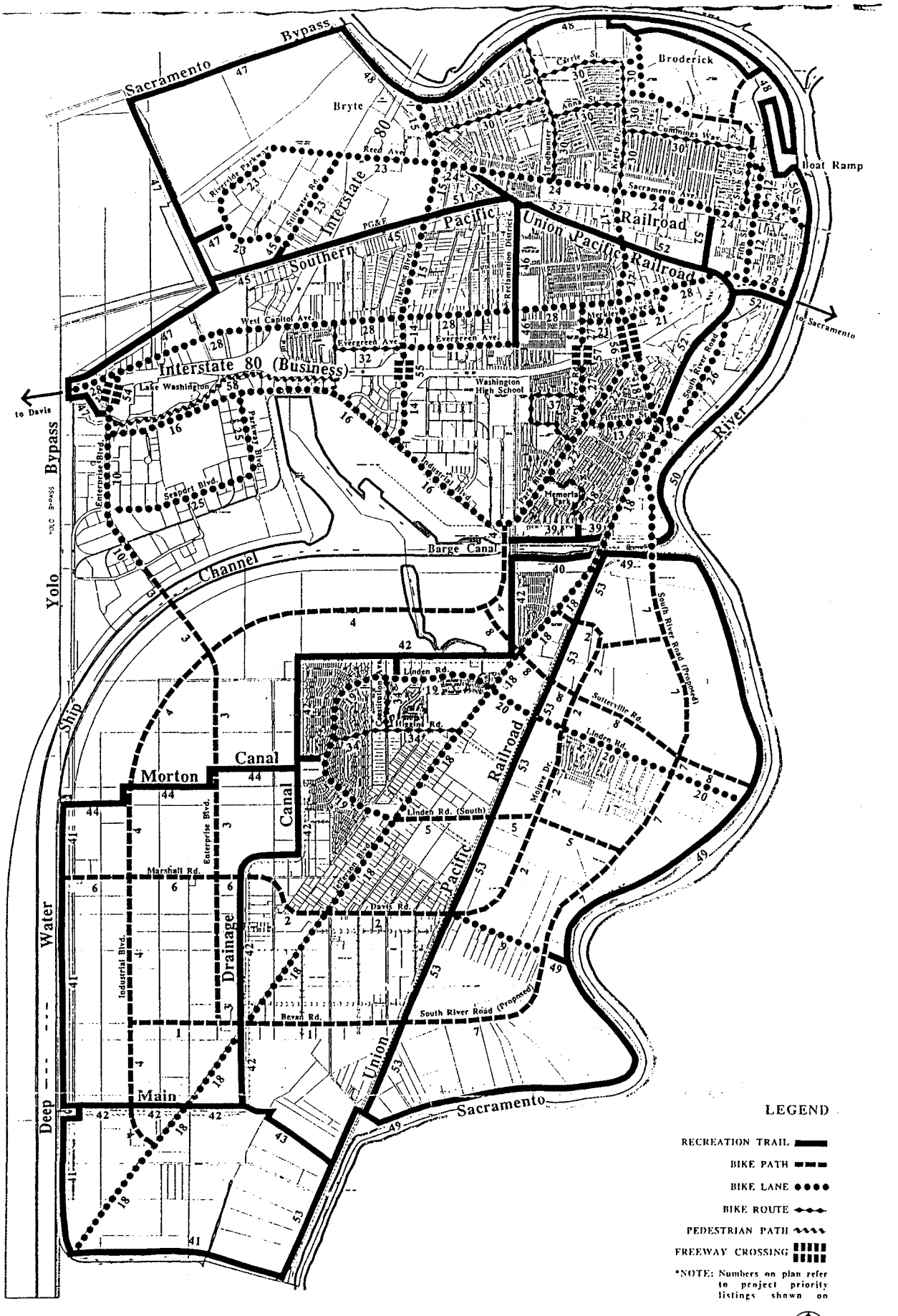
Definition	• A facility such as a community center, athletic complex, aquatic center, or other cultural or athletic facility that services a specific need for a portion of the City's population.
Service Area	• The entire City.
Size	• Varies.

Special Facility Standards (continued)

Location	• May be included within a community park or may be at a separate location.
Facility Types (may be combined)	• Community center, with auditorium, meeting rooms, classroom space, offices, indoor recreation space, crafts room, exercise space, etc. • Indoor gymnasium. • Aquatics complex. • Combined “swim/gym”. • Childcare facility. • Community theater, indoor. • Outdoor theater. • Sports complex for adults, youth, or both. • Senior center. • Teen center. • Community art center

Recreation Corridor Standards

Definition	• Linear Corridors designed for recreational travel, non-motorized transportation, and passive use. • also called Greenways and Bikeways
Service Area	• Located to serve the entire City and link residential areas with parks, schools, places of worship, places of employment, and commercial destinations.
Size	• Sufficient width to accommodate the use and protect the adjacent natural resource, if present
Site Characteristics	• Open space corridors adjacent to rivers, canals, utility easements, and railroad corridors. • Minimum of 30 feet wide
Basic Requirements	• Multi-use paved pathway for bicycling, walking, running, roller-skating. • Trailhead areas with benches, picnic tables informational and regulatory signage, trash and recycling receptacles.
Optional Elements	• Equestrian path, soft surface, separated from multi-use path. • Pathway lighting • Interpretive signage • Passive use park elements such as small play areas, seating and picnic areas



MASTER PLAN DIAGRAM

Bicycle and Pedestrian Path Master Plan

City of West Sacramento, California

Callander Associates
Landscape Architecture

Current Bike Path

WEST SACRAMENTO

BICYCLE & PEDESTRIAN PATH MASTER PLAN

OCTOBER 9, 1991

Prepared for The City of West Sacramento

CALLANDER ASSOCIATES

landscape architecture
park & recreation design

I. INTRODUCTION

Alternative modes of transportation are becoming increasingly valuable as air pollution, fuel shortages, transportation costs, and parking and traffic congestion escalate. Bicycle and pedestrian paths encourage bicycling and walking as alternatives to automobile transportation, thereby diminishing the impact of transportation on a quality, fuel reserves, and open space, currently experienced as a result of increasing numbers of automobiles. A path system can also serve as an alternative to mass transit systems, especially for residents with lower incomes who may currently have no other choice for transportation than mass transit.

Bicycle and pedestrian paths also make a contribution toward the recreational opportunities of a community. The past decade has seen an increasing interest in bicycling, as evidenced by large volumes of bicycle sales and increasing numbers of bicycles on roadways. Hiking, as well as bicycling, has been popularized by health professionals who have advocated benefits associated with these recreational activities. A well developed system of paths for bicycling and hiking that create loops of varying distances will surely expand the recreational opportunities of a community beyond traditional park boundaries.

SCOPE OF THE MASTER PLAN

The Bicycle and Pedestrian Path Master Plan identifies existing path facilities, opportunities, constraints, destination points, and design standards. This information serves as the basis for a concise outline of goals with supporting I policies; a plan showing recommended locations of bicycle and pedestrian paths, and design guidelines; an implementation program; and phasing priorities.

The Master Plan is conceptual; precise alignments and actual locations of improvements are not indicated. Detailed design development of the Master Plan will occur step by step, with direction given by appropriate city procedures, and will incorporate public participation in the process. City procedures include: Department of Parks & Community Services staff review, Community Development Department staff review; Department of Public Works staff review; Parks and Recreation Commission hearings, Planning Commission hearings, and City Council action.

II. EXISTING FACILITIES & OPPORTUNITIES

There are numerous opportunities in West Sacramento for bicycle and pedestrian paths; however, existing facilities are few and most opportunities in the City are utilized by residents on an informal basis. Most formal opportunities occur at the adjoining City of Sacramento and Yolo County bikeways. The Sacramento bikeway connects to the City of West Sacramento at the east end of West Capitol Avenue via Tower Bridge. The Yolo County bikeway provides

access across the Yolo Causeway from the west end of West Sacramento Avenue and connects to City of Davis bikeways at the western end of the causeway.

EXISTING FACILITIES

Existing facilities in West Sacramento are shown in Figure 1, and destination points are shown in Figure 4. The existing bikeway on West Capitol Avenue connects the Sacramento bikeway to the Yolo County bikeway, and consequently Davis bikeways, by providing a connection between Tower Bridge and the Yolo Bypass causeway.

The facility on West Capitol Avenue is a Caltrans Class III Bikeway, or designated bike route. Another bike route exists on Sacramento Avenue where striping at the roadway edge is of sufficient width to qualify as a Class II Bikeway, or bike lanes, but is signed a bike route. A Caltrans Class II Bikeway, or bike lane, is striped and signed on Jefferson Boulevard between Sacramento Avenue and West Capitol Avenue.
1:3 Bikeway standards are defined in Chapter IV.

The Yolo County bikeway is a Caltrans Class I Bikeway, or bike path, and, provides a link to bikeway facilities in the City of Davis by way of the Yolo Bypass causeway. Bikeway connections between Sacramento and West Sacramento, other than Tower Bridge, will depend on new bridge construction, since the cities are separated by the Sacramento River. Informal usage of the Southern-Pacific railroad bridge should be discouraged because lack of separation from the tracks is unsafe and steps leading up to the bridge are inconvenient for bicyclists.

Additional pedestrian and bicycle facilities are currently being planned as shown in Figure I. Yolo County is planning a bicycle and pedestrian path at levees long the west sides of the Sacramento Bypass and Yolo Bypass which will link the northwest and west portions of the City. The Lighthouse Marina development project, located on the Sacramento River in the northeast corner of the City, includes bike paths, bike lanes, and a recreation trail along the River. Construction of these facilities will be included in the development of Lighthouse Marina.

Off-street bike paths exist on both sides of a portion of the Linden Road right-of-way, east of Jefferson Boulevard, and do not meet Caltrans standards for Class I Bikeways as defined in Chapter IV. The remainder of this segment of Linden Road is planned for a Caltrans Class II Bikeway, or bike lanes, which will occur in the street. The existing bike paths are approximately four feet in width, which is insufficient for two-way bicycle traffic. One-way traffic on a bike path poses a safety hazard because it is unenforceable, and the street right-of-way is of insufficient width for widening the existing bike paths for two-way traffic.

Transitions from two-way traffic on the bike paths to bike lanes, which are one-way, requires bicyclists to cross street traffic and thereby poses another safety hazard.

OPPORTUNITIES AND CONSTRAINTS

In West Sacramento, opportunities for bicycle and pedestrian paths occur at street and railroad rights-of-ways, waterways, and utility easements. Major constraints are
formed by the railroads, the freeways and the Deep Water Ship Channel. Opportunities are shown in Figure 2 and constraints are shown in Figure 3.

Streets

Sidewalks exist on both sides of most residential streets in West Sacramento, and most of these streets have sufficient width, low traffic volume, and low traffic speed to adequately accomodate bicycles and pedestrians without additional facilities. Most existing collector and arterial streets can provide a minimum of a designated bike route, and those that are scheduled for traffic improvements can be planned to include bike lanes and sidewalk improvements. Streets in areas of future development, where expanded street rights-of-way can be established, can be planned for bicycle and pedestrian paths that are adjacent to the street and separated from it. Measures can also be taken to provide pedestrian paths adjacent to the
streets with a width greater than the existing city sidewalk standard, if desired.'

Railroads

The Southern Pacific Railroad and Union-Pacific Railroad rights-of-way are also used by bicyclists and pedestrians on an informal basis. A portion of Union-Pacific Railroad tracks from Sacramento Avenue to Fifteenth Street, as well as a spur along the north bank of the Barge Canal, may be relocated which would open these areas to development of a path system on top of the railroad grade. A path system can also be developed along the edge of rights-of-way of railroad lines that will remain in service.
The railroads present a constraint, as well as an opportunity, to the development of a path system since the railroad lines divide the city into four areas in the northern portion and two areas in the southern portion. Crossings occur at street locations; in the north portion of the City at Harbor Boulevard, Jefferson Boulevard, Sacramento Avenue and West Capitol Avenue, and in the south at Linden Road, Davis Road,
and South River Road at Gregory Avenue.'

Waterways

Other opportunities for bicycle and pedestrian paths, as evidenced by informal useage, occur in West Sacramento along the Sacramento River, the Deep Water

Ship Channel, Lake Washington, and the Main Drainage Canal. The Deep Water Ship Channel is a constraint as well as an opportunity to the development of a path
system because it separates the northern half of West Sacramento from the southern'
half and divides the Sacramento riverfront as well. The only existing connection between the two portions of the City occurs at the Jefferson Boulevard bridge, which is narrow but is proposed for widening to four lanes. Future bridges are planned at
Enterprise Boulevard, Harbor Boulevard, and South River Road. The surface _ quality of the existing bridge at Jefferson Boulevard, which is constructed of metal grating, should meet Caltrans standards defined in Chapter IV.

Easements

Pedestrian and bicycle usage also occurs along easements belonging to Pacific Gas and Electric (PG&E) and Reclamation District No. 900. PG&E easements occur at overhead electrical transmission towers and a gas line in the northwestern portion of the city, and overhead electrical lines along the north side of the Southern Pacific right-of-way. Reclamation District easements are located between the Southern Pacific right-of-way and Interstate 80 Business, and between the Deepwater Ship Channel and the Main Drainage Canal at Thorp Road.

Freeways

Interstate 80 and Interstate 80 Business present further constraints to development of a path system. Crossings occur only at streets and most are too narrow to accommodate bicyclists. At Interstate 80, crossings are limited to West Capitol Avenue, Reed Avenue, and Riverbank Road. Crossings at Interstate 80 Business only occur at Harbor Boulevard, Jefferson Boulevard, and West Capitol Avenue.

III. OBJECTIVES AND POLICIES

The objectives and policies of the Bicycle and Pedestrian Path Master Plan define the City of West Sacramento's intent to develop a system of public bicycle and pedestrian paths for the residents of West Sacramento. The objectives are broad statements that convey the general purpose of the Master Plan, while the policies outline specific guidelines to be followed in developing the system.
The objectives and policies include the goals and policies concerning bicycle and pedestrian paths addressed in the City's General Plan Policy Document adopted May 3, 1990. These goals and policies of the General Plan are presented under the headings of Transportation and Circulation, and Recreational and Cultural Resources.

OBJECTIVE 1: TRANSPORTATION ALTERNATIVES

Facilitate bicycle and pedestrian travel as alternatives to automobile use.

Policies

1.1 Develop and maintain a safe continuous and convenient system of bicycle and pedestrian paths that connect residential areas to major destinations within the City, including the central business district, shopping areas, employment areas, and public facilities.

1.2 Coordinate with Yolo Transit to integrate bicycle and pedestrian facilities with bus service.

1.3 Connect bicycle and pedestrian paths to bus routes, and provide bicycle I parking at strategic bus stops and commuter park and ride lots.

1.4 Provide bicycle parking at all new public facilities, and upgrade existing facilities when making other improvements.

1.5 Require bicycle at all new shopping parking centers and business developments that will serve as employment areas, and at existing shopping centers and business developments when upgraded.

OBJECTIVE 2: USE OF CITY INFRASTRUCTURE

Utilize city infrastructure including streets, street and railroad rights-of-way, and utility and drainage easements for development of bicycle and pedestrian path system.

Policies

2.1 Provide bicycle and pedestrian facilities at all new bridge, railroad, and freeway crossings, and provide a barrier to separate all faculties from vehicular traffic lanes.

2.2 Provide separation of bicycles and pedestrian facilities from vehicular traffic, wherever possible, when planning improvements to existing streets.

2.3 Utilize street driving surfaces and shoulders of existing streets for bike lanes where retrofit of bike facilities, separated from the street, are unfeasible.

2.4 Limit bike lanes on streets to locations where street width and traffic volumes permit safe operation of bicycles with motor vehicles. Provide separate lanes for bicycles on collector or residential streets that link arterial streets; and where separate lanes are not feasible, designate routes without providing lanes, but only on streets with low traffic volumes.

2.5 Adopt Caltrans standards, as required by state law, for bike paths (Class I), bike lanes (Class II), and bike routes (Class III).

2.6 Provide bike paths and sidewalks, separated from each other and vehicular traffic, at all new arterial and collector streets.

2.7 Utilize non-vehicular areas, wherever possible, for locating bicycle and pedestrian facilities away from motor vehicles, to enhance safety and enjoyment and minimize distances between destination points. Utilize Reclamation District rights-of-way and maintenance roads for paths wherever feasible, and negotiate easements for paths as needed.

2.9 Utilize railroad rights-of-way and utility easements for paths wherever feasible and negotiate easements for paths as needed.

2.10 Obtain easements for bicycle and pedestrian paths from new developments, as needed, and require all new developments to share implementation costs of path system.

2.11 Reserve all walks along city streets for pedestrians only.

OBJECTIVE 3: RECREATIONAL OPPORTUNITIES

Facilitate city-wide and regional recreational opportunities for bicycling, hiking and jogging.

Policies

3.1 Link city parks, schools, riverfront, open space areas, and scenic areas to the system of bicycle and pedestrian paths.

3.2 Provide a sYstem of continuous bicycle and pedestrian pathways along the Sacramento River and other waterways, where feasible.

3.3 Ensure linkage of bicycle and pedestrian paths with path systems outside the City, both existing and planned, by coordinating with SACOG and all appropriate public agencies.

3.4 Provide convenient staging areas and rest facilities at appropriate intervals along the entire bicycle and pedestrian path system.

3.5 Pursue joint use agreements to use parking facilities at local schools as staging areas.

3.6 Allow multi-purpose paths in recreational areas to eliminate costly construction of paths for separate uses.

3.7 Identify and avoid paths with blind ends and give priority to development of loop paths in recognition that users create loops in preference to back tracking.

OBJECTIVE 4: ACQUISITION, IMPLEMENTATION AND MAINTENANCE

Provide detailed planning and implementation of the path system as directed by the Department of Public Works and Department of Parks and Community Services.

Policies

4.1 Ensure public participation in the planning and design of projects for pedestrian and bicycle facilities.

4.2 Ensure consistency of actual construction with standards and design guidelines.

4.3 Minimize land use conflicts between the public path system and adjacent private property.

4.4 Encourage neighborhood and commercial involvement in planning and development of the path system.

4.5 Preserve natural vegetation, wherever possible, and provide low maintenance, drought-tolerant planting along paths as needed for climate amelioration, buffering and aesthetic enhancement.

4.6 Acknowledge visibility requirements of users in design of planting and preservation of natural vegetation.

4.7 Exclude motorized vehicles from path system, except for motorized handicap devices, and maintenance, patrol or emergency vehicles.

4.8 Implement and maintain marking, striping and signing for bike paths, lanes and routes.

4.9 Encourage and designate no parking on streets with lanes or routes for bicycles.

4.10 Make safety, security, and visibility of users the priorities for design of the path system.

4.11 Include path improvements in the City's annual capital improvement ~i ~ program.

4.12 Actively seek and obtain funding and grants for path construction from all

available sources, including state and federal agencies.

IV. STANDARDS AND DEFINITIONS

The following standards and definitions apply to the design and construction of all elements of the Bicycle and Pedestrian Path Master Plan. The bicycle path system will consist of Bike Paths, Bike Lanes and Bike Routes, and to a lesser extent, Recreation Trails. The pedestrian path system is composed of Recreation Trails, which will accommodate bicyclists and pedestrians as well as other activities, and a Pedestrian Path for pedestrians only.

The primary purpose of Bike Paths, Bike Lanes, and Bike Routes is to serve transportation needs. A comparison of these bikeway facilities is shown in Figure 5. Bicyclists may also utilize Recreation Trails for transportation routes, since these offer direct connections between distant parts of the City.

BIKE PATHS (Caltrans Class I Bikeways)

Bike paths shall conform to the standards for Caltrans Class I Bikeways as modified herein and shown in Figure 5. A bicycle path is defined as a .facility for the exclusive use of bicycles, generally used to serve corriders not served by streets, or where street rights-of way exist in sufficient widths to permit construction of such a facility away from the influence of the adjacent street.

Bike paths should offer opportunities not provided by the road system, such as recreational opportunities or direct commuter routes if cross flow by motor vehicles is minimized. Common applications include riverfronts, utility rights-of-way, circulation inside parks, and connections between parks. The use of skateboards and roller skates, including in-line skates or "roller blades", should be prohibited on bike paths as a safety precaution.

Width

The minimum paved width for a two-way bicycle path shall be 10 feet, and an additional, level, graded area of 2 feet minimum shall be provided on both sides of the path. In high traffic areas the paving width shall be increased to a minimum of 12 feet. A separate path shall be provided for pedestrians in order to minimize conflicts between bicycles and pedestrians, and shall be identified by contrasting paving materials, such as concrete for pedestrians and asphalt for bicycles. Use of paving materials shall be consistent throughout the City for visual identity and continuity.

Clearance

A minimum 2-foot clearance to obstructions shall be provided adjacent to the pavement. A 3-foot clearance is recommended, but may be reduced accordingly if the path width is greater than the minimum required. Adequate clearance is desirable regardless of path width. Where path pavement is contiguous with a fixed object such as a wall, a 4 inch white edge stripe is recommended, I foot from the fixed object, to minimize likelihood of a bicyclist colliding with it.

The clear width for a path on a structure, between railings, shall be a minimum of 8 feet. A clear width equal to the minimum width of the path including graded side areas, or 14 feet, is desirable.

The vertical clearance to obstructions across the full width of the path, including graded side areas, shall be a minimum of 8 feet.

Striping and Signage

A centerline composed of a yellow stripe, 4 inches wide, may be used to separate opposing directions of travel. A 3 foot stripe with a 9 foot space between stripes is recommended. A centerline is particularly beneficial at heavy use areas, on curves with restricted sight distance, and for nighttime riding. Standard highway regulatory, warning, and guide signs, scaled down in size as needed, may be used on bike paths, .as well as specially designed signage for specific needs.
Warning markings consisting of words or symbols painted in white on the pavement, may be used to alert bicyclists to approaching hazards, such as sharp curves, and barrier posts.

Intersections at Roadways

Intersections are a prime consideration in bike path design and should be a determining factor in choosing between alternate routes. At roadways with heavy vehicular and bicycle traffic, grade separations are desirable. If separation is not possible, traffic signals should be considered. Stop or yield signs for bicycles may suffice where vehicular traffic is not heavy. At arterial streets, the bicycle crossing should occur at the pedestrian crossing where motorists can be expected to stop, or at a location completely out of the influence of any intersection, to permit adequate opportunity for bicylcists to see turning vehicles. Curb cuts should be provided where the bike path intersects the roadway, that are flush with the street and of sufficient width to accommodate adult tricycles and two-wheel bicycle trailers.

Yield signs, stop signs, or traffic signals that can be activated by bicyclists should be used to assign right of way at mid-block crossings, and curb cuts should be installed for bicyclists where paths cross streets. Stop or yield signs for bicyclists should also be placed at bicycle street crossings that are located within or adjacent to pedestrian crossings. Bike path signage at these crossings should be

shielded from vehicular traffic to avoid confusion for motorists. Traffic signs indicating bike crossings may be placed in advance of the crossing to alert motorists.

Set-backs and Barriers

Bike paths should not be located immediately adjacent to roadways or railroads, or in roadway medians. A wide separation is recommended between bike paths and adjacent roadways or railroads as shown in Figure 6. Paths closer than 5 fee roadway travel lane and all paths adjacent to railroads include a physical barrier to prevent encroachment by path users. Bike paths should also be separated a minimum of 5 feet from sidewalks and other paths.

Barriers should be a minimum of 5 feet in height and should consist of fencing 3 material, such as chain link. Dense shrubs may be used instead of fencing, at roadways only. Low barriers are not recommended since bicyclists could fall over the barrier and into oncoming traffic. Where motorists may encroach into the bike path, an automobile barrier such as concrete or steel guard railing should be provided.

Design Speed and Geometry

The proper design speed for a bike path is dependent on the expected type. of use and on the terrain. The maximum design speed shall be 20 miles per hour. Use of obstructions such as "speed bumps", intended to slow down bicyclists in advance of intersections, cannot compensate for improper design and should not be used.

Minimum recommended curve radii and superelevations for design speeds are shown in CalTrans Figure 1003.1C included in the appendix of this document. Increased pavement width on the inside of the curve is recommended when minimum curve radii are selected to compensate for leaning bicyclists. A straight cross slope of 2 percent is recommended on tangent sections. Super elevations steeper than 2 percent should be avoided on bike paths with adult tricycle traffic.

Stopping sight distance shall be determined by the descending direction of travel. Minimum stopping sight distances for design speeds and grades, and minimum lengths of crests for vertical curves are shown in Figures 1003.1D in the appendix. Figure 1003.1E in the appendix indicates the minimum clearances to line of sight obstructions for horizontal curves. Required lateral clearance is determined by entering Figure 1003.1E with the stopping sight distance from Figure 1003.1D and the proposed horizontal curve radius.

Grades

Steep grades should be avoided on bike paths since novice bicyclists are generally unable to negotiate long, steep uphill grades and often ride poorly-maintained bicycles that may be dangerous on long downgrades. The maximum grade recommended for bike paths is 5 percent. Sustained grades should be limited to 2 percent if a wide range of riders is to be accommodated. Steeper grades can be tolerated for short segments of approximately 500 feet. Where steeper grades are necessitated, the design speed should be increased and additional width should be provided for maneuverability.

Structural Section

A bike path should be designed with consideration given to the quality of the subgrade and anticipated loads, principal loads normally being from maintenance and emergency vehicles. Expansive soil should especially be considered in the structural design. Minimum pavement thickness of 2 inches of asphaltic concrete, Type "A" or Type "B" per California Department of Transportation Standard Specifications (DTSS) with I /2 inch maximum aggregate and medium grading, is recommended. The asphalt content may be increased to lengthen pavement life and the subgrade sterilized to prevent weed growth through pavement.

Drainage

A bike path should have a cross slope of 2 percent, preferably in one direction to simplify longitudinal drainage design and surface construction. On hillsides, a drainage ditch designed to intercept hillside drainage may be needed on the uphill side of the bike path, and catch basins or culverts to carry intercepted water under the path. Culverts or bridges are also needed where the path crosses a drainage swale or channel.

Bollards

Bollards may be needed at bike path entrances from roadways and parking areas to prevent motor vehicles from entering. Bollards should be designed to be removeable so emergency and service vehicles may enter, and should be visible by day or night and well marked with such devices as reflectors or reflectorized tape. Striping around bollards is recommended as shown in Figure 7. If sight distance is limited, warning signs or painted pavement warnings should be provided in advance.

A 5 foot clear space should be provided between bollards to permit passage of bicycletowed trailers and adult tricycles, and to assure adequate room for safe passage of bicycles without dismounting. Closer bollard spacing, needed to bar motorcycle entry, should only be used where extreme problems with motorcycles

are encountered, since closer spacing presents safety and convenience problems for bicyclists.

BIKE LANES (Caltrans Class II Bikeways)

Bike Lanes shall conform to Caltrans Class II Bikeways as modified herein and shown in Figure 8. Bike Lanes are defined as a striped lane for one-way bicycle travel along each side of a roadway, where there is significant bicycle demand and distinct needs that can be served. Bike Lanes are intended to improve conditions and better accommodate bicyclists on existing roadways, where insufficient room exists for safe bicycling, by assigning and delineating separate right of ways to bicyclists and motorists to provide for more predictable movements by each.

Methods of adding Bike Lanes to existing streets include reducing the number of traffic lanes for motorists, narrowing traffic lanes from the typical 12 feet to 11 feet,_ and prohibiting parking. Consideration should be given to factors such as vehicle speeds, truck volumes, alignment, and sight distance in determining the appropriateness of narrowing motor vehicle lanes.

If bicycle traffic is to be controlled by delineation, efforts should be made to assure that high levels of service are provided the bike lanes, including surface - improvements, augmented sweeping programs, special signal facilities, signage and pavement markings. Stripes alone will not measurably enhance bicycling.

Width

All bike lanes shall be one-way. Figure 8 shows typical configurations for bike lanes on curbed roadways where parking is permitted (with and without parking striping), and where parking is prohibited, as well as on uncurbed roadways Bike lanes shall not be placed between the parking area and the curb, due to increased conflict between bicyclists and car door openings, reduced visibility at intersections, prevention of effective maintenance, and prevention of left turns by bicyclists. Where parking is permitted, not extensive, and turnover of parked cars is infrequent, the indicated width of 11 or 12 feet shall be the minimum width of bike lanes. However, if parking is substantial or turnover is high, additional width is recommended.

Bike lanes where parking is prohibited are generally the most desirable since potential conflicts resulting from auto parking and car door openings are eliminated. The minimum width shall be 4 feet as indicated, and shall be 5 feet if including a typical 2 foot gutter. At least 3 feet shall be provided between the traffic lane and the longitudinal joint at the concrete gutter, since the gutter does not provide a suitable riding surface and the longitudinal joints of the gutter may not always be smooth. Bicyclists should not be expected to ride in the gutter, so

3 feet must still be provided should there be gutters that meet the 4-foot minimum width.

Bike lanes, where parking is prohibited only during certain hours, should be considered only if the majority of bicycle travel will occur during the hours of prohibited parking, and shall be allowed only in conjunction with signing, that designates the hours bike lanes are effective, and a firm commitment to enforcement.

Bike lanes on roadways without curbs and gutters should be supplemented with R25 (park off pavement) signs or R26 (no parking) signs. Additional width to the minimum shown for bike lanes is desirable, particularly where motor vehicle speeds exceed 40 miles per hour.

One-way Steets

Bike lanes on one-way streets should be located on the right side of the street, since locations on the left side would require bicyclists and motorists to cross paths when making left turns onto two-way streets.

Steep Grades

Bike lanes are not advisable on long, steep downgrades, where bicycle speeds greater than 30 miles per hour are expected. Additional width should be provided when striping bike lanes on steep grades to accommodate higher bicycle speeds. As grades increase, bicycle speeds can approach those of motor vehicles, and bicyclists will generally move into the motor vehicle lanes to increase sight distance and maneuverability.

Striping and Signage

Standard signing and pavement markings for bike lanes are show in Figure 9. The R81 Bike Lane sign shall be placed at the beginning of all bike lanes, on the far side of every arterial street intersection, at all major changes in direction, and at maximum half-mile intervals. The G93 Bike Route sign may be used primarily for directional and destination signing, only where needed so a proliferation of signs serving no purpose is avoided. Many roadway signs will also apply to bicyclists in bike lanes. Standard regulatory warning and guide signs for use in conjunction with bike lanes can be found in the CalTrans Traffic Manual.

Bike lane pavement markings shall be placed on the far side of each intersection, and may be placed at other locations as needed. Raised pavement markers or other raised barriers shall not be used to delineate bike lanes. These markers and barriers restrict or increase the difficulty of bicyclists entering and exiting bike lanes, and prevent or discourage motorists from merging into bike lanes before making right turns, as required by the Vehicle Code. Thermoplastic paint should

not be used for pavement marking since the paint surface is extremely slippery under wet pavement conditions.

Intersections

Most auto-bicycle accidents occur at intersections; therefore the design of bike lanes at intersections should minimize confusion by motorists and bicyclists and permit both to operate in accordance with normal rules of the road. Common movements of motor vehicles and bicycles at a typical intersection on a multilane roadway are shown in Figure 10. Left turning bicyclists must cross motor vehicle traffic lanes from both directions, since the bike lane is on the right side of the roadway. Some bicyclists are proficient enough to merge across one or more traffic lanes to use the inside lane, or if existing, the left turn lane for motor vehicles. Those who are not comfortable doing so have the option of riding, or dismounting and walking, their bikes in the pedestrian crosswalk.

Where there is a bike lane and traffic-actuated signal, installation of bicycle-sensitive detectors within the bike lane is desirable. Bicyclists must stop to actuate push button detectors, so these are not as effective as pavement detectors. Detectors in left turn lanes for motor vehicles should also be sensitive enough to detect bicycles. Designs for bicycle-sensitive detectors are shown in Chapter 9 of the Caltrans Traffic
Manual and in the Standard Plans, both of which are included in the appendix of this document.

Right-turn-only Lanes

At intersections with right-turn-only lanes, bicyclists will have to merge with right turning motorists. Since bicyclists typically travel at speeds less than motorists, they should signal and merge where there is sufficient space in right-turning traffic rather than at a predetermined location. Therefore, delineation of the bike lane should either be dropped at the approach (or off ramp) completely, or a single, dashed line extended across the right-turn lane. A pair of parallel lines is not recommended, since these will encourage bicyclists to cross at a predetermined location or to assume they have the right of way instead of checking for right turning traffic.

BIKE ROUTES (Caltrans Class III Bikeways)

Bike routes shall conform to Caltrans Class III Bikeways as modified herein. Bike routes can provide continuity to the bikeway system along through routes where bike paths or lanes cannot be provided. Bike routes designate bicycle useage that is shared with and secondary to motor vehicles, and are established by signage, not by pavement markings. In areas where there is no parking, a 4 inch white edge stripe separating the traffic lanes from the roadway shoulder can help provide safer shared use. Bike routes, like bike lanes, should offer an advantage to undesignated routes. They should only occur where motorized traffic volumes

and speed are low enough for safe sharing with bicycles and should be maintained to meet the needs of bicyclists.

Width

A prescribed width for bike routes is not established since adequate width is dependent on many factors, including the volume and character of vehicular traffic on the road, typical speeds, vertical and horizontal alignment, sight distance, and parking conditions. Traffic and parking conditions must be carefully considered when determining if a route can serve bicycles.

Locational Criteria

Bike routes should offer a higher degree of service than alternative streets as determined by the fulfillment of most of the following criteria. A route that is appropriate for bicycles should:

1 Provide for through and direct travel in bicycle-demand corridors.
2 Connect discontinous segments of bike lanes.
3 Provide traffic control devices (stop signs, signals) to give greater priority to bicyclists than occur on other streets, such as bicycle sensitive detectors on the right-hand portion of the road where bicyclists are expected to ride.
4 Remove or restrict street parking in areas of critical width to provide improved safety.
5 Correct paving surface imperfections or irregularities, including utility covers and potholes.
6 Provide a higher standard of maintenance than other streets, including more frequent street sweeping.

Bike Routes on Sidewalks

The use of sidewalks for bike routes should only be considered where extremely unsafe conditions exist, including:

1 High speed or heavily traveled roadways where continuity in the bikeway system is needed and inadequate space exists for bicyclists.
2 Narrow bridges, overcrossings and undercrossings.

When sidewalks are used for bike routes under the above conditions, unnecessary obstacles should be removed and there should be infrequent interruptions by driveways or intersections for long distances. If possible, the segment of the walk being used for bicycles should be widened to 12 feet. Whenever bicyclists are directed from street to sidewalk level, and from walls to street level, curb cuts should be provided that are flush with the street. Curb cuts should be wide enough to accommodate adult tricycles and two-wheel bicycle trailers.

Bike Routes on sidewalks shall conform to the requirements for "Clearance" set r, 77
forth under Bike Paths for bridge and overcrossing railings and undercrossing retaining walls. The requirements for "Set Back and Barriers" set forth under Bike Paths shall also apply to the above conditions.

Signage

Bike routes are established by placement of the G93 Bike Route sign. Bike Route signs should be placed at both ends of the route, at the far side of every major street intersection, at changes in direction, and periodically along the route at a maximum of half mile intervals. At changes in direction, the signs should be supplemented with G33 directional arrows. The addition of a special destination sign plate can increase the function of the Bike Route sign and is recommended where a bike route leads to high demand destinations, including shopping centers, waterfronts, community parks, and community centers. Bike route signage is shown in Figure11. Standard warning and guide signs used on roadways in conjunction with bike routes can be found in the Caltrans Traffic Manual.

ADDITIONAL BIKEWAY CRITERIA

The following Bikeway criteria applies to Bike Paths, Bike Lanes, and Bike Routes, as may be appropriate.

Bridges

Bikeway bridges must be compatible with the type or class of bikeway being served so bicyclists are not required to cross the roadway to access the bridge. Bike Lanes should be accomodated by separate crossings on both sides of the bridge. Bike Paths should be provided with a two way crossing on the same side of the roadway as the path.

A physical barrier should accompany all bikeway bridge crossings and should be a minimum of 5 feet in height to minimize the likelihood of bicyclists falling over the barrier. Existing bridge structures utilized for bikeways should be retrofitted with new railings or additional railing material, such as lightweight upper railing or chain linkfencing. Barriers should minimize fixed hazards to motor vehicles, and if the bridge is an interchange structure, sight distance restrictions at ramp intersections should also be minimized.

Separate structures for bikeways shall conform to Caltrans' standard pedestrian overcrossing design load of 85 pounds per square foot, and the minimum clear width shall be the paved width of the approach bikeway. If pedestrians are to use the structure, additional width is recommended.

Surface Quality

Bikeway paving should be smooth and free of potholes, with a uniform pavement edge. For rideability, the finished surface of bikeways on new construction should not vary more than 0.02 feet in 8 feet, in any direction. Figure 12 indicates the recommended bikeway surface tolerances for Bike Lanes and Bike Routes developed on existing streets to minimize the potential for loss of control by bicyclists. The ' stricter tolerances cited previously should be achieved on all, new bikeway construction.

Elements that occur in bikeway paving, including grates, grating material, covers, and driveways; should be designed and installed to provide a safe, continuos riding surface for bicyclists, and should be maintained flush with pavement when resurfacing. Grates and grating material shall have openings narrow and short enough, such as reticuline type, to ensure that bicycle tires will not drop into openings, regardless of the direction, of bicycle travel.

Where replacement of existing material is not feasible, I inch by 1 /4 inch steel cross straps may be welded at 6 to 8 inches on center to adequately reduce the size of openings. Retrofitting of pavement elements is recommended on all roadways where bicycle travel is permitted, whether or not bikeways are designated.

Driveway construction should avoid construction of a vertical lip from the driveway to the gutter, as the lip may create a problem for bicyclists entering from the roadway at a flat angle. The height of the lip, if deemed necessary, should be limited to 1 / 2 inch.

Railroad Crossings At-grade

Bicycle crossings of railroads at-grade should be at least as wide as the approach bikeway and should be straight and at right angles to the railroad tracks. For onstreet bikeways that do not cross at right angles, the bikeway should be widened, if possible, to create a right angle crossing as shown in Figure 13. If not possible, special construction and materials should be considered to keep the flangeway depth and width to a minimum. Pavement maintenance should include removal of buildup next to rails that creates ridges, and installation of timber planking and other materials for smoother crossings should be considered. The California Public Utilities Commission (CPUC) regulates all railroad crossings and all new crossings are subject to approval by the Commission. Additional railroad protection may be required as determined in a joint field review with the railroad company and CPUC.

Hazard Markings

Vertical barriers and obstructions, including abutments, piers, and other features causing bikeway constriction, should be clearly marked to gain the attention of approaching bicyclists. Hazard markings should only be used where obstructions

are unavoidable and should not be considered a substitute for good bikeway design. Acceptable hazard marking is shown in Figure 14. Other markings, including signs, reflectors, and diagonal black and yellow striping; may be used for alerting bicyclists to potential hazards not causing bikeway constriction.

Lighting

Bikeway lighting should be considered where night riding is expected. Of particular importance are bike paths that serve as commuter routes with high frequency usage at night, such as paths leading to colleges. Bikeway street crossings and underpasses should also be adequately lighted. Normally, on-street bikeways will be adequately lit where street lighting is present.

RECREATION TRAILS

Recreation trails are multipurpose pathways that accomodate a wide range of activities, including hiking, jogging, and bicycling. These trails generally do not follow the designated path of roadways. The paved width of the trail should be a minimum of 10 feet and should be appropriate in width to the anticipated level of activity. In special use areas within parks and in urban parks along the River, recreation trails may transition to a wider, paved plaza or promenade. Trails should also be signed at appropriate locations to restrict motor vehicles. Recreational Trails should also meet the standards for Bike Paths since bicycling will be a primary use of the trail. Recreation trails in railroad rights-of-way shall include minimum setbacks from the railroad tracks and barriers as defined for Bike Paths.

Recreation Trails on Levees

Development of recreation trails within Reclamation District easements is subject to approval by the Reclamation Board, and generally requires submittal of plans for proposed work with an application to the Board for permit. Recreation trails on levees, therefore should be consistent with the Reclamation Board "Standards for Encroachments" April 1976, and "Policy on Bicycle Trails on Levees" adopted June 21 , 1991, as subject to Reclamation Board approval. The following information is based on Board requirements.

Paved trails for bicycles shall be designed in accordance with design standards for State highways and County roads. Trails for bicycles shall have a minimum width of 12 feet and a minimum shoulder width of 1 foot on each side of the pavement. and shall consist of a minimum of 6 inches of aggregate base beneath 2 inches of asphalt concrete pavement, or equivalent. Trails on the levee slopes are not permitted, except for access ramps. Trails and access ramps shall slope away from the levee crown.

All patrol roads must be maintained for use by the Reclamation District. Unauthorized vehicular access shall be prevented by a physical barrier that is removable to allow access for maintenance, inspection, and emergency vehicles. Barriers shall be secured by locks, and keys provided to the Department of Water Resources and the local flood control maintaining agency.

Ramps must be constructed of imported material. Cuts into or reshaping of the levee, in any manner, is expressly prohibited. No excavation or cuts are allowed on the Sacramento River levees from November 1 to April 15. Removal of any borrow material from levees, and deposit of embankment, spoil and/or waste materials requires a permit. Retaining walls if justified for engineering, must be of reinforced concrete or of a concrete gravity section designed to withstand the weight and pressure of the fill they are to retain.
The permittee or public agency responsible for any trail shall defend and hold the Reclamation Board and local flood control-maintaining agency harmless from claims that arise out of the use of the trail. The permittee shall submit notice that the permittee does not convey any interest in real property connected with the trail, and shall assume maintenance of all improvements to a condition satisfactory to the Board. The permittee shall adopt and enforce use restrictions, subject to the Board's approval, and as a minimum, shall restrict public access to designated areas only and prohibit equestrian and vehicular access. Permanent signs shall be provided at all trail access points to levees and at periodic intervals along trails located on levees identifying the trail as a "Levee Maintenance Road" and instructing users to "Watch for Patrolling Vehicles".

A typical floodway section is shown in the Reclamation Board Standards, Plate No.1, and plans for two common types of ramps in Plate No. 5, both of which are included in the appendix of this document. Levee structure and nomenclature are also discussed in Chapter II of "Interim Guide for Vegetation on Flood Control Levees", adopted September 16, 1988 by the Reclamation Board, which is also included in the appendix.

Steps on Levees

Access steps on the riverside or landside of the levee must be constructed of concrete, rock, or brick embedded in concrete, and must be built flush with the levee slope. Cuts in the slope shall not exceed 12 inches in depth. Steps shall be a maximum of 4 feet in width and shall not extend above the levee crown. Existing stone protection, if disturbed, shall be restored to original condition. Wooden steps may be permitted at locations where the landslide slope of the levee is landscaped under permit and maintained by the owner. Wooden steps must be constructed on, not in, the levee slope. A ramp, 6 inches wide, should be constructed adjacent to the steps to facilitate transport of bicycles along the steps.

Walkways on Levees

Concrete and wooden walkways with handrails are permitted on both sides of levees if they do not unduly interfere with levee maintenance. The bottom of the walkway stringers on the riverside slope must be 2 feet above the design flood plane elevation. Existing stone protection, if disturbed, shall be restored to its original condition. Handrails may not be constructed on the levee crown. On a levee with a crown width less than 14 feet, handrails must be a minimum of 8 feet from the levee centerline. Walkway supports must be constructed to minimize the possibility of catching drift.

Planting and Irrigation on Levees

Vegetation retained or planted on levees is also subject to permit and is outlined in the "Interim Guide for Vegetation on Flood Control Levees", adopted September 16, 1988 by the Reclamation Board. Planting must be carefully considered for functional requirements of protection against wavewash, improvement of wildlife habitat, improvement of esthetics, and enhancement of overall environmental quality. The guidelines generally restrict vegetation other than grasses and certain ground covers from standard-sized levees. Trees are permitted on oversized levees subject to maintaining visibility for inspection purposes.

Vegetation retained or planted on levee slopes may be hand-watered; however, any water applied on the levee shall be applied so as to prevent erosion. No irrigation ditches, dug into the levee slope, are allowed, and excavation for watering basins shall be limited to a maximum depth of 12 inches. All irrigation and drainage conduits through levees must be installed with the pipe invert or bottom of conduit above the design flood plane. Permanent sprinkler systems are permitted only on the landside slope of the levee. Irrigation pipes must be an approved material, such I as galvanized, plastic, or copper. Piping shall be buried no deeper than 8 inches in the levee slope. The supply line must contain an. accessible control valve located a minimum of 10 feet landward of the levee toe, with the location clearly marked for maintenance personnel.

V. Master Plan

The Bicycle and Pedestrian Path Master Plan includes Bike Paths, Bike Lanes, Bike Routes, and Recreation Trails as defined in Chapter IV. Figure 15, Priority A Implementation, illustrates an initial plan that can be implemented under current conditions without major improvements to the City's infrastructure.

The Master Plan Diagram, Figure 16, illustrates the complete development of the Master Plan. Complete development is based on buildout of undeveloped areas and City infrastructure, including roads and bridges, per the existing framework plan for undeveloped areas outlined in the City's General Plan Policy Document.

Those portions of the Master Plan Diagram not shown in Priority A Implementation are classified as priority B and C implementation projects. Numbers shown on Figures 15 and 16 correspond to numbers for portions of the plan, or "projects", that are shown in Figure 20 and prioritized as "A", "B", and "C". A cost estimate for each project is also included in Figure 20. Priority A projects might occur within the next five years if funding is available, while priority B projects might not occur for ten to fifteen years, and priority C projects for fifteen to twenty years or more.

RECREATION TRAILS

The recreation trail locations shown in the Priority A Implementation Plan create extensive opportunities for development of recreational facilities for pedestrians and bicyclists. The majority of these locations are on Reclamation District easements which are currently available for trail development. These easements include areas along the Deep Water Ship Channel, Main Drainage Canal, Morton Canal, Sacramento and Yolo Bypasses, and the Sacramento River, north of the Boat Ramp.

A recreation trail, classified as priority A, is also indicated in the PG&E easement located west of Harbor Boulevard and in the Union-Pacific Railroad right-of-way south of the Barge Canal. Although land acquisition may be required by Union-Pacific, a priority A trail is shown in this location because it will provide an alternative to Jefferson Boulevard for north-south circulation and will not require costly construction of grade separations for railroad crossings.

Future Recreation Trails

Locations of recreation trails scheduled as priority B projects include the Sacramento River levee, south of the Boat Ramp and north of the Barge Canal, the Reclamation District easement, and a trail connection between the River levee and the Main Drainage Canal. Redevelopment will most likely occur adjacent to the River levee within the next ten years, and a trail could be included in this private development at no cost to the City.

The trail in the Reclamation District easement is scheduled as priority B since this location is isolated from other priority A Portions of the path sYstem. The Reclamation District recreation trail will prove more useful if coordinated with other priority B projects that provide linkage to the path system, such as the bike lanes proposed for West Capitol Avenue.

Recreation trails classified as priority C consist of project locations that are dependent on long range planning, or include costly construction elements and land acquisition. Construction of the recreation trail along the Sacramento River, south of the Barge Canal, is dependent on the long range planning goal of realigning South River Road as indicated in the General Plan Circulation

Diagram. The trail along the north bank of the Barge Canal, and the trail along the Union-Pacific Railroad north of the Barge Canal, should be coordinated with long range plans to relocate the railroad tracks from these areas. Trails along both the Union-Pacific and Southern-Pacific railroads also incur costly construction. Crossings under railroad grades will need to be constructed at two locations and land acquired, since the railroads will most likely not consider granting an easement for trail construction. Railroad crossings are discussed in further detail in a following section.

BIKE PATHS (CalTrans Class I Bikeways)

Most bike paths are classified as priority C projects due to their dependence on new roadway construction. This is evident by the predominance of bike paths located in the existing undeveloped area of Southport. The absence of bike paths in the northern half of the City reflects the predominantly built-out condition of the Bryte, Broderick, and West Sacramento areas.

The City Standard Street Cross Section shown in Figure I-2 of the General Plan Policy Document does not designate adequate widths of street right-of-ways for construction of bike paths. It is recommended that the General Plan be amended per Figure 17 so that adequate width will be provided on new city streets to accommodate bike paths. The right-of-way for all new arterial streets, both major and minor, and all collector streets in the City of West Sacramento should be established per the Amended Street Cross Section Standards.

Two bike paths that are classified as priority A and B, instead of priority C like all other bike paths, are located along the proposed alignment for Sutterville Road and the proposed extension of Marshall Road. The Marshall Road path would logically be scheduled to coincide with the priority B development of a community park proposed for Marshall Road at the Deep Water Ship Channel. The Sutterville Road path is classified as priority A since construction of Sutterville Road is projected to occur within the next five years.

BIKE LANES (Caltrans Class II Bikeways)

Opportunities exist for immediate implementation of bike lanes on city streets of sufficient width for this purpose, and for future development on streets with rights of way that are wide enough for street improvements including bike lanes.
The addition of bike lanes to existing streets is accompanied by the prohibition of parking in most bike lane locations, due to insufficient right-of-way width for both bike lanes and parking. The prohibition of on-street parking is generally recommended as an acceptable means of implementing bike lanes if other alternatives do not exist, because parking on arterial and collector streets is not a high priority for transportation or transportation safety. Parking is currently prohibited intermittently in bike lane locations shown on the plan where parking must be prohibited to accommodate bike lanes, and only a few businesses in

these locations appear to currently need on-street parking. Existing streets that are planned for widening within five years should be planned to include bike lanes and to retain existing parking. In general, parking must be prohibited for bike lane locations shown for priority A implementation; however, C Street and Park Boulevard are currently wide enough to accommodate ~ bike lanes without prohibiting parking:

Sacramento Avenue and Jefferson Boulevard, from Sacramento Avenue to Interstate 80 Business, are currently striped along the street edge and signed as a bike route. These locations can easily be converted to bike lanes with the addition of striping, pavement markings and signage, per Caltrans standards defined in Chapter IV of this document. .

In addition, locations where parking is currently prohibited or does not occur include:

1) Reed Avenue, Riverside Parkway, and Stillwater Road,
2) Harbor Boulevard, south of West Capitol Avenue,
3) Industrial Boulevard,
4) Linden Road, west of Jefferson Boulevard,
5) Seaport Boulevard and Parkway Boulevard.

The bike lanes proposed for Linden Road, west of Jefferson Boulevard, will replace existing bike paths that are substandard. The existing bike paths are recommended
for conversion to pedestrian use only due to insufficient width for two-way bike Streets that are planned for widening within five years, and therefore can be planned to accommodate bike lanes are: Enterprise Boulevard, and Harbor Boulevard north of West Capitol Avenue.

Bike lane locations planned for priority A implementation where parking must be prohibited include: Fifth Street and West Acre Road.

Priority B Bike Lane Projects

Bike 1 lanes that are scheduled as priority B projects, in order to coincide with street widening that will most likely occur within ten years, are located at,

1) Linden Road, east of Jefferson Boulevard
2) Jefferson Boulevard, south of I-80 Business (Parking is currently intermittently prohibited in this location)
3) West Capitol Avenue
4)

Parking must also be prohibited at West Capitol Avenue and a portion of Jefferson Boulevard, immediately south of I-80 Business, since existing street right-of-way width is apparently insufficient to accommodate street widening, bike lanes and parking. Existing parking is intermittently prohibited in these locations.

Bike lanes at Evergreen Avenue and Merkley Avenue are scheduled as priority B projects, because these locations are dependent on other priority B projects for linkage to the path system, especially the West Capitol Avenue bike lane. The bike lane rat South River Road, north of the Barge Canal, is scheduled as priority B to coincide with redevelopment south of the Boat Ramp that will most likely occur within ten years.

Bike lanes yes a t Davis Road, east of the Union-Pacific Railroad, and Fifteenth Street are scheduled .for priority C projects since street widening will probably not occur within ten nears and the existing streets cannot accomodate bike lanes, even if parking is prohibited.

BIKE ROUTES (Caltrans Class III Bikeways)

Purpose of bike routes is to provide continuity between Bike Paths, Bike Lanes, end Recreation Trails where opportunity does not exist for development of these other types of path system facilities. Bike routes can also provide an interim link between priority A projects for creation of a cohesive priority A path system, without construction of major street improvements.

Bike routes listed below will be permanent locations for bike routes where insufficient right of ~ way widths preclude development of other types of facilities, and prohibiting on-street parking is not desirable because locations are in residential areas.

1) Broderick and Bryte neighborhood streets (Lisbon Avenue, Carrie Street, Todhunter Avenue, Anna Street, Kegle Drive, Cummings Way, and Sixth Street)
2) West Sacramento neighborhood streets near Washington High School (Meadow Road west of Westacre Road)
3) 3) West Sacramento neighborhood streets near Memorial Park (Eighteenth Street, Regent Street, and Virginia Street south of Nineteenth Street)
4) Higgins Road and Constitution Avenue

A bike route will be located at Evergreen Avenue, east of Harbor Boulevard because an alternative for on-street parking of large trucks in this area is not available. The Evergreen Avenue bike route is scheduled as a priority B project because linkage to the path system depends on other priority B projects.\

Temporary Bike Routes

The purpose of some of the bike routes shown in Figure 18 for priority A implementation is to provide temporary linkage with other priority A projects,

before priority B and C projects are constructed. These projects include the following locations:

A 12-foot wide easement for construction of a 6-foot wide asphalt path, benches and lighting should be negotiated with property owners for implementation of the path. Installation of picnic tables adjacent to the path should also be negotiated with owners of undeveloped property as part of development plans. Retrofit of the path with existing development will also need to be negotiated with the property owners of parcels where existing development has occurred. Existing developments are located on four parcels immediately east of Enterprise Boulevard and the parcel at the east edge of Lake Washington where the Lake adjoins the Reclamation District easement. A culvert or retaining wall. for the Reclamation District drainageway is needed, at the parcel at the east edge of Lake Washington, in order to create room for the path in this location only.

FREEWAY, RAILROAD, AND BRIDGE CROSSINGS

Freeway, railroad, and bridge crossings are important components of the Master Plan because they serve as arterial connections between areas of the City that are separated from each other by major constraints formed by the freeways, railroads, and waterways (see Chapter II, Figure 3: Constraints).

Traffic control and warning signs should be placed at all freeway crossings where bikes are routed on sidewalks. Special emphasis should be placed on warning and traffic control signage to compensate for substandard conditions. -Signage should alert pedestrians as well as bicyclists to the mixed usage of the sidewalk. Curb cuts will also need to be constructed at these crossings where the bike route enters and exits the sidewalk, and railings retrofitted at overcrossings for a minimum "barrier" height of five feet.

Railroad crossings

At-grade crossings of railroads are proposed for bike lanes and bike paths. Grade separations are proposed for recreation trails at two locations where no existing street crossings occur and the existing height and steep slope of the railroad grade prohibits construction of trail crossings at-grade.

Three grade separations are proposed for recreation trails at the intersection of the Union-Pacific and Southern-Pacific railroad tracks,. A fourth grade separation is proposed at Sacramento Avenue and Eighth Street where a portion of the UnionPacific tracks adjoin Southern-Pacific tracks These grade separations are essential for linkage of the trails paralleling the railroads into a path system, and can be achieved with a tunnel under the elevated railroad grade, similar to an existing tunnel constructed for a bike path in the City of Davis.

Bridge Crossings

The Jefferson Boulevard bridge crossing of the Deep Water Ship Channel is designated for widening by the General Plan, and is shown to remain in the existing condition until widening occurs. The existing grating material should be modified now to meet the standards outlined in this document.

EQUESTRIAN TRAILS

Equestrian trails are not currently included in the Bicycle and Pedestrian Path .aster flan- Further study is needed to determine the level of public interest in equestrian trails and trail locations that are suitable for equestrian use. Trails that are located on levees are subject to jurisdiction of the Reclamation Board, which currently prohibits equestrian use from trails that are permitted on levees. An equestrian trail loop may possibly be developed south of the Barge Canal, along the lain Drainage Canal in combination with the Union Pacific Railroad right-of-way, since levees do not occur along the Main Drainage Canal. Equestrian usage may be combined with pedestrian usage, however, equestrian use should be separated from bicyclists.

VI. DESIGN GUIDELINES

The Bicycle and Pedestrian Path Master Plan is based upon the objectives and policies outlined in Chapter III, which were subject to review by the Parks and Recreation Commission, City Council, and citizens of West Sacramento. Implementation of Bike Routes, Bike Lanes, Bike Paths and Recreation Paths is guided by the Standards and Definitions outlined in Chapter IV. The Master Plan standards are based upon Caltrans standards for bikeways in which safety considerations and accessibility for all users are priorities. These standards form a complete set of design guidelines for implementation of the Master Plan, with the following additional information.

Safety and Emergency Provisions

Visibility is a primary factor contributing to the safety of bikeways and cannot be overemphasized. Adequate sight distances must be maintained at all traffic intersections where bicycles and motor vehicles merge. Signage should also be utilized to reinforce visibility by calling attention to the prescence of bicyclists and pedestrians. Lighting should be provided in low visibility and low traffic areas to improve safety, including undercrossings at railroad grades. Also, telephones should be provided at approximately half-mile intervals on Bike Paths and Recreation Paths where existing telephones are not available nearby. In areas where existing telephone lines do not occur, solar powered emergency call boxes should be a provided.

Staging Areas

Staging areas should be included as components of the Master Plan for providing vehicular access to recreational trails for bicyclists and hikers. These areas should occur at the Boat Ramp, the proposed expansion of Bryte Park, and three other community parks that are proposed by the Parks Master Plan. Two of the proposed parks are located adjacent to the River and south of the Barge Canal, and the other is located at the Deep Water Ship Channel and Morton Canal.

A trail spur should occur between the staging area and the Recreation Trail to which access is being provided. The trail spur should be designed to the same standards as the Recreation Trail, including the use of bollards to prevent motor vehicles from entering the spur and a curb cut where the spur adjoins the parking area.

A minimum of 12 parking spaces and 1 handicap space should be acccomodated in the parking area. Signage that identifies the parking area for trail access should be provided, as well as a trailhead sign with a map showing the City's Bicycle and Pedestrian Path Master Plan. Signage should maintain consistency with other park signs. Restrooms, a telephone, and a drinking fountain should be located nearby.

Exclusion of Motor Vehicles

The design standards for the Master Plan physically exclude unauthorized motor vehicles from Bike Paths and Recreation Paths by the placement of bollards where paths adjoin roadways and parking areas. Bollard placement may not physically exclude motorcyclists; therefore, signage indicating that no motor vehicles are allowed should be placed where paths adjoin roadways and parking areas. The City must also draft an ordinance banning motor vehicles from paths, establish a penalty for violating the ordinance, police the paths for violators, and issue citations.

VII. IMPLEMENTATION

Acquisition and Development

Implementation of the proposed Bicycle and Pedestrian Path Master Plan will create
approximately 25 miles of Bike Paths, 31 miles of Bike Lanes, 11 miles of Bike Routes, 40 miles of Recreation Trails, and a 1.5 mile Pedestrian Path. Estimated cost of implementation for the path system includes construction costs for all facilities and land acquistion costs for recreation trails in the railroad rights-of-way. Facilities include signage for bike routes, lanes and paths; striping and pavement markings for bike lanes and paths; and asphalt paving for bike

paths. All costs include a 25% contingency for design and engineering fees, are shown in 1991 dollars, and are based upon construction cost information collected from other municipalities in the central California area.

The following table indicates development projects by priority with estimated costs. Construction of several projects concurrently is recommended, since mobilization costs for individual projects could significantly increase costs. The estimated costs do not include mobilization costs for individual projects.

It is assumed that roadway improvements will be planned to accommodate bicyclists and pedestrians. Since projects are prioritized to coincide with roadway improvements, construction costs do not include costs associated with roadwork such as grading or placing fill material. Estimated costs also assume striping of bike lanes on existing streets in conjunction with street resurfacing. If the projects are not planned to coincide with street resurfacing, additional funding will be required for grinding existing striping from roadways prior to striping bike lanes.

FUNDING SOURCES

A variety of sources must be actively pursued for primary funding of the Bicycle and Pedestrian Path Master Plan, since a single source is not available to completely meet funding needs. Private developers can be required to implement portions of the path system as part of development projects, and allocations can be made from the City's General Fund.

The largest source of funds, however, is government grants, which are subject to legislative approval of bond measures. Information on currently available grants can be obtained from the California Department of Parks and Recreation Local Assistance Office in Sacramento.

The following is a list of funding sources available at this time.

City of West Sacramento General Fund

Some funds are currently available from the general fund for development of recreational facilities. The City could elect to provide a greater general fund commitment to the development of recreational facilities, including bicycle and pedestrian paths.

Landscape and Lighting Act of 1972: One city-wide landscape and lighting district currently exists in West Sacramento. The district is limited in scope to street median plantings; however, recreation trails and pedestrian paths could be included within the district's designated purpose of providing landscape lighting and park and recreational improvements. Improvements must be paid for annually on a "pay-as-you-go" basis.

Mello-Roos Act of 1982: The City is considering establishing one district in the northern half of West Sacramento and another in Southport. All proposed bicycle and pedestrian path facilities can be included since the district's purpose covers any capital improvements with a life of five years or more. Two-thirds vote within -the District is required to levy a tax and incur bonded indebtedness. Improvements must be associated with increased service requirements from growth in the District.

California Bikeways Act (Department of Transportation)

A maximum of $90,000 per project per year will be allocated from the $360,000 in funds available per year from the Bike Lane Account.

Rail Transportation Bond Act Initiative Statute (Proposition 116)

A maximum of $4 million per year for five years will be allocated by the California Transportation Commission through a competitive process beginning in 1991. Funds will be provided for bicycle improvement projects that improve safety and convenience for bicycle commuters, and matching funds will be required by local agencies.

Transportation Development Act (TDA) Article 3

A percentage of the state sales tax is provided as competitive block grants for implementation and development only, not acquisition, of local pedestrian and bicycle facilities. Examples of facilities acceptable for funding include bicycle lanes, bridges and Class I paths.

Federal Bikeway Funds (23 U.S.C. Section 217)

A maximum of $4.5 million per year is available for 100 percent funding of independent bicycle facilities. While no matching funds are required, Federal Bikeway Funds are redirected from Federal Highway Funds and application must be made for authority to redirect funds for bikeways from state highway work.

Corps of Engineers Flood Control Projects

The Corps is currently working on levee improvements along the Sacramento River, and opportunities exist for funding of recreational improvements in conjunction with these projects and others planned for the River, the Sacramento Bypass and the Yolo Bypass. Federal funds are available for 50 percent of the cost of recreational development. The local agency sponsoring the recreational development must provide the remaining 50 percent of construction costs as well as all operations and maintenance costs. Funds are not available for acquisition unless land is required to provide access, parking, potable water, sanitation or related development for public control and for health and safety. Recreational

facilities that may be funded include parking areas, restrooms, signs, trails, water, plantings, public access, river overlooks, and fishing access. Strong local public and legislative support is required.

Land and Water Use Conservation Fund (National Park Service)

Matching funds are made available to state governments which administer the funds to local agencies on a 50/50 shared basis. Funds are determined by federal legislature and are available for development of recreation in urban and other areas utilized by large numbers of people.

Rivers and Trails Conservation Assistance Program (National Park Service)

While no funds are available as part of the program, technical assistance is provided for trail development, free of charge by the Park Service. Assistance includes strategies for fund raising, procedures for public involvement, and guidelines for design implementation

OPERATION AND MAINTENANCE

Implementation of the Bicycle and Pedestrian Path Master Plan will increase the need for City Parks and Recreation maintenance personnel, equipment and materials. Successful implementation will guarantee successful facilities only if an adequate maintenance budget is established for operating the bicycle and pedestrian path system prior to completion of construction. Therefore, it is essential that no facilities be constructed until proper levels of maintenance are assured.

Current maintenance funding is allocated from the City's general fund and will need to be increased with the establishment of the path system. Other alternatives include creating a new assessment district specially for-path system maintenance, increasing the current assessment rates for the existing landscape and lighting assessment district, or a combination of these alternatives.

Projected operation and maintenance costs are based upon maintenance cost information gathered from other municipalities in the central California area. Bike path and recreation trail maintenance costs are estimated at $1600 per mile annually. Maintenance costs of bike lanes are estimated at 60 percent of the implementation cost to allow for yearly striping and pavement markings. Bike lane signage is assumed to be virtually maintenance-free and covered in the 40 percent reduction from implementation costs. Maintenance costs for bike routes are considered to be negligible and otherwise covered under routine street sweeping.

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City of West Sacramento

Bicycle and Pedestrian Path Master Plan

Addendum - 1995

Parks and Community Services Department

Funded by the Yolo-Solano Air Quality Management Board

The City of West Sacramento Bicycle and Pedestrian Path Master Plan was formally adopted by the West Sacramento City Council on May 4, 1994. This document had been conceived and designed during the years of 1990 and 1991 with additional input gathered until its final adoption in 1994.

Several additional requirements have been added by the California Bicycle Transportation Act since the time that the Bicycle and Pedestrian Path Master Plan was originally written. In order for the document to remain current and to meet requirements for additional funding, all bicycle plans must portray the following elements:

- Estimated number of existing and proposed bicycle commuters
- Land use and population density
- Existing and proposed bikeways
- Existing and proposed end-of-trip bicycle parking facilities
- Existing and proposed bicycle transport and parking facilities for transportation connections.
- Existing and proposed shower facilities
- Bicycle safety and education programs
- Citizen and Community participation
- Consistency with long-range transportation, air quality and energy plans
- Project descriptions and priority listing
- Past expenditures and future financial needs description

These items are explained or shown in the following narratives and attached maps or referenced to a specific area in the original Bicycle and Pedestrian Path Master Plan document.

Proposed additions to the Bicycle and Pedestrian Path Master Plan document are also discussed in this document.

- **Estimated number of existing and proposed bicycle commuters**

Based on field data collected, bicycle use appears to approximately equal .4% of the vehicle volume. Current total trips within the City are estimated to be 301,677 (information provided by the City's traffic model - Oct 1, 1993). Thus deriving an estimated 1206 total bicycle commuter trips City wide. The current population projection for year 2015 is 78,000, an increase of 260%. With a linear increase in trip generation and a 50% increase in bicycle use due to future transportation system management, the future bicycle commuter trip generation rate is estimated to be 4,703 trips per day City wide.

- **Land use and population density (map and description)**

A City of West Sacramento Zoning Map is included in this addendum as Attachment #1.

- **Existing and proposed bikeways (map and description)**

This information is already included in the Bicycle and Pedestrian Path Master Plan. Existing Facilities, page 3 discusses facilities currently within the community and proposed bikeways. Proposed bikeways are discussed throughout the document and maps are provided as appropriate to the area and or subject. However, in addition to the existing and proposed bikeways currently addressed in the Bicycle and Pedestrian Path Master Plan, a connector bike path and park from the Yolo causeway to West Capitol Avenue running behind currently existing businesses is proposed.

The proposed connector bike path and park will be located on the north corner of the intersection of West Capitol Ave and Enterprise Blvd. adjacent to the eastern entrance to the Yolo Causeway bike lane. The connector bike path will be constructed behind currently existing gas stations and truck stops, eliminating the need for bicyclists to cross in front of traffic. The lane will connect with West Capitol Ave. at a site which is deemed to be the safest area for bicyclist to cross.

The proposed West Capitol Park, will be constructed on 12 acres of City owned land and constructed so as provide a nature preserve area along with a bicycle staging area. The park will include picnic tables, bike racks, drinking fountains, signage and portable restroom facilities. The surface of the park will be decomposed granite and bicyclists will have easy access to all areas of the facility. This facility will be located approximately ¼ mile from a Cal Trans Park and Ride facility so intermodal transportation will be possible.

Please see Attachments # 2 through 13 for information regarding West Capitol Park and the proposed connector path.

- **Existing and proposed end of trip bicycle parking facilities**

There are currently no sites developed which can be used as a proposed end of trip bicycle parking facilities. Bicycle staging areas will be included however as part of the development of the components of the Master Plan as discussed on page 53. The connector bike path and West Capitol Park as proposed in this addendum and shown in Attachments #2 through 13 shall also provide bicycle parking facilities

- **Existing and proposed bicycle transport and parking facilities for transportation connections (map and description)**

There are currently no existing intermodal facilities. Future proposals include proposed bicycle parking at the Cal Trans Park and Ride lot to be included with the I-80/Enterprise Boulevard interchange reconstruction and the bicycle parking to be included with the future Yolo Transit bus terminal. Please see Attachment #14.

- **Existing and proposed shower facilities (map and description)**

There are no existing or proposed shower facilities at this time.

- **Bicycle safety and education programs (description)**

The City of West Sacramento is continually developing programs to promote bicycle safety. Within the Afterschool Adventure and K.I.D.S. programs, a week each session is devoted to bicycle safety. At the Club West Teen center, bicycle maintenance, bicycle skills and safety issues are covered within their Bike Club programs and extensively covered before each bicycle trip. Additionally, a variety of joint educational programs are offered by the Parks and Community Services Department and the Washington Unified School District.

In 1993, the Parks and Community Services Department provided a staff member to sit on the Yolo Bike Safe Coalition Board. This groups meets and provides information to the general public of Yolo County regarding bicycle safety. The Parks and Community Services Department along with Yolo Bike Safe, implemented a bicycle rodeo where participants were provided bike helmet, safety skill, and general bicycle maintenance information. Forty six bicycle helmets were donated to low income participants. Bicycle rodeos are planned to be held each year in various areas of the community to allow maximum participation.

Because of the increased education programs offered by the Parks and Community Services Department. Bicycle and Pedestrian injuries have decreased in the last year as the table below shows:

	Bicycle			Pedestrian		
Year	Injury	Fatal	Total	Injury	Fatal	Total
1991	13	0	19	7	1	10
1992	19	0	21	11	2	13
1993	11	0	14	3	1	4

• Citizen and community participation

The Bicycle and Pedestrian Path Master Plan has been approved by the Parks and Community Services Commission, the Youth Commission and the Commission on Aging. Additionally, it was adopted by the City of West Sacramento City Council in May 1994. This document is a intregral part of the Parks and Community Services Master Plan that was developed as a result of many public hearings and community input.

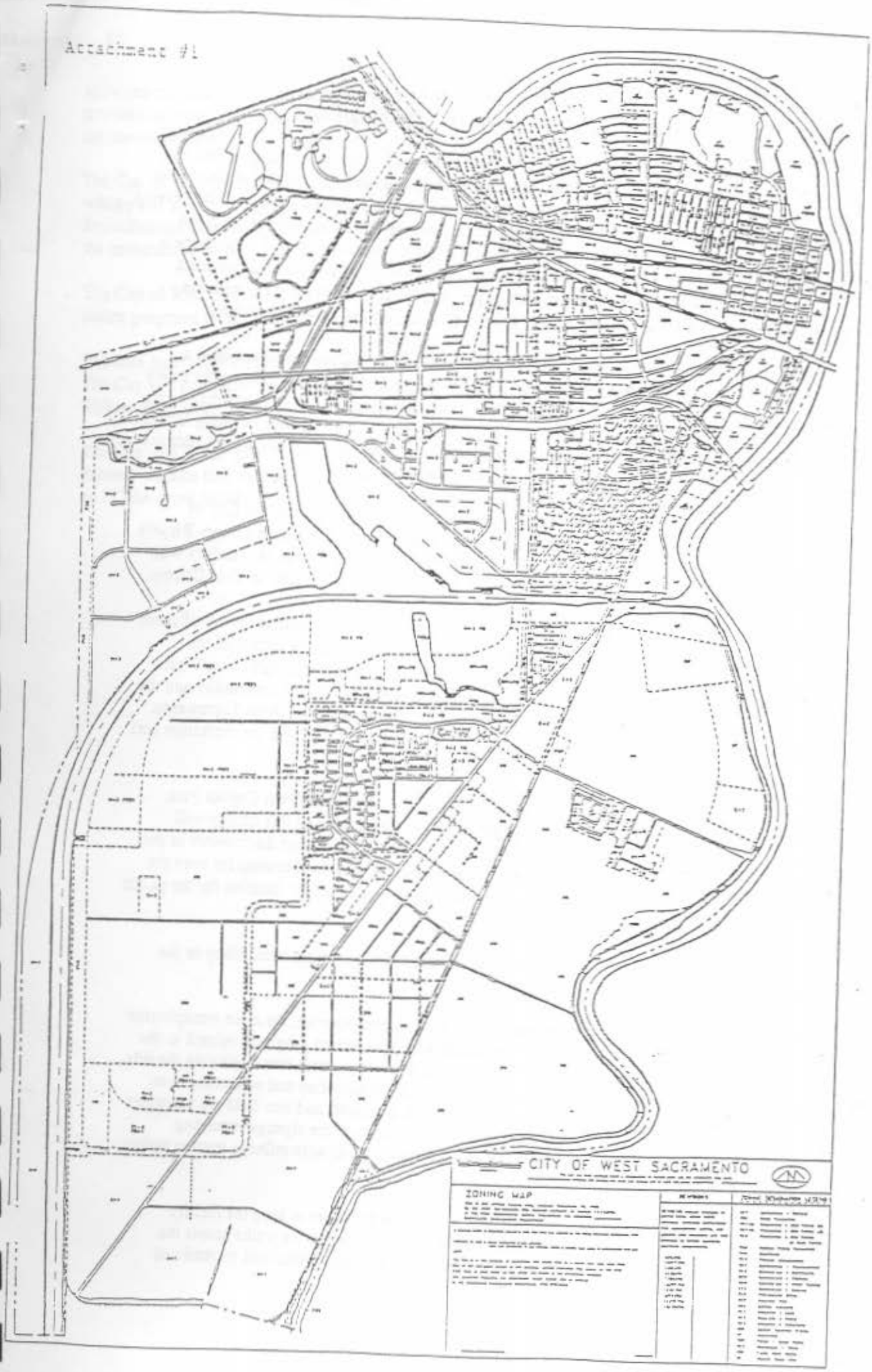
• Consistency with long-range transportation, air quality and energy plans.

The federal air quality non-attainment area planning boundaries include West Sacramento in a carbon monoxide and an ozone non-attainment area. (Sacramento Urbanized Area)

Bicycle and pedestrian paths will encourage bicycling and walking as alternatives to automobile transportation, thereby diminishing the impact on transportation on air quality, fuel reserves, and open space, currently experienced as a result of increasing numbers of automobiles. Carbon monoxide emissions from mobile sources (cars, trucks, buses etc.) can be as high as 90% of all emissions in urban areas. Under the 1990 Clean Air Act Amendments, ozone and carbon monoxide non-attainment areas must take pollution reduction actions to meet air quality standards. Measures to increase the use of non-polluting bicycling and walking transportation can be an effective way to achieve compliance.

Other environmental benefits of bicycling and walking resulting from the use of proposed bicycle and pedestrians paths will be the reduction of negative environmental impacts from drilling, refining, transporting, storing and disposing of petroleum products.

Attachment #1



Attachment #2

West Capitol Park

West Capitol Avenue is the largest and busiest road in West Sacramento. This is a vital transportation link between the City of Davis, Yolo County, downtown Sacramento and the State Capitol of California. It is also the only bicycle lane between Yolo County and Sacramento. The proposed project would develop a twelve (12) acre park as a rest area for cyclists, joggers, pedestrians on West Capitol Avenue at the intersection of Highway 80, the Yolo Bypass bike path and the West Capitol bike lane. The property is currently undeveloped and owned by the City of West Sacramento. West Capitol Park will provide a perfect and safe location to rest and relax for the cyclist, jogger and pedestrian before they begin the bicycle trek across the Yolo bypass or the last push to the State Capitol or Old Town Sacramento.

The addition of West Capitol Park to the City of West Sacramento and Yolo County will not have a negative impact on the existing West Capitol Avenue, but will enhance its beauty and increase the safety of the public using the bike lanes by providing a rest area away from the traffic on the busiest road in the community. Also, this facility will act as a rest stop for cyclists, joggers and pedestrians traveling in Yolo county from the north of West Sacramento south towards Clarksburg. This rest stop is a logical addition in a perfect location linking north south non automobile travel use as well.

A bicycle rest area of this nature does not currently exist between the City of Davis and the City of Sacramento. The construction of this new facility will be a welcome addition to the Yolo County Bicycle Plan and the City of West Sacramento Bicycle and Pedestrian Path Master Plan. This new facility will enhance the safety and usabilty of this already significant line in the non-vehicle traffic in Yolo County.

The West Capitol Improvement Plan prepared by the City of West Sacramento identifies the significance of the development of West Capitol Avenue and its positive impact on the economic vitality of the community and region. The construction of West Capitol Park increases the bicycle traffic into West Sacramento and Sacramento thereby increasing the positive impact of tourists on the community and the parallel improvement in the business climate of both communities, Sacramento and West Sacramento. The addition of the rest area also adds a very benutiful, serene and effective amenity to the recreation area of the City and Yolo County as a gateway to the Yolo Causeway.

The current recreational opportunities will be greatly enhanced by the addition of West Capitol Park . Thousands of people monthly use the existing bicycle pathway and the addition of this facility will significantly increase that number by providing a safe and effective rest area in West Sacramento at the precise moment when one is needed. The bicycle trek across the Yolo Bypass is strenuous for even the most avid cyclist and jogger and the placement of a rest area at this site is a perfect location for the public to catch their breath and continue with their journey.

This is the only facility of its kind in West Sacramento that will provide maximum availability to the pathway user.

West Capitol Park will beautify a portion of the west end of West Capitol Avenue, the main transpiration artery in West Sacramento. It will also provide an area suitable for educational programs related to the Yolo bypass and the vegetation and wildlife inhabiting the area. Prior to the trail user beginning the ride across the bypass, a monument sign will be constructed that provides information and education as to what the rail user will find as they cross the bypass. Heron, egrets, pheasants and rice field are examples of the information that will be provided. The facility will also have appropriate signage regarding location to the West Sacramento business and the State of California Capitol with mileage marker noting distance to a particular location.

Recycling litter containers will also be present on the site to assist the park user to keep the facility maintained. West Capitol Park also creates a logical meeting place for interpretive walks across the bypass where the inhabitants of the bypass can be pointed out and many educational and recreational

activities can take place such as bird watching on the bicycle trail through the bypass. West Capitol Park provides for many new recreation opportunities not yet explored thereby increasing the use of the trail by the community members.

The City of West Sacramento will construct and maintain the facility upon completion. The city is also willing and able to marshal volunteer groups thorough its teen center, Youth Diversion Program, Beautification Committee, Downtown Merchant's association and service clubs to maintain and assist in the construction of this facility.

The City of West Sacramento will also involve through education programs, youth bicycle clubs and nature programs on the site to enhance the appreciation of the wildlife who call the Yolo Causeway home.

The bike lanes on West Capitol Avenue have been funded thorough the Cal Trans Bike Lane Account. The City will complete construction of bike lanes on both side of West Capitol Avenue from I-80/Enterprise Interchange to Merkly Avenue.

The bike path is being designed with the improvements to the I-80/Enterprise Interchange and will connect the bike lane on I-80 causeway bridge and the bike lanes on West Capitol Avenue. The City has an ISTEA grant for design and construction of this bike path.

Attachment #4

Statement of Project Consistency

West Capitol Park is completely consistent with:

- The City of West Sacramento
- Park Master Plan
- Bicycle and Pedestrian Master Plan
- Sacramento Greenway Plan
- Yolo County Bikeway Plan
- West Capitol Avenue Improvement Plan

The permits needed include:

- Construction permit
- Environmental certification
- Encroachment permit
- Storm water pollution prevention permit

Approvals include the following:

- City of West Sacramento
- Youth Commission
- Parks and Community Services Commission
- Commission on Aging
- Planning Commission
- City Council approval (they have already approved Resolution 94-89 included in this application packet)

Attachment #5

Proposed Budget (to be funded through grant funds)

1.	Construction engineering and design		30,000
2.	Construction to include:		
	A.	6 concrete picnic tables @$785.00 each	4,700
	B.	Recycling trash containers (3)	1,000
	C.	Interpretive signs	1,000
	D.	Site clearing/grading	35,000
	E.	Decomposed granite surface	10,000
	F.	Drinking fountain	2,000
	G.	Trees -15 gallon including stakes Sapium Sebiferum/Chinese Tallow Tree (100) @$40.00	4,000
	H.	Portable restroom shelter	1,000
	I.	Concrete garbage cans (4)	2,060
	J.	Asphalt pathway	5,000
	K.	Irrigation	3,500
	L.	Security fencing	3,000
	M.	Security lighting	10,000
	N.	Bicycle rack (1)	140
	O.	Wooden bollards (security)	1,000
3.	10% contingency		11,340
Total design construction funds requested			113,400

Attachment #6

Labor Two (2) City Park workers	$5,300.00/year
Fertilization	50.00/year
Volunteer labor (200 hours)	1,206.00/year
Monthly youth diversion (144 hours)	870.00/year
Service club maintenance (120 hours)	720.00/year
City maintenance will include:	
Daily litter removal.	
Replace litter bags.	
Cleaning of decomposed granite.	
Graffiti removal as needed.	
Clean sign area.	
Restake trees.	
Prune trees.	
Clean picnic tables.	
Check irrigation/aerate as needed.	
City replacement of vandalized amenities as needed	
Estimate:	1,000.00/year
Youth, wildlife educational programs	5,000.00/year
Total	14,173.30

Attachment #7

Planting details

This project calls for the planting of one hundred (100) 15 gallon Sapium sebiferum (Chinese tallow) trees. All trees will be planted on this site. All trees will be staked and planted per the specifications of the Environmental Enhancement and Mitigation Program Procedures and Criteria Document.

Attachment #8

Quarterly Cash Expenditure Plan

The City of West Sacramento will pay subcontractors and consultants as their work is completed.

For example, when the engineering and design work is completed they will be paid for their services rendered.

A general schedule is as follows:

1. Quarter 1
   Engineering and design — $30,000

2. Quarter 2
   No expenditures as contractor is being sought.

3. Quarter 3
   Site clearing and construction — $75,060

4. Quarter 4
   Final payment — $8,340

Attachment #9

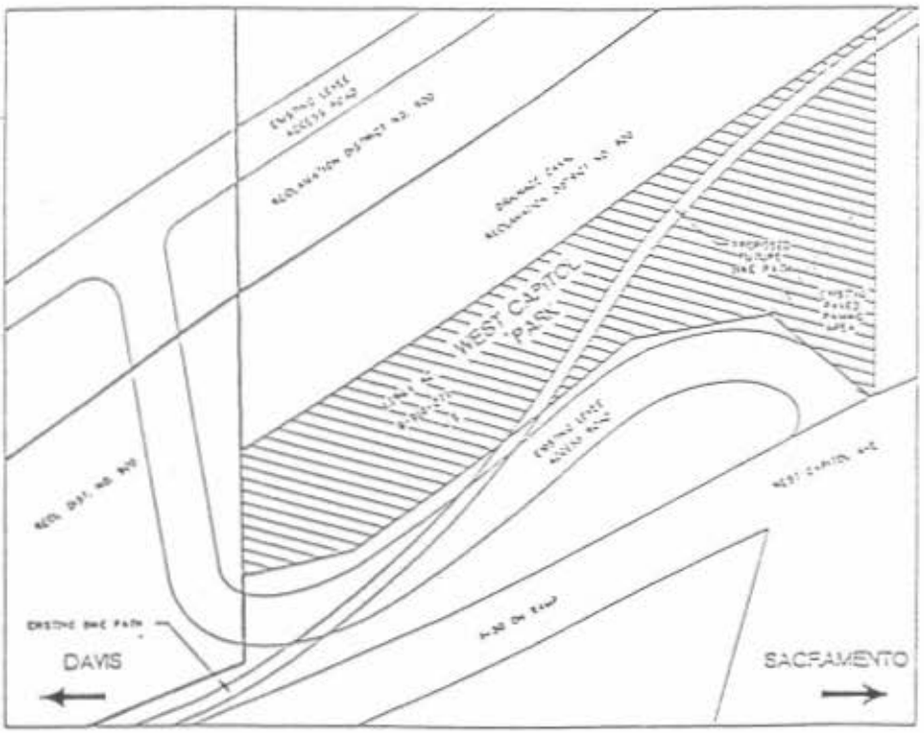
Project Completion Schedule

1. Notification West Sacramento will receive the funds in 1995.
2. Completion of design and construction documents - 60 days.
3. Construction bids sought - 30 days.
4. Construction firm approved and work begins in 60 days.
5. Construction completed in 90 days.
6. Final punch list items complete and City Council accepts work - 30 days.

Total project completion time: Nine (9) months from notification of funding.

VICINITY MAP

LOCATION MAP



SITE MAP

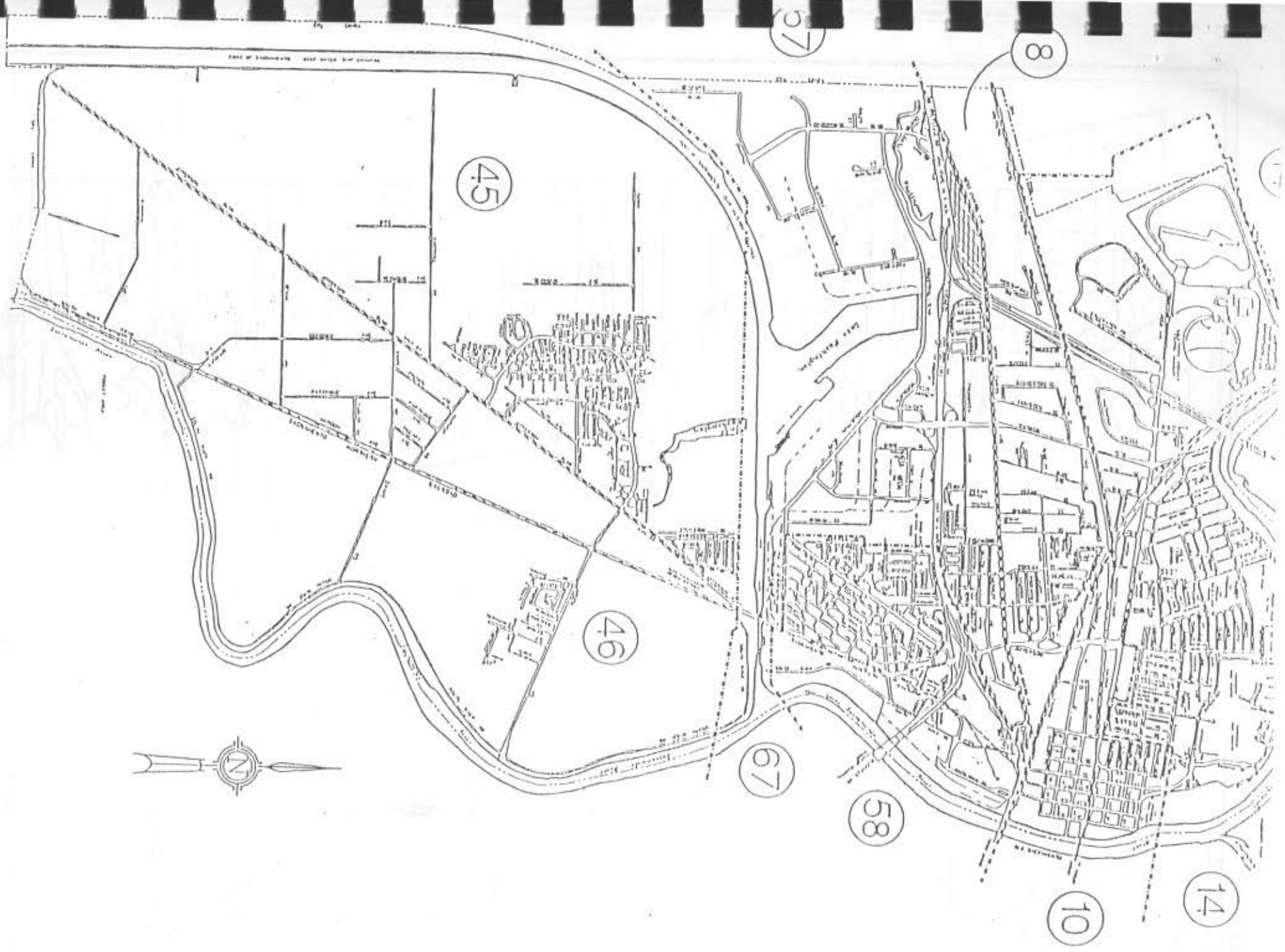
LOCATION MAP

WEST CAPITOL PARK

BIKE PATH ROUTE

CITY OF WEST SACRAMENTO – ENGINEERING DIVISION

NOVEMBER 1994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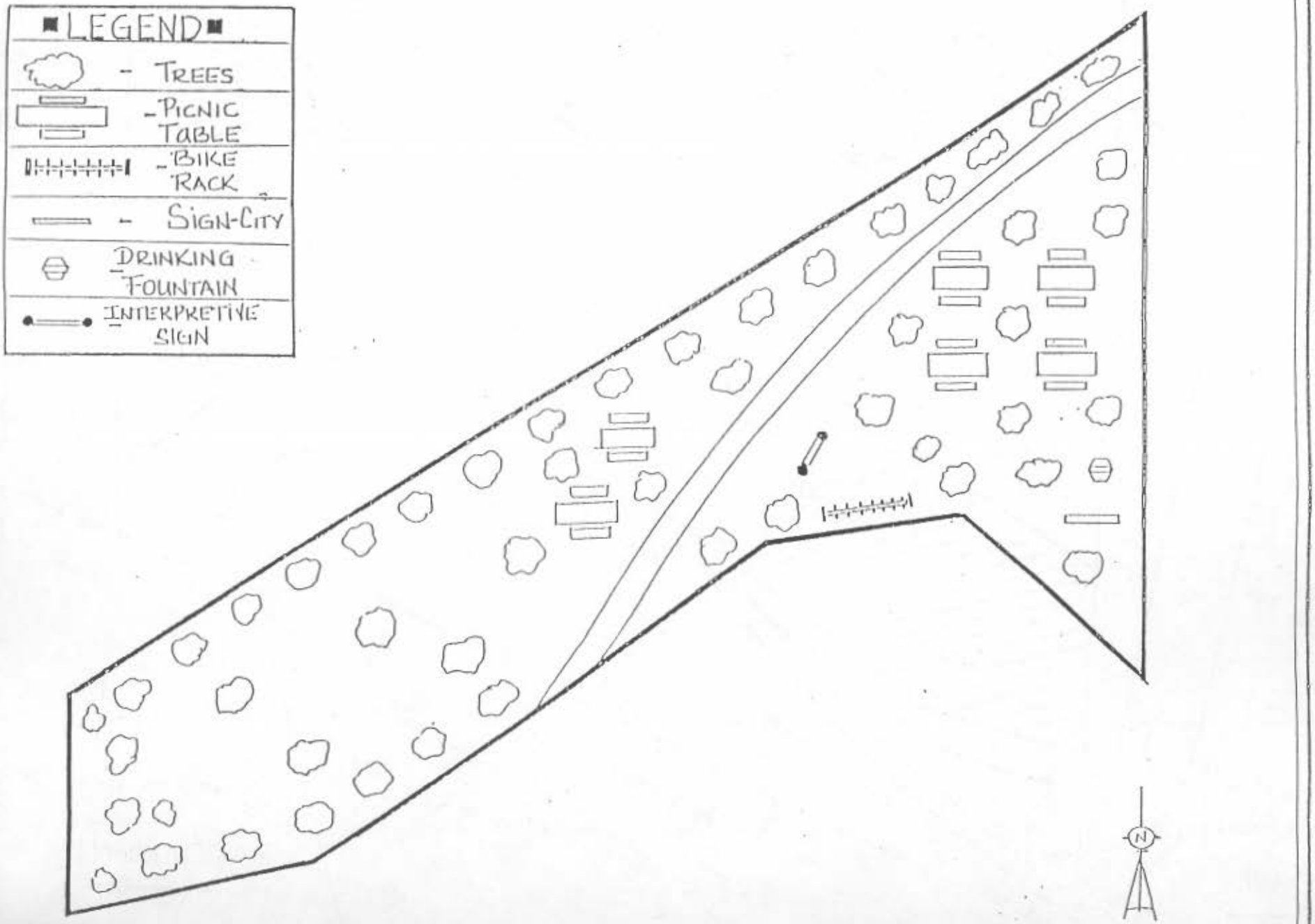
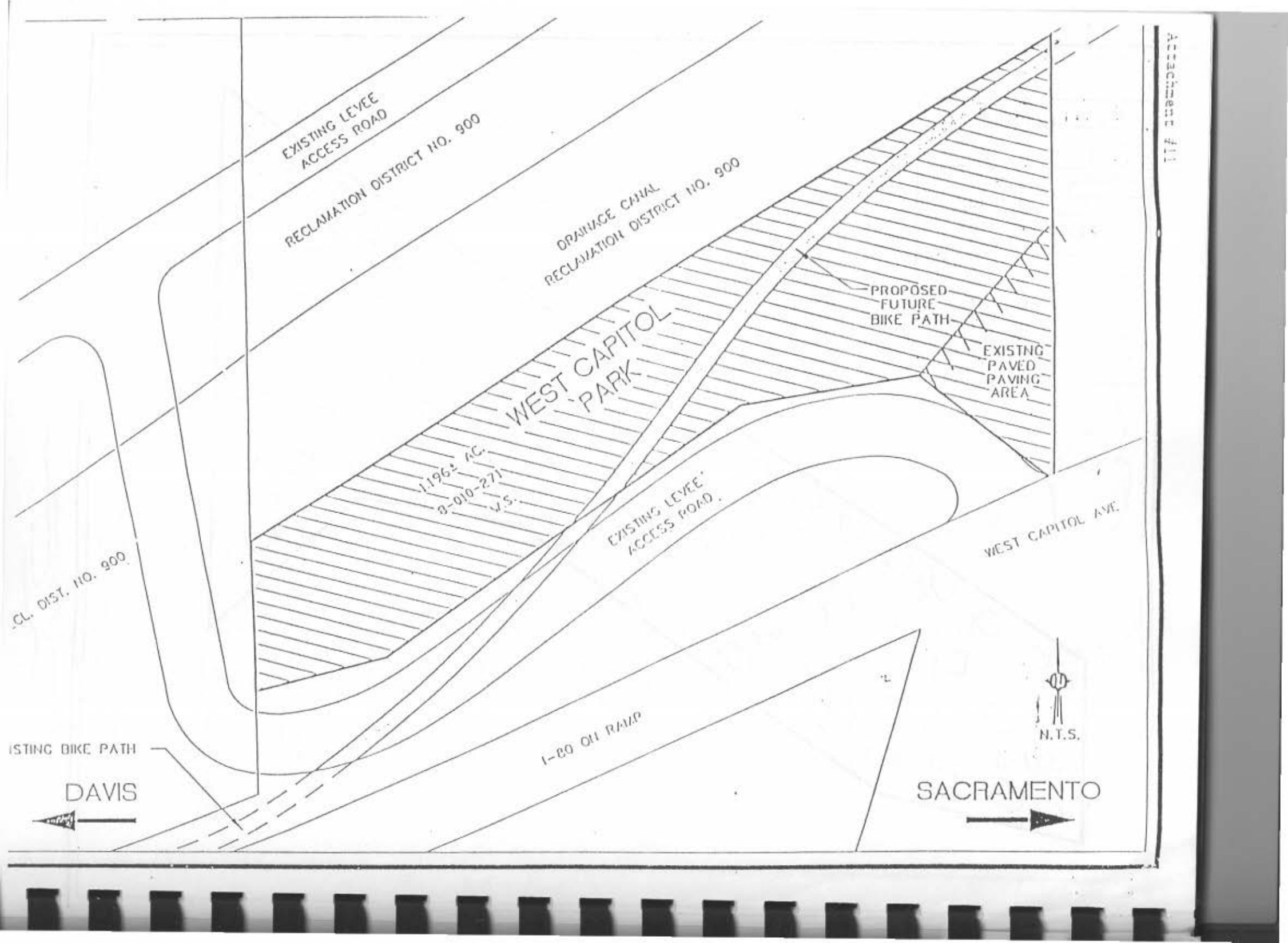
Attachment #13


LEGEND
- TREES
- PICNIC TABLE
- BIKE RACK
- SIGN-CITY
- DRINKING FOUNTAIN
- INTERPRETIVE SIGN
N


Attachment #11
EXISTING LEVEE ACCESS ROAD
RECLAMATION DISTRICT NO. 900
DRAINAGE CANAL
RECLAMATION DISTRICT NO. 900
PROPOSED FUTURE BIKE PATH
EXISTNG PAVED PAVING AREA
WEST CAPITOL PARK
1.196± AC.
8-010-27
W.S.
EXISTING LEVEE ACCESS ROAD
WEST CAPITOL AVE.
CL. DIST. NO. 900
I-80 ON RAMP
N.T.S.
ISTING BIKE PATH
DAVIS
SACRAMENTO