August 9, 2013

Sacramento Area Council of Governments
Attn: Greg Chew, Senior Planner
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Cover Memo and Statement of Understanding Terms of Award
Community Design Funding Program Application
Pioneer Bluff Bridge Phase 2–Village Parkway Extension

Dear Greg:

The City of West Sacramento is pleased to submit the enclosed Community Design Funding Program application for the Pioneer Bluff Bridge Phase 2–Village Parkway Extension project. Our application requests a grant of $4,000,000 under Category 1, Conventional Projects. The project includes the construction of a roadway, sidewalk, bike lane, and related improvements known as the Village Parkway Extension and is the second phase of the new Pioneer Bluff Bridge project.

Village Parkway will complete the physical connection of the City’s riverfront development areas including Stone Lock, Pioneer Bluff, the Bridge District, and the Washington District. The project will enable new infill development as envisioned by City land use plans and create opportunities for future transit connections, in addition to other benefits. Accordingly, the project strongly promotes the implementation of SACOG’s Blueprint Principles.

The following information is provided to meet the Community Design application submittal requirements.

Project Name:
Pioneer Bluff Bridge Phase 2–Village Parkway Extension

Authorization to Apply:
This application was officially authorized by the West Sacramento City Council on July 17, 2013.

Federal Aid Project Manager:
Jay Davidson, P.E., Senior Civil Engineer
(916) 617-4850
jayd@cityofwestsacramento.org
Statement of Understanding Terms of Award:
Upon receiving funding through the SACOG Community Design Program for the application in this packet, I, as the authorized signatory for the City of West Sacramento understand the following:

- The funding for the awarded project is for federal aid projects and the jurisdiction that I represent accepts the responsibility of undertaking federal aid funding.

- The staff person who is knowledgeable of federal aid requirements has reviewed the contents in this application and will be assigned as the lead person overseeing federal aid requirements throughout the delivery of this project. The City of West Sacramento acknowledges that if it does not have a qualified staff person or consultant to manage federal transportation funds, SACOG maintains the right to retract committed funding for this project.

- Delivery of the project as conveyed in the application in terms of scope, timeline and deliverables will be used to evaluate the success of this project. If the project is not delivered or completed within three years of receiving authorization by the funding source, this jurisdiction acknowledges that it may be penalized in future funding cycles of SACOG's four regional funding programs, and in particular the Community Design Program. This will likely mean this project will be de-programmed of any of its unused grant funding, plus this jurisdiction will be prohibited from applying in the next round of funding in this program.

- All awarded projects, regardless of funding source, are required to submit to the SACOG Community Design Program Manager a quarterly update on the status of the project. The responsibility of submitting the 1 or 2 paragraph email to SACOG lies solely with the award recipient. Failure to do so may result in penalties to this jurisdiction in future funding cycles of SACOG's four regional funding programs, and in particular the Community Design Program. If the awarded jurisdiction's project manager changes during the course of the project, it is the responsibility of the jurisdiction to convey this Terms of Award Statement to the new project manager.

Signature

City Manager, City of West Sacramento
Title, Jurisdiction

Martin Tuttle
Print Name
August 9, 2013
Date
LETTER FROM APPLICANT’S FEDERAL AID PROJECT MANAGER
August 9, 2013

Sacramento Area Council of Governments
Attn: Greg Chew, Senior Planner
1415 L Street, Suite 300
Sacramento, CA 95814

Dear Greg:

As the City's designated project manager for the Pioneer Bluff Bridge - Village Parkway Extension project, I will serve as the lead contact for managing federal aid funding for the construction of this project. I have reviewed the contents of the application and have determined to the best of my knowledge that this project is eligible to receive federal funds.

I believe that I am qualified to manage federal aid funds. As a Senior Civil Engineer with the City of West Sacramento, I have had substantial experience in managing federal aid projects, including the West Capitol Avenue Streetscape Project, which was completed using a SCOG Community Design grant. I am very familiar with the specifics and procedural requirements associated with federal aid-funded projects.

I look forward to completing another Community Design-funded project for the City of West Sacramento. I can be reached at (916) 617-4850 or at jayd@cityofwestsacramento.org.

Sincerely

Jay Davidson, P.E.
Senior Civil Engineer

www.cityofwestsacramento.org
PROJECT SUMMARY

TABLE #1
<table>
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<tr>
<th><strong>Project Title</strong></th>
<th>Pioneer Bluff Bridge Phase 2 – Village Parkway Extension</th>
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| **Lead Person and Contact Information** | Name: Jay Davidson, P.E.  
Title: Senior Civil Engineer  
Phone: (916) 617-4850  
Email: jayd@cityofwestsacramento.org  
Address: 1110 West Capitol Avenue  
West Sacramento, CA 95691 |
| **Partner Organizations** | N/A |
| **Grant Category** | Category 1 (Conventional Construction) |
| **Community Design Funds Requested** | $4,000,000 |
| **Overall Committed Total Grant Project Costs** | $900,000 (committed by City of West Sacramento on 7/17/2013) |
| **Local Match and Other Funds** | $900,000 (18.4 percent of total) |
| **Estimated Construction Cost** | $4,900,000 |
| **Minimum Amount to Conduct Project** | $2,500,000 |
| **Project Description** | The requested grant will be used to build the Village Parkway Extension, a 0.42-mile multi-modal street connection from the new Pioneer Bluff Bridge across the old barge canal and Stone Lock facility in West Sacramento. The Village Parkway Extension includes a new two-lane roadway, sidewalk, bike lane, landscaping, water and storm drain utilities, and will accommodate a future north-south streetcar line that would extend from Stone Lock north to the Bridge District.  

The project is the second phase of the Pioneer Bluff Bridge project and will physically connect the City’s urban infill development areas along the riverfront. This connection is vital for the Stone Lock and Pioneer Bluff areas to develop at their full potential for compact, mixed-use development envisioned in City land use plans. |
NARRATIVE PROJECT DESCRIPTION
NARRATIVE PROJECT DESCRIPTION

Introduction
For over two decades, the City of West Sacramento has invested substantially in both planning and infrastructure aimed at creating a vibrant urban riverfront along its banks of the Sacramento River. The City Council’s Strategic Plan and various adopted planning documents envision the riverfront area as a cohesive, well-connected, mixed-use environment featuring quality design; compact development; desirable places to live and work; recreational access to the river with unique regional venues; and pedestrian-orientation with ample transportation options beyond driving. Today, evidence of the City’s dedication to that vision can be seen all along the riverfront, and in the process the City has exemplified the implementation of SACOG’s Blueprint. From the compact housing development and high-rise offices in the Washington District, to new high-density affordable housing and transit-supportive infrastructure in the Bridge District, to the Downtown Civic and Transit Center, to the upcoming construction of the Pioneer Bluff Bridge, and to the River Walk and streetscape improvements tying it all together, West Sacramento continuously delivers on the goals of the Blueprint.

The Pioneer Bluff Bridge Phase 2 – Village Parkway Extension project is the next step in completing the riverfront connectivity and cohesion envisioned by the City many years ago. The project will bring a critical first piece of backbone transportation infrastructure to the 200-acre Stone Lock infill development opportunity site and complete an important north-south connection along the City’s waterfront. This connection is essential to enabling Blueprint-friendly development planned for Stone Lock and the Pioneer Bluff area, including a 15-acre waterfront infill site owned by the City. The project will also create the potential for new or expanded alternative transportation connections along the river, including a possible north-south extension of the future Downtown/Riverfront Streetcar.

Project Description
The Village Parkway Extension is the second phase of the Pioneer Bluff Bridge project, which will begin construction later this month and will be completed by the end of 2014. The Pioneer Bluff Bridge will be built as a new four-lane roadway (initially striped for two lanes) with bicycle lanes and sidewalks with pedestrian lookout areas over the old barge canal and lock facility (see rendering on Map 5). The bridge will extend from South River Road on the Pioneer Bluff side to the remainder of South River Road on the Stone Lock side (see Map 1). The bridge project will cost about $11.6 million and is funded with a combination of state and local funds including a $9.68 million grant from the state’s Trade Corridor Improvement Fund and about $1.92 million in City Traffic Improvement Funds.

Initially, the bridge will provide Southport-area commuters an alternative route from Jefferson Boulevard to avoid delays at railroad crossings from cargo trains accessing the Port of West Sacramento. Once the second phase (Village Parkway Extension) is complete, the new bridge will have additional utility as a potential transit and alternative transportation connection from Southport’s Northeast Village (see Pre-Existing Materials: Southport Framework Plan), including new bus routes or a north-south extension of the Downtown/Riverfront Streetcar. Also as a whole, the project will create the connectivity required for infill development to occur at Stone Lock and Pioneer Bluff.

The Village Parkway Extension is a $4.9 million project that involves the construction of a 0.42-mile multi-modal roadway from the bridge landing at South River Road to the current end of Village Parkway at Stonegate Drive (see Map 2). The construction portion of the project, estimated at $2.9 million in hard costs, includes a two-lane street with a bike lane, curb, gutter, sidewalk, storm drainage, water utilities, and landscaping; two signalized intersections at Village Parkway/South River Road (i.e. the Pioneer Bluff Bridge landing) and Village Parkway/Stonegate Drive; and relocation of an intersecting petroleum pipeline to a lower depth. Soft costs are estimated at $2 million and include design/engineering, environmental clearance and mitigation, and construction management. The requested $4 million grant will cover approximately 81.6 percent the project costs (see Project Budget Summary – Table #2). Only
federal aid-eligible transportation improvements will be funded by the Community Design funds with the cost of other improvements such as water utilities covered by local funds.

The City has pledged a local match of $900,000 in Traffic Improvement Funds to the project, or 18.4 percent of the total cost. These funds originated from the City’s Measure G/Community Investment Fund, which was established last year and receives about $2.5 million per year in local property taxes. In the November 2012 general election, and following the elimination of redevelopment agencies in California earlier that year, West Sacramento voters passed Measure G by over 87 percent. Measure G asked voters if the City should use any funds it receives through the dissolution of its redevelopment agency for “Community Investment” projects such as roads, bridges, and other public infrastructure. Together with the $11.6 million for the Pioneer Bluff Bridge project and $900,000 in matching Measure G funds, the requested $4 million Community Design grant will be leveraged by over 300 percent.

Responses to SACOG/Caltrans Review Team Comments

Response to Comment 3—Project Schedule and Status
SACOG’s response to the City’s pre-submittal letter requested a schedule and status regarding when right of way acquisition, environmental clearance, design, and utility relocation will be conducted and completed. The City already possesses the required right of way for the Village Parkway Extension project in the form of an Irrevocable Offer of Dedication (IOD) recorded against the Stone Lock property. Stone Lock is controlled by the City following its previous ownership by the West Sacramento Redevelopment Agency, and in 2012 the State Controller’s Office approved the IOD as an allowable property transfer to the City.

The schedule proposed in this application (see Project Timeline) was adjusted from the preliminary schedule provided in the pre-submittal letter to allow more time to complete design, environmental, and the relocation of the petroleum pipeline. Once the Community Design funds are programmed (February 2014), the City will move ahead on parallel paths to complete design (8 months), environmental (18 months), and utility relocation (18 months). The City has consulted with an on-call engineering firm in developing the project scope, budget, and schedule and is prepared to execute contracts for design/engineering and environmental in order to meet the proposed schedule. The City has also initiated discussions with Chevron, the owner of the petroleum pipeline, about completing the relocation of the pipeline to a lower depth to accommodate the new roadway. Construction of the Village Parkway Extension is still projected to begin construction in 2015; however the proposed starting date of November 2015 is later than suggested in the pre-submittal letter. The City’s commitment of matching funds for the project was approved by the City Council on July 17, 2013 and no other project approvals are required.

Response to Comment 4—Landscaping
SACOG’s response to the City’s pre-submittal letter requested information on how the City will fund landscaping maintenance. The type of landscaping envisioned for this project is very limited; therefore maintenance requirements will be minimal. Once infill development proceeds at Stone Lock, additional landscaping and streetscape improvements will be installed and the maintenance of those improvements would be funded by a financing mechanism to be established by the City and Stone Lock developers, such as a maintenance CFD or a landscaping and lighting district. The response letter also asked the City to address the effect on the project should no federal funds be available for landscaping. Again, since the planned landscaping improvements are minimal and limited to a budget of approximately $100,000, they would be eliminated from the project scope and deferred until development takes place, or the City would attempt to identify other local funding to complete the improvements.

Project Delivery Track Record
The City’s track record for delivering complex, publicly-funded infrastructure projects is arguably the best in the Sacramento region. In the past five years alone and solely within its riverfront and downtown districts, the City completed over $70 million in infrastructure projects. Three of these projects, as noted on
Map 6, included Community Design funds and were completed on-time and on-budget. Jay Davidson, P.E., Senior Civil Engineer and project manager for the Pioneer Bluff Bridge and Village Parkway Extension projects was also the project manager on two of the City’s Community Design projects. Mr. Davidson’s experience in managing federally-funded transportation projects, in addition to that of other City staff, will ensure that the Village Parkway Extension project is well-managed through its completion.

**Project Consistency with Blueprint Principles**

The Pioneer Bluff Bridge Phase 2-Village Parkway Extension project exemplifies the implementation of the Blueprint Growth Principles and will facilitate development in West Sacramento’s southern waterfront areas that is fully consistent with the Blueprint Preferred Scenario. The project reflects the City’s continued commitment to the Blueprint, building on other recent public and private investments near the riverfront (see Map 6 for a list of Blueprint-friendly investments either already constructed or currently under construction). The following points describe the project’s consistency with all seven Blueprint Growth Principles.

**Transportation Choices**

The Village Parkway Extension and Pioneer Bluff Bridge create the opportunity for transit-oriented development in Stone Lock and Pioneer Bluff that could be served by a north-south extension of the Downtown/Riverfront Streetcar and expanded bus service (see Map 4). The Southport Framework Plan sets forth a land use concept for Stone Lock and the greater Southport area that promotes transit use (see Pre-Existing Materials: Southport Framework Plan). In the short-term, the Village Parkway Extension will encourage existing residents of Southport’s Northeast Village to bike to jobs in the Downtown Sacramento employment center, a distance of about 3-4 miles. Longer-term, the project promotes the completion of a Class 1 local bicycle network spanning the entire West Sacramento waterfront between Stone Lock and the I Street bridge, including connections to Downtown Sacramento (see Map 4).

**Mixed-Use Developments**

The Village Parkway Extension project will be a catalyst for mixed-use development in the City’s southern waterfront infill areas (see Map 3). The Southport Framework Plan’s land use designations for Stone Lock include a majority of Riverfront Mixed-Use property along the Village Parkway Extension (see Northeast Village land use map in Pre-Existing Materials). The Port of West Sacramento, as part of its recent reorganization and new business plan, is planning mixed-use development on approximately 90 acres of its Seaway property, located to the west of Stone Lock (see Map 3). The Port is working with the City to plan a cohesive mixed-use environment along the bank of the barge canal between Seaway and Stone Lock.

The Village Parkway Extension will also provide an important connection to the Pioneer Bluff Bridge for the Liberty Project, a 356-acre planned development located in the Northeast Village of Southport (see Map 3). This project is projected to build a total of 1,750 units as well as retail, commercial, and park space in a horizontal mixed-use village setting.

The Port of West Sacramento, as part of its recent reorganization and new business plan, is planning mixed-use development on approximately 90 acres of its Seaway property, located to the west of Stone Lock (see Map 3). The Port is working with the City to plan a cohesive mixed-use environment along the bank of the barge canal between Seaway and Stone Lock.

**Compact Development**

All of the City’s riverfront districts, including Pioneer Bluff and Stone Lock, are planned for higher-density mixed-use development designed to encourage transit use and bicycle/pedestrian-orientation. The City’s effort to establish convenient connections between these districts aims to reduce vehicle dependence. The Southport Framework Plan designates Stone Lock for compact development and a wide range of potential
land uses including medium to high-density housing, retail, office, and other commercial use surrounding Village Parkway.

**Housing Choice and Diversity**
The residential land use designations of the Southport Framework Plan for Stone Lock provide for a mix of housing types from medium-density (small lot single-family homes and attached townhomes) to high-density (garden-style to mid/high-rise apartments and condominiums). Also, Project Liberty is planned to include a variety of housing densities and types from single-family homes to multifamily properties. All residential projects in West Sacramento are subject to the City’s Inclusionary Housing Ordinance, which requires at least 10 percent of units to be offered at affordable prices or rents to very low and low-income households. This ordinance assures that lower-income residents have housing options of all types in all parts of the City, including the riverfront.

**Quality Design**
New development at Stone Lock will be subject to the Southport Framework Plan Design Guidelines, which require Blueprint-friendly design features such as mixed-use areas that are pedestrian-oriented and quasi-public in character in order to facilitate social interaction, community activity, and an urban lifestyle. Although specific design guidelines for the Pioneer Bluff area have yet to be completed, the City will draw upon its recent experience in developing urban design guidelines for the Bridge District Specific Plan as well as recent studies of the Pioneer Bluff area. For example, Map 5 provides an illustration of conceptual streetscape along South River Road in Pioneer Bluff.

**Use of Existing Assets**
The Village Parkway Extension project will create the access needed to develop the City’s Stone Lock property and its property in the Pioneer Bluff area. The City’s 15-acre property at the southern end of Pioneer Bluff is the site of a decommissioned wastewater treatment plant (see site boundary in Map 3 and photo of existing conditions in Map 2). The redevelopment of this site for mixed-use development and recreational use is an opportunity to convert an obsolete public property to an economically productive and culturally significant asset. The development of Stone Lock will also make use of a historical asset for infill building, as this property was the byproduct of the barge canal that was dredged in the early 1960s (see photo in Map 2). The existing decommissioned lock facilities are being explored by the City for recreational use as part of the development of the Stone Lock property.

**Natural Resources Conservation**
The Southport Framework Plan’s land use designations for Stone Lock allocate large portions of the property for riverfront park space and open space preservation (see Northeast Village land use map in Pre-Existing Materials). This portion of the Sacramento River is a unique natural resource in the region, as the amount of recreational space available at Stone Lock presents a significant opportunity for public use open space. Map 5 includes a conceptual site plan and renderings illustrating potential recreational land use interactions with the river at the Stone Lock property.

**Project Support**
The Village Parkway Extension is strongly supported by the West Sacramento City Council and a variety of stakeholders who have significant interests in the completion of the project and the connectivity of the West Sacramento waterfront. Letters of support from several stakeholders are provided in the last section of this application, including Bridge District/Pioneer Bluff property owners/developers Fulcrum Property and Ramco, Bridge District property owner/developer Yackzan Group, the Liberty Project, and the Port of West Sacramento. These letters demonstrate a universal support for infrastructure investments like the Village Parkway Extension that enable the development and connection of West Sacramento’s waterfront districts in furtherance of the Blueprint.
PROJECT MAPS, GRAPHICS, & PHOTOS
MAP 1: PROJECT LOCATION

RALEY FIELD

SOUTH RIVER ROAD

PIONEER BLUFF

BRIDGE DISTRICT

VILLAGE PARKWAY EXTENSION (PHASE 2)

OLD BARGE CANAL

STONE LOCK

MILLER PARK

JEFFERSON AVENUE

SOUTHERN AVENUE

STONELOCK ROAD

VILLAGE ROAD

SOUTHERN AVENUE

PIONEER BRIDGE

BRIDGE DISTRICT

MILLER PARK

OLD BARGE CANAL

STONE LOCK

SOUTHERN AVENUE

STONELOCK ROAD

VILLAGE ROAD

SOUTHERN AVENUE

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BRIDGE DISTRICT

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OLD BARGE CANAL

STONE LOCK

SOUTHERN AVENUE

STONELOCK ROAD

VILLAGE ROAD

SOUTHERN AVENUE

PIONEER BLUFF BRIDGE (PHASE 1)
Village Parkway & Stonegate Drive: Village Parkway currently ends at this intersection as the road turns west onto Stonegate (photos below). The Village Parkway Extension project creates a signalized intersection here, extending the roadway through Stone Lock to a new signalized intersection at South River Road and the Pioneer Bluff Bridge.

Stone Lock Property: The Stone Lock site is the product of dredging and construction of the locks and barge canal facilities in the early 1960s (see photo below). As the aerial below illustrates, today the site is undeveloped, generally inaccessible, and lacking basic infrastructure. The Village Parkway Extension is the first and most important step to remove constraints to infill development.

Pioneer Bluff & Decommissioned Public Facilities: This view of the Pioneer Bluff looking west shows two decommissioned public facilities, the Port’s old shipping locks and the City’s former wastewater treatment plant. Other properties include tank farms and industrial uses.
The Pioneer Bluff Bridge Phase 2 – Village Parkway Extension project will support new infill development in West Sacramento’s southern waterfront areas. These areas are shown on this map and described below.

**Pioneer Bluff:** The City owns over 15 acres of vacant or underutilized property zoned Waterfront, a flexible high-density mixed-use designation. The property includes the decommissioned lock facility and former wastewater treatment plant. The Pioneer Bluff Bridge will improve site access and connect the property to the City’s other property, Stone Lock.

**Stone Lock:** The City controls this 200-acre site formerly owned by the Port and US Army Corps of Engineers. The property is designated under the Southport Framework Plan for mixed-use development. The Village Parkway Extension will provide access and connectivity to Stone Lock as a critical piece of backbone infrastructure to support future infill development.

**Liberty Project/Northeast Village:** This privately owned site is, along with Stone Lock, the largest undeveloped part of the Southport Framework Plan’s Northeast Village. The property is master planned for the development of 1,750 housing units of varying density, retail use, and parks/open space. The Village Parkway Extension will significantly improve access to the property.

**Seaway:** The Port of West Sacramento owns this vacant 90-acre site and is in the process of rezoning the property for mixed-use development. Along with Stone Lock, Seaway presents the unique opportunity to extend urban infill waterfront development to the west from the Sacramento River along the barge canal and ship channel.
The Village Parkway Extension and Pioneer Bluff Bridge will create the potential for expanding the riverfront’s alternative transportation networks. This map identifies those transportation opportunities, as noted below.

- **Downtown/Riverfront Streetcar Route & Stops**
- **Potential North-South Streetcar Route & Stops**
- **Existing Riverfront Bike/Pedestrian Path**
- **Potential Riverfront Bike/Pedestrian Path**
- **Existing Yolobus Routes**
- **Potential Yolobus Routes**

The Village Parkway Extension and Pioneer Bluff Bridge will create the potential for expanding the riverfront’s alternative transportation networks. This map identifies those transportation opportunities, as noted below.
The Pioneer Bluff Bridge (rendering at right) and Village Parkway Extension will make infill development possible in the Pioneer Bluff and Stone Lock areas. This exhibit provides some recent development concepts related to these areas.

South River Road/Village Parkway streetscape concept with streetcar line. Source: John Miki, UC Berkeley Masters Thesis

This graphic depicts a conceptual development scheme for the Stone Lock and Pioneer Bluff area, with the Village Parkway Extension running through Stone Lock to the Pioneer Bluff Bridge. The renderings below illustrate potential waterfront uses at the Stone Lock property. Source: Design Collective Inc.
1) West Capitol Avenue Streetscape (2010): Total reconstruction of West Capitol Avenue from its old highway configuration to an urban street scale. $7M project funded with a Round 3 Community Design grant and local funds.

2) West Sacramento Civic Center (2002-2010): Construction of new City Hall in 2002, followed by new Los Rios Community College campus, Yolo County library, City Community/Senior Center, and Transit Center in 2010. These projects represent more than $40M in public investment in total.

3) Tower Bridge Gateway-West Phase (2009): Demolition of freeway off-ramp and construction of new urban scale street with bike lanes, streetscape, and accommodations for a future streetcar line. $5M project funded with a Round 1 Community Design Grant and local funds.

4) Tower Bridge Gateway-East Phase (2011): Demolition of a grade-separated former State freeway (Route 275) and construction of an at-grade extension of Tower Bridge Gateway. $9M project funded with a Round 4 Community Design grant, Prop 1C and Prop 1B funds, and local funds.


6) CalSTRS Headquarters (2009): High-rise 400,000 square foot office building completed in 2009 at a cost of $270M. The LEED-certified building is home to over 800 workers.

7) River Walk Park/Promenade (2002-2012): The original River Walk constructed in 2002 was extended in 2009 and again in 2012 through the Bridge District. The expanded promenade is now one mile long with plans for future extensions to the south.

8) Tower Bridge Widening (2008): The bicycle and pedestrian crossings of the Tower Bridge were widened with new concrete, handrails, and curbs on both sidewalks at a total cost of $11M.

9) Raley Field (2000): Minor league baseball stadium and home to Sacramento River Cats, Oakland A’s AAA affiliate. Also serves as a venue for concerts and other sporting events.

10) Ironworks Lofts & Homes (2007-2013): High-density housing development of 186 units. Construction is underway on the final phases of the project. The construction cost of the project was estimated at $60M in total.

11) Bridge District Infrastructure (2012): Over $60M in federal, state, and local funds were utilized to complete this massive project, which installed backbone infrastructure to serve high-density infill development in the Bridge District. The project included new streets, sidewalks, streetscape, underground utilities, parks, the extension of the River Walk, and a water storage tank.

12) Bridge District Phase 1 Housing (2013-2015): The first phases of Bridge District housing are underway, including a 70-unit, $28M workforce housing project and approximately 100 market-rate townhomes and apartments.
PROJECT TIMELINE
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Prepared by City of West Sacramento Public Works Department, August 2013
PROJECT BUDGET
TABLE #2
## CITY OF WEST SACRAMENTO
## PIONEER BLUFF BRIDGE PHASE 2 - VILLAGE PARKWAY EXTENSION

### PROJECT BUDGET SUMMARY - TABLE #2

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Prepared by City of West Sacramento Public Works Department, August 2013
PRE-SUBMITTAL LETTER
July 29, 2013

Sacramento Area Council of Governments
Attn: Greg Chew, Senior Planner
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Community Design Grant Pre-Submittal Letter
Pioneer Bluff Bridge Phase 2-Village Parkway Extension

Dear Greg:

The City of West Sacramento intends to submit the Pioneer Bluff Bridge Phase 2-Village Parkway Extension project for a grant of $4,000,000 under Category 1, Conventional Projects, in Round 6 of the Community Design Funding Program. The purpose of this letter is to meet the program’s pre-submittal requirement and to address the key questions that the SACOG Review Team will be considering related to the project.

1. **Sponsoring jurisdiction:** City of West Sacramento
2. **Project name:** Pioneer Bluff Bridge Phase 2-Village Parkway Extension
3. **Project category:** Category 1, Conventional Projects (Construction)
4. **Staff member trained in managing federal aid projects:**
   Jay Davidson, P.E., Senior Civil Engineer
5. **Project manager’s phone and email:**
   (916) 617-4850
   jayd@cityofwestsacramento.org
6. **Proposed use of Community Design funding:**
   The requested grant will be used to construct a 0.42-mile multi-modal street connection from the new Pioneer Bluff Bridge landing at South River Road to Stonegate Drive (see attached map). The project includes a new two-lane roadway, sidewalk, bike lane, water and storm drain utilities, and will accommodate a future north-south streetcar line that would extend north to the City’s Bridge District.

   The Village Parkway Extension is the second phase of the Pioneer Bluff Bridge project and will complete the north-south connection of the City’s major urban infill development areas along the waterfront of the Sacramento River. Once constructed, this connection will extend from the Stone Lock property at the south end, to the Pioneer Bluff area, the Bridge District, and the Washington District at the north end.
The City of West Sacramento owns the 200-acre Stone Lock property as well as over 15 acres at the southern end of the Pioneer Bluff area. Both areas are in the early stages of preparation for urban scale mixed-use development as envisioned by the City’s land use plans. Basic infrastructure upgrades in these areas are necessary to implement the vision for a fully connected urban waterfront, and the Pioneer Bluff Bridge and Village Parkway Extension are the most critical of those improvements.

The first phase of the Pioneer Bluff Bridge project is currently out to bid and will be constructed later this year. This phase includes a new bridge connection from the current southern terminus of South River Road in the Pioneer Bluff area across the old barge canal to a landing at the northern boundary of the Stone Lock property. The new bridge will cost about $10,728,000 million and is funded by a $9,678,000 grant from the State of California’s Proposition 1B Trade Corridor Improvement Fund (TCIF) and $1,050,000 from the City. The Village Parkway Extension will connect the new bridge through the Stone Lock property to Stonegate Drive and to other destinations within the greater Southport area.

The requested $4,000,000 Community Design grant will be used during the construction phase of the Village Parkway Extension project. The City will provide a local match of $900,000. Together, these two sources are sufficient to cover the estimated $4,900,000 project cost. The project will be managed by City of West Sacramento public works staff who are experienced with projects involving Community Design funds and have demonstrated an excellent track record in delivering similar projects such as the Tower Bridge Gateway Modification Project, the West Capitol Avenue Streetscape Project, and the Bridge District Infrastructure Project.

7. **Preferred fiscal year programming date:**
   Fiscal Year 2014-15 is the preferred programming date for the requested funds. Federal clearance of the project is expected to be completed by early 2015 and construction of the project would commence immediately thereafter. The actual use of the requested $4,000,000 would fall within Fiscal Year 2014-15 since these funds are planned for the construction phase of the project.

8. **How the project promotes the Blueprint Project:**
   The Pioneer Bluff Bridge Phase 2-Village Parkway Extension project exemplifies the implementation of the Blueprint Project by completing a multi-modal north-south connection along the City’s waterfront that will enable compact, mixed-use development on infill and vacant land, much of it owned by the City. Existing City land use policies will require new urban development surrounding the project to reflect quality urban design and feature a range of housing choices including affordable housing. Development resulting from the project will also build on previous work by the City to improve recreational access to the Sacramento River, including park space and the preservation of natural open space.

9. **Matching funds committed and source of funding:**
   The City has $900,000 of local matching funds committed directly to the Village Parkway Extension phase of the Pioneer Bluff Bridge project, representing a 22.5 percent match of the requested $4,000,000 grant. The City Council approved the commitment of these funds on July 17, 2013 in the City’s Capital Improvement Program. The $900,000 match is available for expenditure immediately and is allocated from the City’s Traffic Improvement Fund.

   The original source of the matching funds is the City’s new Measure G/Community Investment Fund. In the November 2012 general election, and following the elimination of redevelopment agencies in California earlier that year, West Sacramento voters passed Measure G by over 87
percent. Measure G asked voters if the City should use any funds it receives through the dissolution of its redevelopment agency for "Community Investment" projects such as roads, bridges, and other public infrastructure.

As described earlier, while additional funds are not specifically counted as matching funds towards the requested $4,000,000 Community Design Grant, the City is constructing the Pioneer Bluff Bridge using a $9,678,000 grant from the State’s TCIF program, $950,000 in City Traffic Improvement Funds, and $100,000 in City Road Funds. This total of $10,728,000 for the Pioneer Bridge will leverage by over 218 percent the requested $4,000,000 Community Design Grant and the City’s $900,000 match commitment to the Village Parkway Extension to complete a key north-south connection along the City’s waterfront.

10. Associated private and public development:

The Pioneer Bluff and Stone Lock areas encompass the southern portion of West Sacramento’s urban riverfront, which is lacking “backbone” infrastructure to support urban scale development. To the north, the Bridge District and Washington District have benefitted from the investment of over $70 million in infrastructure improvements in and around the riverfront by the City, State, property owners, and SACOG. These investments have made high-density development possible, resulting in several recent projects such as the new CalSTRS headquarters in the Washington District, a 70-unit high-density affordable housing project under construction in the Bridge District, and many other developments in the near-term pipeline.

The City is currently updating its General Plan and is including changes to the land use designations of Pioneer Bluff and Stone Lock which will significantly increase the capacity for high-density, mixed-use development. As a result of these changes, the Pioneer Bluff area will have an estimated development capacity of 5,000 housing units and 25,000 jobs while the Stone Lock area will accommodate 2,000 housing units and 12,000 jobs.

None of this development potential can be realized without the Pioneer Bluff Bridge and the Village Parkway Extension. The Pioneer Bluff area is currently only accessible via a dead-end roadway and the Stone Lock property has no central street access, let alone basic utilities. The project will address these threshold issues by completing a connection through both areas while also installing backbone utilities through the Stone Lock property. To support the density needed to achieve this potential build-out, a north-south streetcar connection is planned from the Bridge District running south through Pioneer Bluff, over the new bridge, and along the Village Parkway Extension to the Stone Lock property. Additionally, the City envisions the River Walk promenade continuing south from the Bridge District through Pioneer Bluff, over the bridge, and along the banks of the Stone Lock property, creating a cohesive urban waterfront, an attractive recreational amenity, and a commute-friendly bicycle and pedestrian connection.

We thank you for considering our application and look forward to breaking ground in 2015 and completing the project with SACOG as a prominent funding partner.

I am trained in managing federal aid eligible projects and have reviewed and approved the contents in this pre-submittal letter.

[Signature]

Jay M. Davidson, P.E.
Senior Civil Engineer
Phase 1: Pioneer Bluff Bridge

Phase 2: Village Parkway Extension
PRE-SUBMITTAL LETTER RESPONSE
August 3, 2013

Jay Davidson
City of West Sacramento
1110 West Capitol Avenue
West Sacramento, CA 95691

Re: Pioneer Bluff Bridge Phase 2 – Village Parkway Extension

Dear Mr. Davidson:

Thanks for providing us with the City of West Sacramento’s pre-submittal letter for initial review for the Pioneer Bluff Bridge Phase 2 – Village Parkway Extension as a potential candidate for Category 1 of the Community Design Funding Program. The main purpose of the pre-submittal letter is for the SACOG/Caltrans Review Team to help determine if your potential project is eligible for federal-aid funding through the Community Design Funding Program. Secondarily, it provides SACOG Review Team (comprised of SACOG and Caltrans staff) the opportunity to provide feedback on how well the proposed project fits the objectives of the program and what information it will look for in the application.

The SACOG/Caltrans Review Team has completed a review of your project, and the following are its comments:

1. The Team understands that your project will construct a new two-lane multi-modal roadway extension connecting South River Road to Village Parkway. The roadway extension will include utilities, sidewalks, and bike lanes and will accommodate a future streetcar line.

2. The Review Team had questions about the proposed funding of this project. While the construction of the multi-modal roadway improvements are federally eligible, the construction of water and sewer improvements are ineligible. Storm drain improvements are federally eligible only to the extent that they are for roadway drainage. The maximum amount of the Community Design grant will be 88.53 percent of the cost of the transportation improvements. If necessary please adjust your grant request and local match accordingly.

3. Please state in your application the schedule/status for when environmental, design, right of way, and utility relocation/undergrounding (if planned) will be conducted and completed. Absent additional schedule information, the Review Team believes that starting construction in 2015 is an aggressive schedule.
4. Your project scope did not specifically mention landscape improvements. However, if in fact landscape improvements are contemplated, please address how your agency will have the funds available to maintain landscape improvements as they are extremely limited in most jurisdictions. In addition if your project contains landscaping improvements they can be funded with RSTP or TAP. Given the issues noted in item #7 below about these funds, please address how your agency would respond to a situation where no federal funds are available for landscaping.

5. The Team believes that this project is fundamentally federal aid eligible. You may proceed with submitting an application. It will most likely qualify for CMAQ and RSTP funds. Please be aware that the funding source in the fiscal year that you request may not be available. This may mean a later programming year or somehow advancing the project.

The following notes are sent to all applicants:

6. If you choose to apply for Community Design Program funding and your project is recommended for funding by the Community Design Evaluation Committee (the first of two review committees), you will be contacted to schedule at least one week in advance for a working meeting with the SACOG/Caltrans Review Committee on Wednesday, September 11th. Prior to the meeting, SACOG will ask you to submit a draft of a scope of work, schedule and detailed cost estimate and submit it by September 10. We do not expect these documents to be complete, but enough of it so that we may discuss it during the working meeting on Sept 11. After the meeting, then we’ll ask you to make revisions to those documents prior to the discussion in the interview. SACOG and your organization would need to agree upon the final version of those three documents by September 20.

7. Historically the Community Design Program was funded with STIP-TE and CMAQ funds with a very small amount of RSTP funds. Due to the uncertainties surrounding the implementation of the TA Program (the replacement of TE in MAP-21), more of the program funding will likely be needed from RSTP. However RSTP is a high demand fund type because that is the preferred fund type for most road projects. SACOG will need to prioritize the needs of RSTP between the SACOG funding programs. The order in which your project is ranked will be the order that SACOG will match funding types to projects. If the correct fund type is not available for your project, SACOG staff will need to either delay your project or may need to recommend not programming your project.

8. Project sponsors may be required to calculate the emissions benefits of your project. SACOG will ask you to perform this requirement only if and when there is a realistic possibility your project may receive Congestion Mitigation and Air Quality (CMAQ) program funding. For a project to spend CMAQ, it must show that it reduces emissions of certain types of pollutants.

9. Likewise, if the project is recommended for funding by the Community Design Evaluation Committee, and there is a realistic possibility that the project might receive Transportation Alternative Program (TAP) funding, then you may be asked to do two tasks. First, you may be asked to fill out an eligibility application for review. Secondly, there is a law that requires that SACOG give priority to TAP-eligible projects that partner with or employ the Sacramento Metropolitan Area Transportation Planning Agency (SAMPTA) for their planning and programming.
Regional Conservation Corps (916) 386-8394 or the California Conservation Corps (916) 341-3129. During the interview on September 11, the Review Team will discuss how this issue may be addressed.

Based on the comments above, the Team believes that this project is mostly or entirely federal aid eligible as proposed. Please keep in mind that if the project that you apply for substantively changes from what you have written in your pre-submittal letter, you may need to re-send a new pre-submittal letter for SACOG review. Because of Mr. Davidson’s qualifications (the city’s proposed federal aid manager) in managing federal-aid funding, SACOG will defer to him if and when a new letter is warranted. Also, if your jurisdiction decides to apply for the Community Design funding during this round, please include a copy of your pre-submittal letter and this response in your application.

If you have any questions about SACOG’s response, please feel free to contact me at (916) 340-6227.

Sincerely,

[Signature]

Gregory R. Crew
SACOG Community Design Program Manager
PRE-EXISTING MATERIALS:
SOUTHPORT FRAMEWORK PLAN
1.0 INTRODUCTION

The Southport Framework Plan is intended to be a refinement of the City’s General Plan and establish the foundation for a village-oriented mixed-use development. It is designed to guide the pattern of development in a cohesive manner as an alternative to uncoordinated suburban sprawl.

This Implementation Plan is one of three documents that comprise the Southport Framework Implementation Plan:

- The Land Use Map;
- The Design Guidelines;
- The Implementation Plan.

The Land Use Map identifies the planned land use designations for the entire Southport area. The Design Guidelines provide development and architectural standards at both the site and structure level. All design principles are established in the Design Guidelines. The Implementation Plan provides an overview of the approval process, development and infrastructure phasing, natural resource issues, and affordable housing requirements. Following action on the Framework Plan by the City Council, it is anticipated that a fourth document will be prepared expanding on the procedure necessary to develop in Southport. A regional financing and phasing plan will also be developed for public facilities and services to serve the Southport area (see Section 3.0 of this Plan).

1.1 PROJECT DESCRIPTION

Southport is a 7,120-acre area located in the southern half of the City of West Sacramento. It is bounded generally by the Deep Water Ship Channel on the north and west, the Sacramento River on the east and the City limits on the south (Figure 1, Location Map).

The proposed Land Use Map includes a mixture of residential, commercial, industrial, public/quasi-public, and parks and open space uses (see Appendix 1, Land Use Classifications). It is intended to be a refinement of the City’s General Plan and provides for approximately 14,050 residential dwelling units, 1,720,000 square feet of commercial, 2,114,400 square feet of office/business park uses, 7,660,000 square feet of industrial uses, 544 acres of public/quasi-public, and 915 acres of parks and open space at buildout (Figure 2, Framework Plan Land Use Map).

The Framework Plan was developed to provide for an overall vision and guide for Southport as it develops. An important goal of the Framework Plan is to encourage a development pattern that is an alternative to suburban sprawl. This is accomplished by creating four pedestrian-oriented villages along a backbone loop circulation system.
Each village contains its own community services, shops, schools, parks and residential neighborhoods. The northern villages contain higher density residential development, while the more southern villages contain a lower density configuration. Each village is separated by greenbelts to provide for a clear community identity and to maintain a small town atmosphere within the planning area. Figures 3 through 6 show the land use designations in each village and Table 1 provides a statistical summary of land uses. A description of each land use is contained in Appendix 1.

The Framework Plan creates a strong sense of place through a number of community-wide design elements. Streetscapes, a community-wide trail system, and architectural guidelines provide continuity between villages.

Urban uses are concentrated within each village and contain convenient public facilities such as schools, parks, child care facilities, and neighborhood shops. This feature provides services to the residences of the village while reducing overall traffic, noise, and air quality impacts in Southport.

The City anticipates that each village will have its own character and lifestyle orientations, with a predominant architectural theme. Each village is connected not only through a roadway network, but also through trails. Through-block and open space trails connect village centers and community services. Within each village, the pedestrian system radiates out from the village core to each neighborhood. Part of this open space network is the treatment of the canal sections and drainage detention basins. The canals and detention facilities will be enhanced to create pedestrian trails, bikeways, recreational opportunities, flood control, and habitat for sensitive environmental species.

Through the construction of additional bridges, the loop parkway will provide for additional transportation network opportunities, other than Jefferson Boulevard (see Appendix 4, Circulation Plan). The Palamedessi Bridge will be constructed to provide access to the industrial area in Southport. The Plan also provides an important connection via South River Road, between the Southport area and the Triangle Redevelopment Project area.

The land use concept is intended to promote a mass transit system. In this regard, the higher density villages and the Industrial/Business Park are located at the north end of the plan area creating densities that would support light rail. Two light rail stations are provided along the Yolo Short Line railway, just east of the northern Marina Village. Bus lines will be routed throughout the Southport area to provide more convenient mass transit options. Each village has a town center which provides a focal point for transit and other regional activities. [Note: The Northeast Village actually has two town centers (one near the Marina Village and one near Bee's Lake) and a regional node in the triangle formed by Jefferson and the rail-line].

NOTE: The citation above references the loop parkway (i.e. Village Parkway) and the Pioneer Bluff Bridge as “an important connection via South River Road, between the Southport area and the Triangle Redevelopment Project Area” (i.e. Bridge District). This section also refers to the “light rail” (i.e. future north-south streetcar line) that will serve the Stone Lock/Northeast Village.
NOTE:
The Stone Lock property, which is owned by the City, is outlined in this map of the Northeast Village. The Pioneer Bluff Bridge and Village Parkway Extension are shown running north-south through the property. As noted in the legend below, most of the Stone Lock property is designated for higher-density mixed-use development, including Riverfront Mixed-Use (RMU), High-Density Residential (HR), and Medium-Density Residential (MR). A large retail site is provided in the area designated Neighborhood Commercial (NC). The RMU designation also allows for retail, as well as high-density office, hotel, and other uses. The Framework Plan contemplates a large park and open space area along the eastern riverfront area.

Legend:

RESIDENTIAL USES
RR RURAL RESIDENTIAL - .5 to 1.0 units per acre
LR LOW DENSITY RESIDENTIAL - 11 to 5.0 units per acre
MR MEDIUM DENSITY RESIDENTIAL - 5.1 to 12.0 units per acre
HR HIGH DENSITY RESIDENTIAL - 12.1 to 25.0 units per acre

COMMERCIAL USES
NC NEIGHBORHOOD COMMERCIAL
CC COMMUNITY COMMERCIAL
GC GENERAL COMMERCIAL
MU MIXED USE
RMU RIVERFRONT MIXED USE

SCHOOLS
HS HIGH SCHOOL
ES ELEMENTARY SCHOOL
SC SPORTS COMPLEX

PUBLIC / QUASI PUBLIC
PQP PUBLIC / QUASI PUBLIC
NP NEIGHBORHOOD PARK
CP COMMUNITY PARK
OS OPEN SPACE

Figure 4
Northeast Quadrant Land Use Map

West Sacramento
SOUTHPORT FRAMEWORK PLAN

IMPLEMENTATION PLAN
5/10/95
8/5/98
PRE-EXISTING MATERIALS:
RIVERFRONT MASTER PLAN
Stone Lock Bluff

The City of West Sacramento is planning to phase out the wastewater treatment facility and Public Works complex located at Stone Lock Bluff, freeing the land for a significant public park at the entrance to the ship channel.

Creating a New Park at the Southern End

This new riverfront park will serve the proposed Pioneer Bluff residential neighborhood. Combined with Miller Park on the Sacramento side and the proposed mixed-use waterfront development and Central Park on the Southport side of the ship channel, these parks form a major open space complex at the southern end of the riverfront and offer an opportunity for significant ecological enhancement not achievable in the more urban portions of the riverfront.

Gaining access to the river’s edge in this location will require West Sacramento to work with the Port of Sacramento and the U.S. Army Corps of Engineers. The Corps has an easement over Port-owned land along the river’s edge for navigation and lock operation purposes. Since Stone Lock has been decommissioned, the City should seek access through this land for park purposes. A new bridge located where River Road crosses the ship channel will facilitate access to mixed-use waterfront development on the Port’s 60-acre parcel and this new park from the south as well as the north.

Providing a Community Center

The master plan proposes a Stone Lock Bluff community center to serve the surrounding neighborhoods in the Pioneer Bluff Redevelopment Zone. The specific uses in this center would be determined by the City’s parks master plan and may include additional activity centers for teens and seniors. The center could provide ecological education for
the community using the riverfront and its restored riparian edge as a living laboratory and could serve as a location for a UC Davis river ecology research facility supporting the eco-marina and interfacing with community ecological education programs.

Creating a Marina in Balance with Nature
The master plan proposes a marina in the Stone Lock Bluff area to take advantage of the inlet created by the ship channel and provide boat dockage off the river’s main channel. Conceived as an eco-marina, it would balance docking structures and activities with ecological features. For example, access to the docks would be limited to a few designated points, and in between, protected riparian habitat zones would be developed. In addition, marina activities such as refueling and waste removal would be required to follow best management practices to avoid spills and potential environmental damage, recycle waste, and utilize other eco-friendly management techniques.

Providing Riverfront Dining Opportunities
One or more riverfront restaurants also are envisioned for the Stone Lock Bluff Area—either floating or perched on the edge of the bluff to maximize views of the river. The restaurants would serve as a destination, drawing people to the southern end of the riverfront and enlivening the neighborhood into the evening hours.
LETTERS OF SUPPORT
August 5, 2013

Sacramento Area Council of Governments
Attn: Greg Chew, Senior Planner
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Support for Grant Application for Pioneer Bluff Bridge Phase 2 - Village Parkway Extension

Dear Mr. Chew:

Fulcrum Property is pleased to provide this letter of support for the City of West Sacramento’s Community Design grant application for the Pioneer Bridge Phase 2 – Village Parkway Extension. Fulcrum Property is the majority landowner in the Bridge District, one of the Sacramento region’s most extraordinary infill development opportunities located just to the north of the Pioneer Bluff/Stone Lock area. We also own over five acres in the Pioneer Bluff area, which like the Bridge District, is planned by the City for riverfront mixed-use development.

Many years of public-private collaboration between Fulcrum, other property owners, and the City of West Sacramento have set the stage for the creation of a modern city center embodying smart growth principles in the Bridge District. Later this summer, Fulcrum will be breaking ground in the Bridge District on the first phase of townhomes and apartments surrounding an urban park, and BRIDGE Housing is already under construction on a 70-unit workforce housing project.

A major reason for our company’s long-term investment in the Bridge District and Pioneer Bluff is the City’s sustained commitment to connect its waterfront areas to create a cohesive urban environment that interacts with the natural setting of the Sacramento River. Transit-orientation, walkability, mixed land uses, and recreational access are all themes of our Bridge District development, and we applaud the City’s effort to make investments like the Village Parkway Extension that will carry those themes to the south riverfront areas of Pioneer Bluff and Stone Lock. Creating interconnectivity of the City’s riverfront districts is essential to our continued investment in the Pioneer Bluff area.

We strongly encourage SACOG to consider the City’s application for Community Design funding. If you have any questions I can be reached at (916) 383-3333.

Sincerely,

[Signature]

Mark Friedman
President
August 6, 2013

Sacramento Area Council of Governments
Attn: Greg Chew, Senior Planner
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Letter of Support for Pioneer Bluff Bridge Phase 2-Village Parkway Extension
SACOG Community Design Grant Application

Dear Mr. Chew:

On behalf of the Ramos family, please accept this letter of support the City of West Sacramento’s Community Design funding application for the Pioneer Bluff Bridge Phase 2 – Village Parkway Extension. As property owners, investors, and developers of sites within the City’s riverfront areas including the Bridge District and Pioneer Bluff, we support the City’s investment in projects like the Pioneer Bluff Bridge and Village Parkway Extension that connect our waterfront. This project will build on the investments already made in the Bridge District by the City and property owners to create additional infill development opportunities to the south in the Pioneer Bluff and Stone Lock areas.

Entities controlled by the Ramos family own over 25 acres of property within the Pioneer Bluff area. While there is much planning and infrastructure work needed to make infill development possible in this area, the construction of the Pioneer Bluff Bridge/Village Parkway Extension is a crucial first step in that process because it will establish a strong connection between the City’s riverfront districts.

We encourage SACOG to consider the City’s application and look forward to seeing the Village Parkway Extension constructed in the near future. If I can be of any additional assistance, I can be reached at (916) 372-6170.

Sincerely,

Daniel F. Ramos
August 6, 2013

Sacramento Area Council of Governments
Attn: Greg Chew, Senior Planner
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Support for Grant Application for Pioneer Bluff Bridge Phase 2 - Village Parkway Extension

Dear Mr. Chew:

On behalf of the Liberty Project in West Sacramento, please accept this letter of support for the City of West Sacramento’s Community Design grant application for the Pioneer Bridge Phase 2 – Village Parkway Extension. The Liberty Project is a 356-acre planned development in the Northeast Village of the Southport Framework Plan. The project will create a Blueprint-friendly, walkable community with a mix of residential, commercial, and public uses including 1,750 housing units, retail development, park/open space, and an elementary school.

A future extension of Village Parkway between Lake Washington Boulevard and our property will connect the Liberty Project to the new Pioneer Bluff Bridge to the north. This will provide an important multi-modal transportation link for residents of our project to commute, including by bicycle, to jobs in the Downtown Sacramento employment center and the West Sacramento urban waterfront areas. The Pioneer Bluff Bridge and Village Parkway Extension are the first and most critical investments in ultimately creating that connection to our project. We are also very interested in the potential for a future north-south streetcar line connecting to the Liberty Project, which would be made possible by the Village Parkway Extension Project.

We support the City in its efforts to connect its riverfront areas to residential areas of Southport and encourage SACOG to consider the City’s application for Community Design funding.

Sincerely,

Terry Teeple
Liberty Project Manager
August 7, 2013

Sacramento Area Council of Governments
Attn: Greg Chew, Senior Planner
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Support for Pioneer Bluff Bridge Phase 2-Village Parkway Extension SACOG Grant Application

Dear Mr. Chew:

The Port of West Sacramento strongly supports the City of West Sacramento’s Community Design Funding Program application for the Pioneer Bluff Bridge Phase 2 – Village Parkway Extension. The project will facilitate goods movement to the Port by providing an alternative to Jefferson Boulevard as the primary commute route for Southport residents. This alternative route will decrease occurrences of serious congestion on Jefferson Boulevard at the intersections of 15th Street and Stone Boulevard when cargo trains cross the roadway on the way in and out of the Port.

The Port recently entered into a lease agreement for its North Terminal cargo facilities with international cargo operator SSA Pacific as part of implementing a new business plan and landlord-based operating model. SSA intends to grow the Port’s cargo volume through increased rail traffic, which will lead to more frequent traffic disruptions on Jefferson Boulevard. The Village Parkway Extension will give Southport residents a secondary north-south option for crossing the barge canal via South River Road and the Pioneer Bluff Bridge, avoiding all of the rail crossings leading to the Port.

We also support the City’s efforts to connect and develop its waterfront areas. The Port owns 300 acres of waterfront property in Southport known as Seaway, which is located adjacent to the City’s Stone Lock property along the barge canal and Deep Water Ship Channel. The Port is currently working with the City on a development strategy for Seaway which aims to prepare the site for development, including industrial/business park development on the western portion of the property and mixed-use commercial/residential development on the eastern portion. One of the goals of our development strategy is to establish a strong waterfront connection between Seaway and the City’s Stone Lock property, which will have a similar mix of residential, retail, and recreational uses. The Village Parkway Extension increases the potential to achieve this goal by making development in Stone Lock possible.

We encourage SACOG to grant the requested Community Design funds for the Village Parkway Extension project and we look forward to continuing our work with the City to develop the Port’s waterfront property.

Sincerely,

Rick Toff
Port Business Manager
August 7, 2013

Sacramento Area Council of Governments
Attn: Greg Chew, Senior Planner
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Support for Pioneer Bluff Bridge Phase 2-Village Parkway Extension Grant Application

Dear Mr. Chew:

On behalf of the Yackzan Group, please accept this letter of support for the City of West Sacramento’s Community Design grant application for the Pioneer Bridge Phase 2 – Village Parkway Extension. The Yackzan Group represents a major landowner (Bridge District Riverfront, LLC) in the Bridge District, the City of West Sacramento’s primary infill development area. We are currently working with the City on the development of a riverfront hotel that will also include over 100 multifamily housing units and a conference center as the first phase of development of our Bridge District property.

For many years we have been a partner with the City and other property owners on developing the Bridge District and creating a vibrant urban waterfront in West Sacramento. The Bridge District required years of planning and over $50 million of public and private investment to make infill development possible, but the opportunity for urban waterfront development that effort produced is truly unique within the Sacramento region.

We commend the City’s vision to expand that opportunity to the southern riverfront areas and to connect the urban waterfront by completing the Pioneer Bluff Bridge and the proposed Village Parkway Extension. We also support the concept of a north-south extension of the Downtown/Riverfront Streetcar project along the riverfront to the Stone Lock property.

We encourage SACOG to award the requested funds for the Pioneer Bluff Bridge Phase 2 – Village Parkway Project. If you have any questions I can be reached at (530) 753-7730.

Sincerely,

[Signatures]

Gregg J. Herrington
President
Yackzan Group, Inc.

Lynne U. Yackzan
Manager
Bridge District Riverfront, LLC