Item No. 23

Supplemental Material

For

City of Sacramento

City Council
Housing Authority
Redevelopment Agency
Economic Development Commission
Sacramento City Financing Authority

Agenda Packet

Submitted: January 10, 2007

For the Meeting of: January 16, 2007

☒ Additional Material: Attachment 4

☐ Revised Material

Subject: **Update of the 1985 American River Parkway Plan**

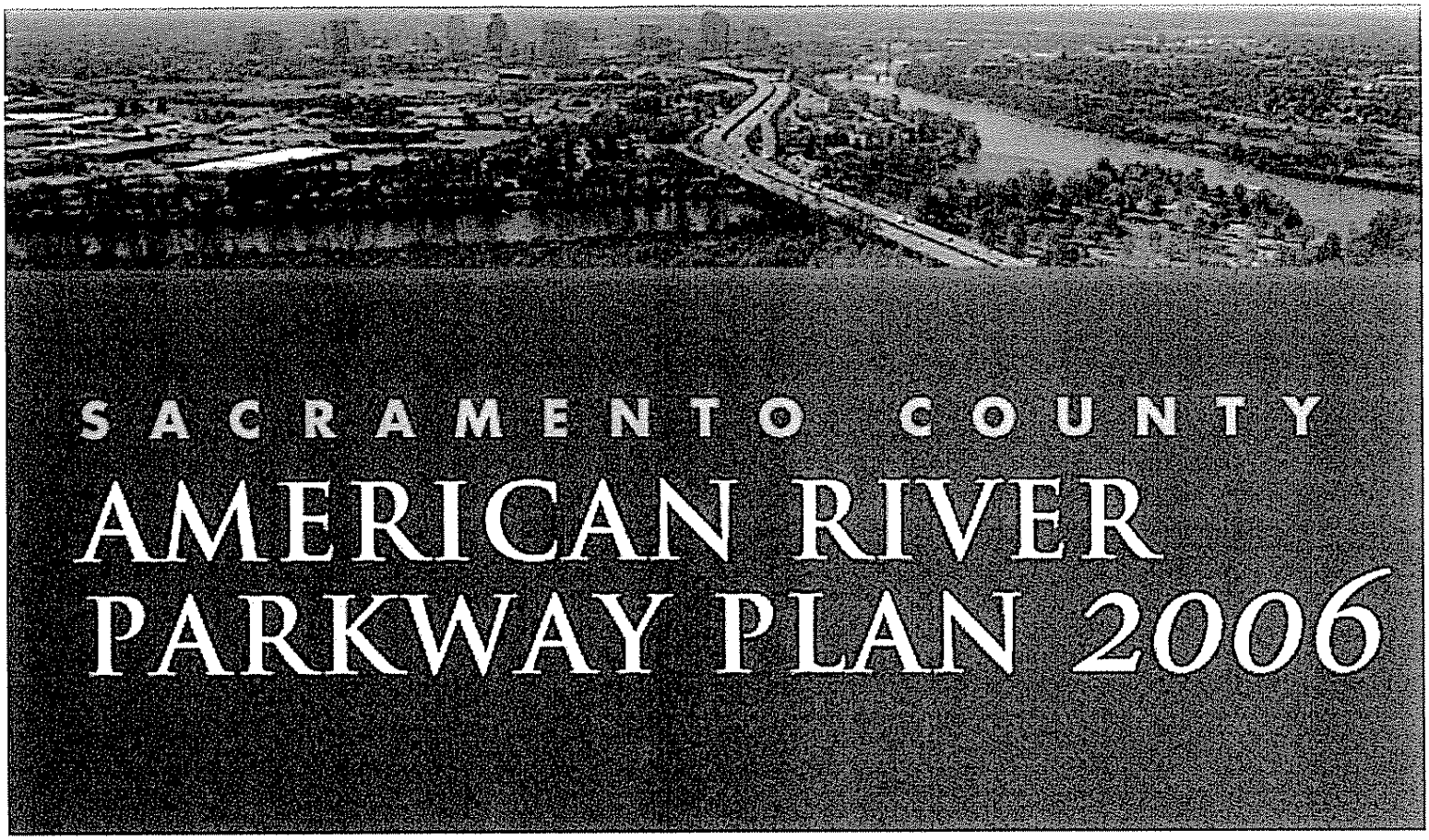
Contact Information: Teresa Haenggi, 808-7554

Please include this supplemental material in your agenda packet. This material will also be published to the City's Intranet. For additional information, contact the City Clerk Department at Historic City Hall, 915 I Street, First Floor, Sacramento, CA 95814-2604 ▪ (916) 808-7200.

Attachment 4

Preliminary Draft - American River Parkway Plan 2006

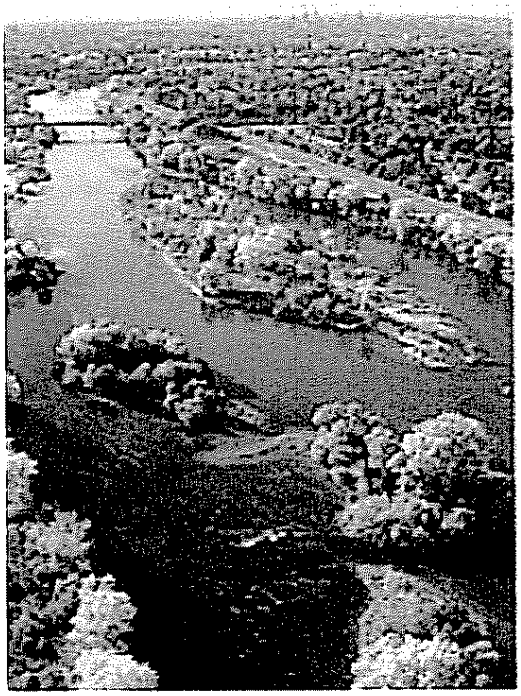
This document is available on the City of Sacramento's website at:
http://www.cityofsacramento.org/webtech/streaming_video/live_council_meetings.htm
under *Future and Archived Meetings* and is on file in hard copy in the Office of the City Clerk at 915 I Street, Historic Building, First Floor.



SACRAMENTO COUNTY

AMERICAN RIVER PARKWAY PLAN 2006

Please provide additional photos that could be use for the cover.



PRELIMINARY DRAFT

County of Sacramento
Municipal Services Agency
Planning and Community Development Department

CHAPTER 1
INTRODUCTION

DESCRIPTION OF THE PARKWAY

The American River Parkway is an open space greenbelt which extends approximately 29 miles from Folsom Dam at the northeast to the American River's confluence with the Sacramento River at the southwest. There are several distinct areas of the Parkway, each having individual features which contribute to their separate identities. The lower American River (LAR) is classified as a "Recreation" river within the State and Federal Wild and Scenic River Systems. The river is the central focus of the Parkway which provides enjoyment to residents and visitors of the Sacramento region. In fact, the American River Parkway is often referred to as "the jewel" of the Sacramento Region.

Recreational activity is important in the maintenance of healthy lives. Residents in the Sacramento region are particularly fortunate in having easy access to the recreational opportunities that the Parkway provides. In addition, visitors to the Sacramento area can also take advantage of the natural, aesthetic and historical resources of the Parkway. While the importance of recreational opportunities is recognized, preserving the natural qualities of the Parkway resource is essential.

The purpose of the Parkway Plan is to provide a guide to land use decisions affecting the Parkway; specifically addressing its preservation, use, development and administration. The Parkway Plan is a policy and action document. It is written to ensure preservation of the naturalistic environment while providing limited developments to facilitate human enjoyment of the Parkway. The Parkway Plan also acts as the management plan for the federal and state Wild and Scenic Rivers Acts, as described in Chapter 4 of this Plan.

This Plan is the policy document for the Parkway. It contains policy statements of a general and flexible nature. The American River Parkway is a regional open space greenbelt which crosses jurisdictional boundaries. The Parkway Plan addresses the entire length of the Parkway which includes areas in the unincorporated County, the City of Sacramento, the City of Rancho Cordova and the Lake Natoma portion of the Folsom Lake State Recreational Area. The County of Sacramento adopts the Parkway Plan as an element of its General Plan. The City of Sacramento and City of Rancho Cordova reference the Parkway Plan in their General Plans. The locally adopted Plan is then submitted to the State legislature for adoption through the *Urban American River Parkway Preservation Act,* Public Resources Code §5840. The Plan acts as an information document and an invitation for citizen participation in the planning process. It also provides basic policy guidance for the future of the Parkway.

The County of Sacramento has the principal responsibility for administration and management of the American River Parkway as guided by the American River Parkway Plan. The American River Parkway Plan is defined to include the American River and adjacent floodplain, from the confluence with the Sacramento River up to Folsom Dam. The County of Sacramento, however, has day-to-day management responsibility for the portion of the Parkway from the Sacramento River confluence to Hazel Avenue, exclusive of the fish hatchery facilities. For the purposes of this Plan, the lower American River (LAR) is defined to be from the confluence of the Sacramento River upstream to Hazel Avenue.

There are several portions of the Parkway that are owned and/or managed by State and Federal land managers. California Exposition and State Fair (Cal Expo) owns the Cal Expo floodplain portion of the Parkway upstream from the railroad trestle to the extension of Ethan Way and the American River, adjacent to the Cal Expo property landside of the levee. This portion of the Parkway is managed consistent with the *Bushy Lake Preservation Act*. Sacramento County Department of Regional Parks has managed this portion of the floodplain by agreement with Cal Expo.

The portion of the Parkway from Hazel Avenue upstream to the Folsom Dam, known as Lake Natoma, is included here as well as being a part of the Folsom Lake State Recreation Area. Lake Natoma is administered by the California Department of Parks and Recreation or by the Federal land owning managers. Lake Natoma is patrolled by California State Park rangers and not by County Regional Parks rangers.

THE PARKWAY GOALS AND CONCEPT

The Parkway Concept can be summarized as follows: The American River Parkway is a unique regional facility which shall be managed to balance the goals of, a) preserving naturalistic open space and protecting environmental quality within the urban environment, and b) contributing to the provision of recreational opportunity in the Sacramento area. Overall guidance on the approach to preservation and management of the Parkway are embodied in both the Plan's Goals and the Concept Policies.

GOALS

To provide, protect and enhance for public use a continuous open space greenbelt along the American River extending from the Sacramento River to Folsom Dam.

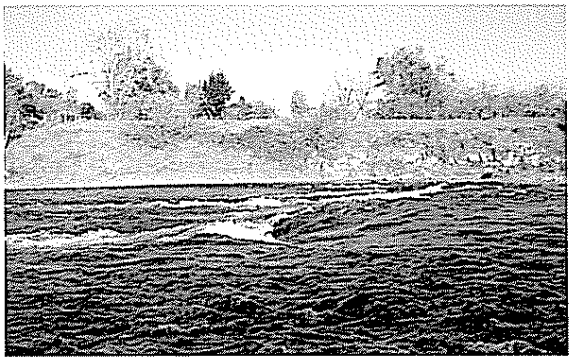
- To provide appropriate access and facilities so that present and future generations can enjoy the amenities and resources of the Parkway which enhance the enjoyment of leisure activities.
- To preserve, protect, interpret and improve the natural, archaeological, historical and recreational resources of the Parkway, including an adequate flow of high quality water, anadromous and resident fishes, migratory and resident wildlife, and diverse natural vegetation.
- To mitigate adverse effects of activities and facilities adjacent to the Parkway.
- To provide public safety and protection within and adjacent to the Parkway.

CONCEPT POLICIES

The first set of policies sets forth the guiding concepts for management within the Parkway and the relationship of the surrounding region to the Parkway. These concept policies include:

1.1 Balanced Management

The American River Parkway is a unique regional asset that shall be managed to balance the goals of controlling flooding; preserving and enhancing native vegetation, native fish species, the naturalistic open space and environmental quality within the urban environment; maintaining and improving water flow and quality; providing adequate habitat connectivity and travel corridors to support migratory and resident wildlife; providing recreational opportunities; and ensuring public safety.



San Juan Rapids is a popular spot for kayakers.

1.2 Recreation

The Parkway shall be oriented to passive, unstructured water-enhanced recreation activities which are appropriate in a natural environment, and which are not normally provided by other County recreational facilities. To this end, development in the Parkway shall be minimal, and facilities which are primarily visitor attractions should be placed in less sensitive areas within the County Park system. Insofar as possible, development shall not occur in areas where natural ecosystems are still relatively undisturbed.

1.3 Resource Protection

Limitation on the use of the Parkway through design and management tools to prevent overuse of the Parkway and preserve the environmental quality, thereby ensuring the integrity of the Parkway for future users.

1.4 Land Use

No existing publicly owned Parkway lands shall be disposed of through sale, lease, or de facto uses adverse to the goals and policies of this Plan, in order to assure the long-term protection and integrity of the present boundaries of the Parkway.

1.5 Cooperation

Coordination and cooperation in Parkway planning and management is essential, especially in recognizing the many important roles of jurisdictions and agencies with regulatory responsibilities within the Parkway.

The Parkway goals and concept policies collectively provide the foundation for the Parkway Plan and are further reflected in the goals, policies, and text of the Plan. The Parkway concept still holds true today and as a result, provides the basis for planning efforts for the American River Parkway.

THE HISTORY OF THE PARKWAY PLAN

As early as 1915, the City of Sacramento delineated a concept of the American River Parkway on a plan map. When the County Parks and Recreation Department was established by the Board of Supervisors in 1959, the Board directed the Parks and Recreation Department to initiate land acquisition proceedings for those lands adjacent to the American River. This action, which occurred prior to the County's adoption of the Parkway concept in 1962, was in part due to the increasing feasibility of urban development close to the

The Parkway provides a place of serenity and experience with its riparian corridor.

river. The completion of Folsom Dam in 1956 and the construction of the last segment of the levee system along the north side of the river upstream of the Cal Expo area contributed to the increased development directly adjacent to the river.

The American River Parkway Plan was adopted in concept in 1962 by Sacramento County and incorporated into the Recreation Element of the County General Plan. Adopting the Parkway concept was a declaration of the County's intent to preserve an open space greenbelt along the length of the American River in Sacramento County. This Plan was substantially revised in 1968 to include background information on the Parkway and policies for Parkway administration. A 1974 analysis of the Plan by the consulting firm Environmental Assessment Engineering was the first to include data on the Parkway environment and its use. Public hearings held during the analysis development invited citizen participation. The specific plan for the portion of the Parkway within the City of Sacramento's jurisdiction was adopted by the City in 1975.

The 1976 American River Parkway Plan, which was adopted as an element of the 1973 County General Plan, was developed using information from the previous plans, but attempted to develop a Parkway concept which took present and future needs into consideration. Like this Plan, the 1976 and 1985 Plans were policy documents with guidelines for the preservation, use, development and administration of the Parkway. The implementation section of the Plan, in conjunction with the policy statements, resulted in a strong guiding document for important land use decisions affecting the Parkway.

The Parkway Plan was last updated in 1985. A working committee composed of representatives from various interest groups concerned with the Parkway developed the Plan over a period of approximately one year and focused its attention on identifying and resolving issues which occurred between 1976 and 1984.

THE PLANNING PROCESS 2002–2006

Consideration for the update of the 1985 American River Parkway Plan began in June 2002 with a stakeholder assessment to determine what issues Parkway stakeholders wanted to see addressed as part of the Update. The assessment identified five objectives for the 2006 Update:

1. Involve a representative group of Parkway stakeholders (the Update Citizens Advisory Committee) in working collaboratively to develop advisory recommendations for updating the Plan.
2. Incorporate the coordinated resource management approach and new scientific and technical information from the River Corridor Management Plan 2002, consistent with the 1985 Parkway Plan, into policies and chapters relating to natural resources and flood control.
3. Conduct integrated area planning for the Cal Expo Floodplain and areas west of Capitol City Freeway (Business 80) and include three public workshops and outreach to engage adjacent communities.
4. Consider refining Parkway-wide policies to facilitate implementation of the updated area plans and to update other policies that are deemed to be priorities by the Update Citizens Advisory Committee in consultation with a team of technical advisers.

5. Explore funding options and make recommendations on how to grow and sustain funding for Parkway management, operations, capital improvements, land acquisition and restoration.

During the Update Process, Rancho Cordova representatives reflected their interest in updating area plans within their City limits. Further discussions with Rancho Cordova staff resulted in the decision to include the Goethe Park and Rossmoor Bar area plans as an additional scope and objective in the Update Process.

Table 1-1
American River Parkway Plan Update
Update Citizens' Advisory Committee

Organizations	First Name	Last Name
Environmental Organizations (4)		
California Native Plant Society (CNPS)	Frank	Wallace
Environmental Council of Sacramento (ECOS)	Al	Freitas
Friends of the River (FOR)	Ron	Stork
Save the American River Association (SARA)	Frank	Cirill
Recreational Organizations (8)		
Accessability Coordinator Bureau of Reclamation	Larry	McIver *
American River Parkway Volunteer Equestrian Patrol	Katie	Baygell
Boating	Greg	Speicher
Buffalo Chips Running Club	Mark	Murray
California Fly Fishers Unlimited	Dave	Ford
Sacramento Area Bicycle Advocates (SABA)	Lea	Brooks
Sacramento Area Dog Owners Group (SACDOG)	Janel	Silva
Sacramento Area Mountain Biking Association (SAMBA)	Bob	Horowitz
Community Organizations/Committees (3)		
American River Natural History Association	Lou	Heinrich
American River Parkway Foundation: October 2005 - Completion	Annemarie	Vincent
American River Parkway Foundation: May 2004 - October 2005	Ken	Miller
American River Parkway: Foundation January 2004 - May 2004	Valerie	Holcomb
Sacramento County Recreation and Parks Commission: ex-officio	Art	White
Board of Supervisors Appointments - 2003		
District 1 - Roger Dickinson	Eric	Johnson
District 2 - ILLa Collin	Peggy	Berry
District 3 - Muriel Johnson	Peter	Tateishi *
District 4 - Roger Niello	Renée	Taylor
District 5 - Don Nottoli	Eddie	Kho
Sacramento City Council Appointments - 2004		
	Michael	Gunby
	Connie	Miottel *
	Joseph "Ted"	Sheedy
	Melinda	Williams
Rancho Cordova City Council Appointment - 2003	Jerry	Ahlin

* Larry McIver requested to be a technical advisor only, March 2004
* Peter Tateishi resigned February 15, 2006
* Connie Miottel resigned March 14, 2006

UPDATE CITIZENS ADVISORY COMMITTEE

The Update Citizens Advisory Committee (UCAC) was formed to provide recommendations for an updated American River Parkway Plan to the County Board of Supervisors, Sacramento City Council and Rancho Cordova City Council. The Committee included representation of the Parkway's diverse recreational, environmental, business and community interests. Additional individual appointments were made by the Sacramento County Board of Supervisors, the Sacramento City Council and the Rancho Cordova City Council. Please see Table 1-1 for the list of the twenty-five (including one ex-officio) UCAC members and their organizations. The UCAC worked together from January 2004–June 2006 to make consensus recommendations for updating the 1985 Parkway Plan.

PROJECT MANAGEMENT TEAM

The American River Parkway Plan Update process was guided by a Project Management Team, consisting of agencies with jurisdiction or management responsibility within the Parkway. These agencies were: the County of Sacramento Department of Planning and Community Development acting as the lead agency, County of Sacramento Department of Regional Parks, California Exposition and State Fair (Cal Expo), City of Sacramento Department of Parks and Recreation, City of Sacramento Planning and Building Department, Sacramento Area Flood Control Agency (SAFCA), the Water Forum, City of Rancho Cordova Planning Department and Rancho Cordova Recreation and Park District.

AMERICAN RIVER PARKWAY PLAN UPDATE RECOMMENDATIONS

The UCAC provided their recommendations for an Updated American River Parkway Plan in June 2006. Their recommendations resulted from six tours and/or public workshops, 34 UCAC meetings including public participation, staff input, technical presentations and public hearings.

The hard work and knowledge of the UCAC and public participants made a considerable contribution to updating this Plan. In particular, the UCAC members represented diverse Parkway interests which meant that developing consensus recommendations required great perseverance and dedication. Their interest in and love of the Parkway was the consistent common ground that was sustained throughout the process and serves as the basis for their recommendations.

CHAPTER 2
GOALS AND POLICIES

This Plan is a policy document which provides guidelines for preservation, recreational use, development and administration of the American River Parkway. The following Goals and Policies shall be used to implement this Plan.

GOALS

- To provide, protect and enhance for public use a continuous open space greenbelt along the American River extending from the Sacramento River to Folsom Dam; and
- To provide appropriate access and facilities so that present and future generations can enjoy the amenities and resources of the Parkway which enhance the enjoyment of leisure activities; and
- To preserve, protect, interpret and improve the natural, archaeological, historical and recreational resources of the Parkway, including an adequate flow of high quality water, anadromous and resident fishes, migratory and resident wildlife, and diverse natural vegetation; and
- To mitigate adverse effects of activities and facilities adjacent to the Parkway; and
- To provide public safety and protection within and adjacent to the Parkway.

POLICIES

1.0 INTRODUCTION

Concept Policies:

The first set of policies sets forth the guiding concepts for management within the Parkway and the relationship of the surrounding region to the Parkway. These concept policies include:

1.1 BALANCED MANAGEMENT

The American River Parkway is a unique regional asset that shall be managed to balance the goals of controlling flooding; preserving and enhancing native vegetation, native fish species, the naturalistic open space and environmental quality within the urban environment; maintaining and improving water flow and quality; providing adequate habitat connectivity and travel corridors to support migratory and resident wildlife; providing recreational opportunities; and ensuring public safety.

1.2 RECREATION

The Parkway shall be oriented to passive, unstructured water-enhanced recreation activities which are appropriate in a natural environment, and which are not normally provided by other County recreational facilities. To this end, development in the Parkway shall be minimal, and facilities which are primarily visitor attractions should be placed in less sensitive areas within the County Park system. Insofar as possible, development shall not occur in areas where natural ecosystems are still relatively undisturbed.

1.3 RESOURCE PROTECTION

Limitation on the use of the Parkway through design and management tools to prevent overuse of the Parkway and preserve the environmental quality, thereby ensuring the integrity of the Parkway for future users.

1.4 LAND USE

No existing publicly owned Parkway lands shall be disposed of through sale, lease, or de facto uses adverse to the goals and policies of this Plan, in order to assure the long-term protection and integrity of the present boundaries of the Parkway.

1.5 COOPERATION

Coordination and cooperation in Parkway planning and management is essential, especially in recognizing the many important roles of jurisdictions and agencies with regulatory responsibilities within the Parkway.

3.0 RESOURCES OF THE PARKWAY

Terrestrial Resource Policies

Terrestrial Resource Policies

3.1 Any development of facilities within the Parkway, including but not limited to buildings, roads, turfed areas, trails, bridges, tunnels, pipelines, overhead electrical lines, levees and parking areas, shall be designed and located such that any impact upon native vegetation is minimized and appropriate mitigation measures are incorporated into the project.

3.1.1 Parkway facilities are those necessary for the operations, management, and permitted uses within the Parkway.

3.1.2 Development of non-Parkway facilities must have a compelling regional need, meet all applicable statutory requirements and provide mitigation and enhancements to the Parkway's natural, recreational, or interpretive resources.

3.2 Agencies managing the Parkway shall protect, enhance and expand the Parkway's native willow, cottonwood, and valley oak-dominated riparian and upland woodlands that provide important shaded riverine aquatic habitat (SRA), seasonal floodplain, and riparian habitats; and the native live oak and blue oak woodlands and grasslands that provide important terrestrial and upland habitats.

3.2.1 Vegetation plantings shall be consistent with the approved list of trees, shrubs, and herbaceous plants native to the Parkway. This list shall be approved by the Recreation and Parks Commission, upon recommendation by the Director of the Department of Regional Parks, working in cooperation with resource and flood control managers, and organizations with native vegetation expertise. This list shall include species appropriate to the plant communities and habitats within the Parkway. Only plants on this approved list shall be planted within the Parkway, the exception being grass in permitted locations.

Terrestrial Resource Policies

3.2.2 Native vegetation shall be reintroduced in areas of the Parkway where the substrate will support it, especially in areas that have been disturbed by construction, past gravel mining and agricultural activity, except in sites of human historical value.

3.2.3 Non-native trees and shrubs can be beneficial for native wildlife or be benign to the ecosystem. Non-native trees and shrubs may be removed over time if they:

- **a** constitute an hazard to the users of the Parkway,
- **b** the removal is a part of the on-going normal maintenance practices of the Parkway by its managers, or
- **c** the vegetation was approved to be removed as a part of a discretionary project in accordance with the policies of this Plan.

3.2.4 Agencies managing the Parkway shall remove invasive non-native vegetation species that conflict with habitat management goals, recreation uses, flood control or water supply conveyance.

3.2.5 New turf planting and associated irrigation within the dripline of existing mature native oaks shall be prohibited. Turf areas can be placed where there are immature native trees, provided the trees are not damaged by turf maintenance activities, such as summer watering, mowing, and string trimming.

3.3 The Parkway shall be managed to create habitat connectivity and wildlife travel corridors that provide for the habitat needs of the endangered Valley Elderberry Longhorn Beetle (VELB) and other important native wildlife species, without compromising the integrity of flood control facilities, the flood conveyance capacity of the Parkway, or other Parkway management goals.

3.4 Management of the Parkway shall ensure the protection of the Parkway's resources, its environmental quality and natural values. A resource impact monitoring plan shall be developed that clearly defines criteria and standards to monitor, evaluate and protect the Parkway's resources from overuse, and provides steps to be taken to restore areas that have been overused.

3.5 Agencies managing the Parkway should develop and implement an Integrated Vegetation and Wildlife Management Plan to accommodate native wildlife species and minimize adverse effects of non-native species.

3.6 Excavation of aggregate/soil material should not be permitted except as a part of a flood control, environmental restoration or recreation improvement project approved in accordance with the provisions of this Plan. Objectives of the project will:

- a result in a net improvement to the health of the Parkway ecosystems,
- b not cause "harm" to the Parkway,
- c utilize material within the Parkway, where feasible, prior to being transferred out of the Parkway, and
- d prohibit commercial mining.

Aquatic Communities Policies

Aquatic Communities Policies

3.7 The Parkway shall be managed to preserve, protect and/or restore riparian and in-channel habitat necessary for spawning and rearing of fish species, including native Chinook salmon (fall-run), steelhead, and Sacramento splittail, and recreational non-native striped bass and American shad. Priority shall be on providing diversity and complexity of habitat, consistent with recreational safety needs.

3.8 It is the intent of this Plan that available water flows provide adequate seasonal river flows and water temperatures to achieve and maintain viable populations and life stages of federal or state listed species, such as the Central Valley steelhead trout and species of primary concern including - naturally spawning: Chinook salmon (fall-run), Sacramento splittail; non-native American shad, striped bass; and their macroinvertebrate food sources in the lower American River.

3.9 Responsible local and state agencies shall and federal agencies should discourage introductions of invasive non-native aquatic plants and animals.

3.10 In-stream woody material shall be managed to provide fish habitat in the lower American River consistent with recreational safety needs

3.11 Agencies managing the Parkway shall identify, enhance and protect:

- a. areas where maintaining riparian vegetation will benefit the aquatic and terrestrial resources;
- b. current shaded riverine aquatic habitat; and
- c. other areas that can support a shaded riverine aquatic habitat, as time and resources permit, especially as associated with flood control or federally/state mandated species protection projects.

3.12 In order to reduce stranding and predation of anadromous fish, minor grading and dredging should be conducted to provide positive drainage from floodplain ponds to the low flow channel of the American River.

Human Historical and Interpretive Resources

Human Historical and Interpretive Resources

3.13 A long range interpretive program shall be managed for the Parkway to interpret all currently recognized ecosystems and the three periods of human history. This program shall include at least the following components: signs, exhibits, nature trails, guided walks and tours, guided recreational activities, cultural and living history programs, community outreach, publications and media, and research. This program should serve all segments of the community and extend throughout the Parkway.

- A basic interpretive program should be provided at no charge to the public.
- Expanded programs, classes and workshops can be provided, which may be fee based.
- Expand interpretive and educational programs through collaboration with other educational service providers, such as schools, non-profit organizations and environmental and educational groups

3.13.1 All interpretive signs in the Parkway should be aesthetically compatible with the natural environment.

Human Historical and Interpretive Resources

3.14 Portions of the Parkway may be temporarily closed to certain uses in order to restore habitat values, visual quality, and recreation opportunities, upon assessment that the environmental resources, aesthetics, or recreational setting of the Parkway have become degraded.

3.15 Archaeological resources and historical sites shall be preserved until determination of their historical importance can be made and decisions about their disposition are reached.

3.16 Where appropriate, areas which have been damaged by mining, flooding, or other adverse conditions should be reclaimed for recreational use consistent with this Plan and overall Parkway goals, or restored to a naturalistic condition as determined by the designated land use category.

3.17 No development shall occur within the boundaries of State-registered archaeological sites.

3.18 The development of interpretive centers and structures in the Parkway shall be compatible with the naturalistic and aesthetic qualities of the area.

3.19 Interpretive centers within the floodway should be constructed in a manner so as not to impede flood conveyance.

3.20 Interpretive service providers should develop a collaborative relationship with colleges and research related institutions for assistance with research and survey projects.

3.21 Sensitive cultural and natural features utilized for interpretation should be monitored for overuse and corrective action taken to ensure long-term protection.

3.22 All programs featuring a native culture should be handled sensitively, accurately and with the support of that culture group

4.0 WATER MANAGEMENT

Water Flow Policies

Water Flow Policies

4.1 It is the intent of this Plan that available water flows protect the lower American River ecosystems and recreational resources. These resources include water quality, appropriate water temperatures, waterway recreation, aesthetics, riparian vegetation, fisheries and other aquatic species, wildlife and other river-dependent features and activities. Flow policies shall include the minimum flows in the flow regime agreed to by the Department of the Interior and the Water Forum in 2005.[1]

[1] *Note: A flow management standard for the LAR has been developed by the Water Forum in cooperation with the U S. Bureau of Reclamation and state and federal resource agencies In 2006 agreement was reached on the flow management standard, which includes a flow regime, water temperature objectives, river monitoring and a river management group to implement the standard.*

Water Flow Policies

4.2 Flow releases from Folsom Reservoir and Lake Natoma should be managed to minimize fish isolation and redd stranding.

4.3 New surface water diversions that deplete flows in the lower American River, whether by execution of a new contract or new water right, to serve entities in counties outside the American River Watershed are inconsistent with this American River Parkway Plan.

Water Quality Policies

Water Quality Policies

4.4 Water quality in the lower American River shall be maintained to provide for beneficial uses of the river, including: municipal and domestic water supply; industrial service water supply; irrigation; water contact and non-contact recreation; freshwater habitat; migration of aquatic organisms; spawning, reproduction, and/or early development of fish; and wildlife habitat.

4.5 Local, regional, state and federal agencies with jurisdiction over water quality of the American River should work together to maintain and protect a high level of water quality, manage and monitor discharges, and enforce existing water quality regulations.

4.6 Due to the unique urban setting of the lower American River, urban run-off containing a variety of contaminants has the potential to further degrade the river and Parkway resources. Therefore, agencies responsible for protecting water quality should take steps to minimize such contaminants.

4.7 Parkway Managers should educate users on the proper disposal of litter within the Parkway.

4.8 Parkway concessionaires shall undertake programs and actions to educate their customers regarding the proper disposal of litter in the Parkway, with emphasis on the need to utilize refuse containers at sites where customers enter and exit the water.

Flood Control Policies

Flood Control Policies

4.9 Flood management agencies should continue to maintain, and improve when required, the reliability of the existing public flood-control system along the lower American River to meet the need to provide a high level of flood protection to the heavily urbanized floodplain along the lower American River consistent with other major urban areas. This effort is expected to include raising and strengthening the levees as necessary to safely contain very high flows in the river (up to 160,000 cubic feet per second) for a sustained period.

4.10 Flood control projects, including levee protection projects and vegetation removal for flood control purposes, shall be designed to avoid or minimize adverse impacts on the Parkway, including impacts to wildlife and wildlife corridors. To the extent that adverse impacts are unavoidable, appropriate feasible compensatory mitigation shall be part of the project. Such mitigation should be close to the site of the adverse impact, unless such mitigation creates other undesirable impacts

Flood Control Policies

4.11 Where feasible, multi-use buffers should be created on the land side of the levees, including additional access points from public streets that enhance levee operation and maintenance activities, improve flood fight capabilities, provide opportunities to relocate or expand levees or supporting stability berms if required, and support recreational opportunities.

4.12 Vegetation in the Parkway should be appropriately managed to maintain the structural integrity and conveyance capacity of the flood control system, consistent with the need to provide a high level of flood protection to the heavily urbanized floodplain along the lower American River and in a manner that preserves the environmental, aesthetic, and recreational quality of the Parkway.

4.13 Flood control berms, levees and other facilities should be, to the extent consistent with proper operation and maintenance of these facilities, open to the public for approved uses, such as hiking, biking and other recreational activities.

4.14 Public facilities and private encroachments that inappropriately constrain the operation and maintenance of the flood-control system should be redesigned or relocated.

4.15 The flood control system should be maintained in a condition that ensures adequate flood fighting capability, consistent with the demands of protecting a heavily developed floodplain.

4.16 Bank scour and erosion shall be proactively managed to protect public levees and infrastructure, such as bridges, piers, power lines, habitat and recreation resources. These erosion control projects, which may include efforts to anchor berms and banks with rock revetment, shall be designed to minimize damage to riparian vegetation and wildlife habitat, and should include a revegetation program that screens the project from public view, provides for a naturalistic appearance to the site, and restores affected habitat values.

4.17 Projects to address bank stabilization and erosion that is threatening privately-owned structures shall secure appropriate permits. The engineering of these projects should give preference to biotechnical or non-structural alternatives, where feasible, over alternatives involving revetments, bank re-grading, or installation of river training structures. Use of rubble, gunnite, bulkheads and similar material in these projects is prohibited.

4.18 It is recognized that flood control agencies have the authority to take action(s) to prevent or respond to flood emergencies occurring in or adjacent to the Parkway. In the event that these action(s) have an adverse impact on biological resources in excess of the estimated impacts of the projected flood damage to such resources, the agency(ies) undertaking the emergency work will implement feasible compensatory mitigation measures pursuant to Policy 3.10. Nothing in this Policy shall be construed to interfere with the existing authority of flood control agencies to prevent or respond to an emergency situation occurring in or adjacent to the Parkway.

5.0 RECREATIONAL USE OF THE PARKWAY

Permitted Recreational Activities and Facilities

Permitted recreational activities in the Parkway are divided into five categories: Nature Appreciation, Recreational Enjoyment, Trails Recreation, Recreational Participation in Group Sports and Athletics, and Aquatic Recreation. Each of these categories is divided into an inclusive list of permitted recreational activities.

NATURE APPRECIATION

This group of activities is generally passive, and requires little, if any, improvements in the Parkway. This group is permitted in the Nature Study, Protected, Limited Recreation and Developed Recreation land use categories.

Nature Appreciation

5.1 Nature Appreciation permitted activities are:

- a. Walking, hiking, sightseeing and the study and appreciation of natural features,
- b. Painting, sketching and photography, and
- c. Reading and writing.

RECREATIONAL ENJOYMENT

These activities depend on limited facilities in the outdoor environment for the enjoyment of the activities. Picnicking and day camp activities are permitted in the Developed Recreation land use category. Limited Recreation and Protected areas restrict these uses to limited family unit picnicking along trails, and in certain instances, limited educational or youth group overnight use. New picnic facilities would be included in updated area plans which would go through a public review process.

Recreational Enjoyment

5.2 Recreational Enjoyment permitted activities are: picnicking, day camping and overnight camping.

5.3 Picnic facilities shall be installed in appropriate locations to accommodate user demand, but shall be limited in size to minimize the impact on other Parkway users, natural resources, and aesthetics.

5.4 Day Camps are camps that provide activities for children during the daytime. Day camping shall be permitted for organized groups, by reservation, for the education and enjoyment of the Parkway's natural resources.

5.5 Group overnight camping shall be limited to organized educational groups and youth groups, who have an educational or interpretive interest in the Parkway and its resources.

5.6 Group overnight camping shall be permitted in the County-operated portion of the Parkway, by reservation at the discretion of the Parkway Manager, but only in designated primitive camps. Individual (one to two persons) and family (three to ten persons) camping facilities are not permitted in the County-operated portion of the Parkway.

5.7 Permitted primitive camp sites currently exist at the Upper Sunrise Area, Sailor Bar and Goethe Park.

5.8 Overnight camping may be permitted in association with the programs at an interpretive center with permission from the Parkway Manager.

Recreational Enjoyment

5.9 Overnight camping permit conditions shall address limitations to: levels of noise and light, campfires, hours of activity, avoiding possible conflicts with other Parkway permitted activities and events, and preventing negative impacts upon vegetation and wildlife.

5.10 Overnight camping in self-contained recreational vehicles may be permitted at Discovery Park and the CalExpo floodplain, consistent with the Bushy Lake Preservation Act, in association with special events and confined to existing parking areas.

5.11 Overnight camping by individuals (one to two persons) or family groups (three to ten persons) shall be permitted in the family and individual campsites which are available upstream from Hazel Avenue, in the Folsom Lake State Recreation Area, operated by the California Department of Parks and Recreation.

Walking, Hiking and Running

5.12 Walking, hiking and running are permitted activities on the pedestrian trail, equestrian/hiking trail, firebreaks and maintenance roadways, and other trails as designated and signed throughout the Parkway.

5.13 A separate designated pedestrian trail shall be provided along the entire length of the Parkway. The pedestrian trail will be adjacent to the existing paved Jedediah Smith Memorial (bicycle) trail where practical given the width of the area and location of trees and other natural resources. New trail sections shall avoid heavily vegetated areas and low floodplain locations subject to frequent inundation. This trail shall not be paved; instead, it shall have a naturalistic design and surface that is stable, firm, and slip-resistant in order to support assistive devices for persons with disabilities.

Horseback Riding

5.14 Horseback riding shall occur only on designated equestrian/hiking trails and signage should specify that horses have the right of way. These trails should be kept separate from bicycle trails in order to avoid conflicts. Where practical, new trails should be combined with fire breaks.

In-line Skating

5.15 In-line skating is permitted on the Jedediah Smith Memorial (bicycle) trail.

Bicycling

5.16 Bicycle use is permitted on designated paved bicycle trails, paved and authorized unpaved public access roads, in parking lots and on designated maintenance and emergency access roadways, subject to policies 5.17–5.17.1 and the conditions therein.

5.17 Off-pavement bicycle use may be permitted on existing or reconfigured maintenance and emergency roadways in the Woodlake and Cal Expo areas, at the discretion of the Parkway Manager, and as approved on locally adopted area plans, which requires a public approval process. Off-pavement bicycle use may be permitted under the following conditions:

Bicycling

a. Acquire additional stable and continued funding to support and monitor the use,

b. Add natural buffers and design elements to minimize off-trail behavior and protect sensitive habitat areas,

c. Use only authorized maintenance and emergency roadways where appropriately signed and designated, and

d. Provide access points near clustered parking areas.

5.17 Off-pavement bicycle use may be further expanded to other areas of the Parkway after a three-year trial period and evaluation, subject to Parkway manager discretion. Locally adopted area plans shall be updated to reflect permitted areas of use, consistent with conditions 5.17 a-d.

RECREATIONAL PARTICIPATION IN GROUP SPORTS AND ATHLETICS

Recreational participation in group sports and athletics are informal activities which may be pursued at fixed locations in accordance with predetermined rules for recreational purposes. This group is only permitted in the Developed Recreation land use category.

Recreational Participation in Group Sports and Athletics

5.18 Team game field sports includes soccer, baseball, football, lacrosse, rugby and similar games. Game fields should be associated with large picnic facilities on irrigated turf in Developed Recreation areas. Game fields shall be multi-purpose in design, rather than exclusive to any one activity, and shall not include goal posts, backstops, bleachers, lighting, sound amplification or other permanent structures.

5.19 Outside Court Sports includes volleyball, badminton and other games which can be played on an outside grass or sand courts. These activities will normally occur near picnic facilities or on multi-purpose game fields.

5.20 New golf courses are not permitted in the Parkway because they require a dedication of large areas of land to an exclusive single-purpose activity and involve substantial disruption to the land, vegetation and wildlife. The two golf courses are located in the Ancil Hoffman Park and in the Campus Commons area, which is downstream from the "H" Street Bridge on the north side of the river. The Ancil Hoffman Golf Course, the separate driving range at Ancil Hoffman County Park and the Campus Commons Golf Course are recognized non-conforming uses in the Parkway.

5.21 Archery facilities are recognized non-conforming uses. Discovery Park includes an archery range and a field archery course.

AQUATIC RECREATION

Aquatic recreation includes activities which are dependent upon the American River for their execution and enjoyment. Access and facilities to support aquatic recreation are permitted in the Protected Area, Limited Recreation and Developed Recreation land use categories. In Protected Areas, all aquatic recreation activities are permitted except motorized boat launching.

Aquatic Recreation

5.22 Swimming, wading, snorkeling and scuba diving are activities that occur, although they are not encouraged due to swift currents, water temperatures, slippery and uneven ground, submerged debris and vegetation, and absence of lifeguard services.

5.23 Boating, canoeing, kayaking, rafting, sailing, motor boating, and similar activities are permitted Aquatic Recreation activities.

5.24 Fishing in the river is permitted year round in the Parkway, except during fall and early winter when the river is closed to protect spawning Chinook salmon as regulated by the Department of Fish and Game Code. This closure has generally occurred from just downstream of the Hazel Bridge to Ancil Hoffman Park.

5.25 The speed of motorboats, jet boats, and other powered vehicles shall be limited to 5 mph, in accordance with Sacramento County Code, Section 13.16.030

5.26 The Park Ranger unit will monitor the boating speed of peace officers and other official boat users to ensure safe speeds near other Parkway users. Any visitor complaints will be forwarded to the appropriate agency.

Prohibited Activities and Facilities

Prohibited Activities and Facilities

5.27 The following activities and facilities, which are incompatible with the Parkway, shall be prohibited:

5.27.1 Activities

- **a** motor vehicles and scooters on trails, except for emergency and maintenance purposes,
- **b** hunting and target shooting of any kind,
- **c** use of any of any fire arm, including air rifle, pellet guns, BB guns, paint ball, sling shots or any other ballistic device,
- **d** use of archery equipment for purposes other than target shooting in the designated archery range at Discovery Park,
- **e** tournament and league sports,
- **f** motorized model airplane flying,
- **g** rocket flying,
- **h** Dogs without leashes, dog training and field trials. All dogs shall be on a leash not longer than six feet in length. All dogs shall be prohibited at all times in any designated Nature Study Areas,
- **i** gathering or collecting plants, except for approved research and interpretive/educational purposes by designated personnel, or as authorized by designated personnel,
- **j** capturing animals, except for health safety purposes,
- **k** hot air balloon launching or landing,

Prohibited Activities and Facilities

l helicopters, except for public safety purposes,

m hang gliders,

n tree swings,

o construction of platforms, ladders or others apparatuses in trees,

p skim boards, body boards or other apparatuses tethered to a fixed object, often obstructing the waterway,

q jumping or diving from bridges,

r fireworks,

s residential and community gardens,

t bee keeping, except those necessary to support approved farming operations in the Parkway,

u abandonment of any animal, including domesticated, feral or wild animals,

v feeding of any feral or wild animals, and

w abandonment or discard of refuse, including plant materials.

5.27.2 Facilities

a off-road vehicle courses, including off-road bicycle courses, except off-paved trail cycling use as permitted in policy 5.17 and 5.17.1,

b permanent backstops, net poles, soccer goals, or goal posts,

c tennis courts and other surface courts,

d permanent bleachers,

e marinas and boat docks, except courtesy docks at the Discovery Park boat ramp,

f velodromes,

g new golf courses,

h horseshoe pits unless integrated into designated picnic facilities,

i frisbee golf courses, including disc golf courses,

j new archery facilities,

k swimming pools and fountains,

l permanent perimeter fences within the Parkway around recreational facilities,

m playground facilities and equipment, except when integrated into picnic facilities in a visually unobtrusive manner,

n permanent stages,

o permanent lighting facilities, except security lights, and

p permanent sound amplification facilities.

Prohibited Activities and Facilities

5.28 Existing incompatible activities and facilities shall be phased out as soon as possible, except for the Ancil Hoffman Golf Course and ancillary facilities, Campus Commons Golf Course, the archery range at Discovery Park and Camp Pollock. Sacramento County Regional Sanitation owns a parcel in the Arden Bar Area that is a recognized non-conforming use within the Parkway. The following existing facilities and improvements are inconsistent with the Parkway Plan and should be phased out on a prioritized schedule, developed as part of an action plan Once facilities are phased out, the site should be evaluated to determine the appropriate use of the land and compatible activities, consistent with the areas land use designation.

- a. Bicycle motocross (BMX) use at Gristmill, Goethe Park, Mullaney Grove and Rosmoor Bar,
- b. Riverdale Mobilehome Park in the Discovery Park Area,
- c. Bell Marine and Gardenland Mine materials processing and recycling facilities and operations,
- d. Cement "lake" structure at Sailor Bar,
- e. Pump station at Goethe Park near Paul Hagan Park, and
- f. Abandoned agricultural concrete dikes and reservoirs at Jacob Lane.

5.29 Alcohol consumption is prohibited in designated areas within the Parkway. Areas of prohibition are regulated by County ordinance and should be signed accordingly.

GROUP ACTIVITIES

Group activities and events that are specifically approved by the Parkway Manager shall occur in a manner that minimizes impacts on other recreationists, natural resources and aesthetics in the Parkway.

Group Activities

5.30 Any medium or large group activity conducted on any designated pedestrian trail, equestrian/ hiking trail, or bicycle trail shall be coordinated with the Parkway Manager, to minimize the impacts on other Parkway users.

5.31 Competitive group activities may be permitted on the bicycle trail and shall be limited to:

- a. Fund raising by non-profit or charitable organizations with public and civic interests; or
- b. Competitive recreation for which no event entry fee is charged.

5.32 Competitive events on the bike trail shall not exceed one event per month.

5.33 Large special events may be permitted at Discovery Park on a periodic basis so long as natural resources are not degraded.

5.34 Small special events may be permitted in the Ancil Hoffman, Goethe Park, William B. Pond and Effie Yeaw Nature Center areas where events can be accommodated by existing facilities, so long as natural resources are not degraded.

5.35 Proper user education, facilities design and directional signage should be used to prevent user conflict, including conflicts between individual and group uses.

Group Activities

5.36 Recreational facilities shall be designed to blend into the surrounding natural environment.

6.0 NON-RECREATIONAL USE OF THE PARKWAY

Non-Recreational Use of the Parkway

6.1 Commercial activities shall be permitted only if compatible with the goals of the Parkway, as determined by this Plan.

6.1.1 Commercial activities shall not be permitted solely for the purpose of raising revenue to fund the management of the Parkway.

6.1.2 All proposed commercial activities, whether on land or water, shall be subject to review by the Sacramento County Department of Regional Parks and the Recreation and Parks Commission. Final approval shall be by the Board of Supervisors.

6.1.3 The following criteria shall be considered during the review of commercial proposals:

- **a** Services or sales shall be necessary to the enhancement of permitted recreational activities.
- **b** Services or sales shall not attract customers who would not otherwise be Parkway users.
- **c** Services or sales shall be dependent upon the Parkway environment and be consistent with its stated purpose.

6.1.4 Commercial activities determined to be compatible with the goals of the Parkway shall only be considered for location in Developed Recreation areas and only as an auxiliary component to permitted recreational or interpretive/educational facilities.

6.1.5 Commercial activities in association with special events, including the sale of food and beverage from mobile day-use units, will only be considered in fixed locations in association with a special event permit. Staff shall review each special event permit request on an individual basis to assess potential adverse impacts on the Parkway such as litter and other nuisances.

6.1.6 Proposed commercial activities shall be designated on appropriate area plans.

6.2 Caretaker facilities may be installed in Developed Recreation, Limited Recreation and Recreation Reserve Areas whenever lack of surveillance is a problem.

6.3 Caretaker facilities shall be accessible by vehicle, but should not be highly visible to Parkway users. Location, architectural design and screening shall be considered in the placement of the facilities, and such facilities shall conform to the Combining Zone Ordinance policies for architectural standards and consistent with the visual impact policies herein.

6.6 Agricultural activities that promote land stewardship, provide educational/interpretive services to Parkway users, or help to transition land to a restored state are consistent with the goals and policies of this Plan.

6.6.1 Agricultural activities in the Parkway should incorporate educational and interpretive programs. Sustainable, organic and wildlife-friendly farming practices are preferred.

Non-Recreational Use of the Parkway

6.6.2 Agricultural activities, as permitted per land use designation, may be used as a management tool on an interim basis to inhibit the spread of invasive species.

6.6.3 It is the preference of this Plan that lands previously leased for agricultural purposes be converted to uses that improve wildlife habitat and ensure a wildlife corridor.

7.0 LAND USE

Land Use

7.1 Facilities and improvements shall not be installed within the Parkway unless consistent with an adopted Parkway area plan.

7.2 Portions of the Parkway may be temporarily closed to prevent overuse or to correct the effects of overuse.

7.3 Brush clearing, mowing of natural vegetation, fire breaks, or similar activities shall be permitted where necessary to protect the public's health, safety, or for the purposes of habitat restoration

7.3.1 Clearing of dense brush, some removal of undesirable vegetation, mowing of natural vegetation and other similar measures for active recreation may take place in the Limited Recreation areas.

7.4 Human developments and facilities, including but not limited to, buildings, fences, trails, sprinkler systems, and gates shall be prohibited in the Open Space Preserve Areas, except as necessary to protect the public health, safety, welfare, or for the purposes of habitat restoration.

7.5 Privately owned parcels may be developed consistent with local zoning. Parcels should not be rezoned to encourage further development.

7.6 Development in Nature Study Areas shall be strictly limited.

7.7 Activities in the Nature Study Areas shall be limited to Nature Appreciation and Trails Recreation as limited to pedestrian use on designated trails. Trails in the Nature Study Areas shall not be surfaced with concrete, asphalt, or other impervious materials.

7.8 Facilities and other improvements in Protected Areas shall be limited to those which are needed for the public enjoyment of the natural environment. Extensive development is not appropriate.

7.9 Activities in the Protected Areas shall include all Nature Appreciation, all Trails Recreation and Aquatic Recreation. Recreational Enjoyment activities are restricted to limited family unit picnicking along trails.

7.10 Activities in the Limited Recreation Areas shall include Nature Appreciation, Trails Recreation, Aquatic Recreation, agricultural activities and native plant nurseries. Recreational Enjoyment activities are restricted to picnicking

Land Use

7.11 Public accesses for equestrians, pedestrians, bicyclists, and vehicles are appropriate in all land use categories except in Nature Study Areas (excluding existing accesses) and Open Space Preserve Areas.

7.12 Activities and facilities in the Parkway which attract large numbers of users are to be directed to the less sensitive areas such as Limited Recreation and Developed Recreation areas so that the areas which are more environmentally sensitive can be protected.

7.13 Any permitted activity in groups: Recreational Enjoyment, Trails Recreation, Recreational Participation in Group Sports, and Aquatic Recreation may be permitted in the Developed Recreation areas

7.14 Areas identified as Recreation Reserve may be reserved for recreation, restoration, habitat preservation, agriculture or native plant nurseries. However, no such amendments to this Plan shall take place unless the Board of Supervisors, following adequate study and public hearings, determine that the conversion of a Recreation Reserve Area to another land use designation is appropriate and submits the proposed land use designation change to the State legislature for approval.

7.15 Facilities in the Recreation Reserve Areas shall be limited to caretakers' quarters, local drainage and public utility facilities, emergency access roads and trails, fire hydrants, and facilities for agriculture or native plant nurseries, provided that the facilities do not conflict with the intent of this Plan.

7.16 Agricultural activities and native plant nurseries are permitted in Recreation Reserve, Limited Recreation and Developed Recreation areas.

7.17 Habitat restoration, local drainage, public utilities, and public flood control facilities, as determined to be appropriate to and permitted within a Wild and Scenic Rivers corridor, are permitted in all land use categories.

7.18 Adverse impacts on adjacent land, such as dust, traffic congestion or noise, caused by Parkway uses shall be eliminated or mitigated

7.19 Jurisdictions shall use their authority to reduce, eliminate, and/or mitigate potential adverse impacts upon the Parkway caused by adjacent land uses and activities.

- 7.19.1 Structures shall be located so that neither they, nor activities associated with them, cause damage to Parkway plants or wildlife.
- 7.19.2 Structures shall be located so that neither they, nor activities associated with them, impede the recreational use of the Parkway and such structures shall be consistent with the goals and policies of this Plan

Visual Impacts from Uses and Facilities within the Parkway

Visual Impacts from Uses and Facilities within the Parkway

7.19 New public utilities or similar public service facilities should be placed underground and the area revegetated with native plantings. If new public utilities or similar public service facilities must be placed above ground, impacts shall be minimized by clustering the facilities with existing facilities and Parkway crossings. Facilities shall be camouflaged with native trees and shrubbery plantings, and if appropriate, soundproof pump stations, without compromising public safety.

Visual Impacts from Uses and Facilities within the Parkway

7.20 New drainage outfalls, or improvements and expansions to existing outfalls shall be designed and built to minimize erosion, and to be visually unobtrusive and naturalistic in appearance. Culverts and gate valves, if necessary, shall be set back from the river if possible; if this is not possible, the outfall shall be integrated into a comprehensive grading and landscaping plan that screens the outfall, with native vegetation.

7.21 Structures that are in the Parkway shall be of a design, color, texture and scale that minimizes adverse visual impacts within the Parkway.

- **7.21.1** Structures shall be located so that neither they, nor activities associated with them, cause damage to native plants or wildlife, without appropriate mitigation.
- **7.21.2** Structures shall be constructed of naturalistic materials which blend with the natural environment.
- **7.21.3** Colors shall be earth tones, or shall blend with the colors of surrounding vegetation.
- **7.21.4** Structures may emulate authentic historic design, but shall be unobtrusive.
- **7.21.5** To the extent possible, structures shall be screened from view by native landscaping or other naturally occurring features.
- **7.21.6** Commercial advertising generally shall not be permitted within the Parkway. Signage associated with approved commercial activities shall be limited by the provisions governing visual intrusion but should be sufficient to provide visitors essential information regarding location and services.

7.22 Structures shall be of fire resistant construction and designed and located in a manner such that adequate emergency services and facilities can be provided.

Visual Impacts from Uses and Facilities Adjacent to the Parkway

Visual Impacts from Uses and Facilities Adjacent to the Parkway

7.23 Levees, landscaping, or other man-made or natural buffers should be used to separate, buffer or screen the Parkway visually from adjoining land uses, unless the adjacent land uses are indistinguishable from the Parkway.

7.24 In order to minimize adverse visual impacts on the aesthetic resources of the Parkway, local jurisdictions shall regulate adjacent development visible from the Parkway. These local regulations shall take into account the extent to which the development is visible from the Parkway. Regulations may include tools to address design, color, texture and scale, such as:

- Setbacks or buffers between the Parkway and the development.
- Structures to be stepped away from the Parkway or limits on building scale.
- Screening of structures visible from the Parkway with landscaping, preferably native vegetation or other naturally occurring features.
- Use of colors and materials including non-reflective surfaces, amount of glass, and requiring medium to dark earth tone colors that blend with the colors of surrounding vegetation, particularly in sensitive bluff or river's edge locations.
- Guidelines to discourage intrusive lighting and commercial advertising.

Visual Impacts from Uses and Facilities Adjacent to the Parkway

7.25 Between the confluence of the Sacramento and American rivers and the Capital City Freeway (Business-80) the Parkway context is the Sacramento downtown urban core for the Sacramento metropolitan region. Protection of the Parkway's aesthetic values in this reach should be accomplished within the context of creating a vital urban area. Development immediately adjacent to the Parkway shall respect the intent of the Parkway goals by reducing visual impacts through context sensitive site planning and building design.

7.26 Development of the bluffs within and adjacent to the Parkway shall be designed so as not to degrade the stability of the bluffs, while minimizing the visual impacts into the Parkway.

8.0 PUBLIC ACCESS

Public Access

8.1 Public accesses for equestrians, pedestrians, bicyclists, and vehicles are appropriate in all land use categories except in Nature Study Areas, Open Space Preserve Areas, and Recreation Reserve Areas.

8.2 Access points and parking lots shall be located where there is the least potential environmental damage and adverse impact on the Parkway's environment and surrounding neighborhoods.

8.3 It is the preference of this Plan that jurisdictions adjacent to the Parkway plan for safe and convenient routes on local streets for bicyclists and pedestrians traveling to designated Parkway access points.

8.4 Parkway Managers shall encourage walking, bicycling, horseback riding, public transit and boating as forms of transportation to the Parkway. This is particularly important during peak use holidays and weekends to reduce traffic congestion and air pollution. In addition to its importance for recreational activities, the Jedediah Smith Memorial Trail is recognized and shall be maintained as an important bicycle transportation route in the Sacramento region.

8.5 Parking lots and public access roads should be designed and constructed using best management practices to ensure permeability and reduce run-off damage, and be buffered by native vegetation plantings. Pavement should be discouraged as a part of new projects.

8.6 New public vehicular roads shall not permit through passage between access points.

8.7 Paved public vehicular roadways for visitor access within the Parkway shall be strictly limited and should be perpendicular to the river rather than parallel to it.

8.8 General public vehicular travel must remain on designated roads.

8.9 Existing unpaved and dirt roadways within the Parkway may be used for maintenance, emergency and management access. Unnecessary roadways shall be restored to a naturalistic condition appropriate to the area.

Trails

Trails

8.10 Three designated, continuous trails for pedestrians, equestrians/hikers, and bicyclists, shall be maintained along the full length of the Parkway

8.11 Parkway trail connections to other local, regional and State trails shall be designed and located to support bicycle commuting and recreation with minimal damage to the Parkway's ecosystem.

Equestrian Staging, Boating and Fishing Access

Equestrian Staging, Boating and Fishing Access

8.12 Equestrian accesses should have unpaved staging areas (trailer loading and unloading) and parking to accommodate horse trailers.

8.13 Boat staging facilities shall be designed to minimize automobile contact with the river, or its immediate shore, in order to reduce visual and noise impacts and pollution of the water. Vehicle parking should be provided near these staging areas.

8.14 The design of the boat ramp facilities should be sensitive to the riparian habitat and features, and take into consideration the hydrology of the area, degree of possible erosion, amount and type of use, and protection of water quality in determining the most effective construction design. Boating access should be designed to minimize impacts on other Parkway users.

8.15 Boat ramp facilities should be designed to minimize dependence on regular, on-going maintenance operations, and avoid activities that would damage the environment in order to remain operational.

8.16 A variety of primitive and developed fishing accesses shall continue to be maintained.

Access for Persons with Disabilities

Access for Persons with Disabilities

8.17 All new facilities and renovations or alterations of existing facilities, where applicable for the intended use and access of the facility, shall be accessible to persons with disabilities. Designated entryways for accessible trails shall be installed at several locations throughout the Parkway. All trails designated for persons with disabilities shall be appropriately signed to serve persons with disabilities.

Bridges

Bridges

8.18 If new bridge crossings are constructed, they shall be designed and located in such a manner as to minimize negative impact to the Parkway environment, aesthetic values, and natural resources. Any additional bridge crossings should be located within Developed Recreation or Limited Recreation areas.

8.18.1 The Downtown-Natomas-Airport (DNA-RT) light rail project alignment, as approved by the Regional Transit Board of Directors in December 2003, is recognized by this Plan

Bridges

8.19 Bridge crossings should incorporate river themes and the Parkway context into its design and use muted, earth toned colors.

8.20 If new automobile bridges are considered, expanding existing bridge capacity is preferred to constructing new bridges. If after careful study of all other alternatives, another crossing is required, a map amendment to the locally-adopted area plan(s) shall be required.

8.21 If new automobile bridges are to be constructed over the American River or existing automobile bridges enlarged, these facilities should provide a path for bicycles and pedestrians that is separated from vehicle lanes and include viewing platforms where appropriate.

8.22 New bridges for bikes, pedestrians, and equestrians may be considered when there is a need to improve Parkway connectivity, circulation and access, and shall require a map amendment to the locally-adopted area plan(s).

Informational and Directional Signage

Informational and Directional Signage

8.23 Informational and directional signage shall be used to educate visitors about the Parkway's history, ecology, hydrology and cultural resources, to protect sensitive resources, to recognize Parkway stewardship, and to promote public safety.

8.23.1 Informational signage should alert visitors to avoid sensitive natural resources and habitat areas, such as redds (gravel areas where salmon bury their eggs).

8.24 Informational and directional signage shall be designed to protect the visual qualities and aesthetic values of the Parkway. Signage shall use natural colors and materials to blend in with the surrounding environment, while being strategically located to be easily seen. Ground pavement stenciling is an effective means of signing with minimal Parkway impact.

8.25 Informational and directional signage shall be placed at strategic trail access points that expressly state the permitted user groups, activities and right-of-way hierarchy. Periodic directional signage shall be placed on the trail between access points.

8.26 Information and directional signage shall incorporate designs to serve persons with disabilities.

8.27 The Parkway Manager should partner with surrounding jurisdictions to create a consistent and uniform signage program that improves routing to the Parkway from throughout the Sacramento area.

9.0 PUBLIC SAFETY

Emergency Vehicle Access

Emergency Vehicle Access

9.1 Emergency vehicle access shall be accommodated at all public vehicle accesses. Emergency vehicle access to the Parkway may be provided at other locations approved by the County Recreation and Parks Commission and the Fire District having jurisdiction over the site.

Emergency Vehicle Access

9.2 Emergency vehicle access within the Parkway may be provided via parking areas, service roads, levee crowns, equestrian/hiking trails, pedestrian trails, bicycle trails, and fire breaks. Service roads shall be interconnected where possible to permit through travel by emergency vehicles only. Levee roads shall have access to lower levels at regular intervals.

9.3 Emergency vehicle access routes shall be capable of supporting the imposed load of emergency vehicles. The routes shall have an unencumbered clear width of 20 feet, have turnarounds at intervals to the satisfaction of the local fire agency, and shall have a vertical clearance of 13 feet, 6 inches.

9.4 Public parking shall be restricted by signs, painted curbs, or physical means so as not to obstruct emergency access or barricades. Illegally parked cars which obstruct emergency access shall be subject to citation or towing

9.5 Barricades shall be placed to prevent non-emergency vehicles from using trails, service roads, and emergency vehicle access routes. These barricades shall be of post-and-cable type, gate type, or drop-post types, shall have adequate width for emergency apparatus and shall take into account the need to make sharp turns near the gates. Barricades shall be vandal resistant, with locking devices to be used in locations requiring emergency access. Standard locks shall be consistent with County ordinances for security access.

9.6 Certain non-vehicular water access trails shall be maintained with a minimum of four feet clear width to accommodate hose line extensions in a rapid manner. These designated trails shall be mapped and distributed to fire service agencies as part of an emergency access plan of those agencies.

9.7 Should new motor vehicle bridges be needed within the Parkway for interior use, these bridges should be constructed to meet the imposed load of emergency fire apparatus.

9.8 Barbecue facilities, fire rings and permanent camp sites shall only be located where an adequate water supply is available or can be transported to, as determined by the responsible fire agency.

Emergency Boat Access

Emergency Boat Access

9.9 The design should allow rapid launching from a boat trailer by a two wheel-drive vehicle at any normal water level.

9.10 Launching ramps which are to be used for emergencies shall be a minimum of 12 feet in width, and have sufficient staging area for maneuvering equipment so that a boat can be launched quickly.

9.11 Launching facilities which are exclusively for emergencies shall be signed and physically restricted to prohibit public use. They shall not be constructed of concrete or another permanent surface that may generate demand for use by the general public. Landing mats or other temporary surfaces may be used where appropriate.

9.12 Public launching and staging areas which may be used for emergency response shall be signed so that access is not blocked by parked vehicles.

Emergency Boat Access

9.13 Launching facilities shall be located in proximity to open areas which can be used to land a helicopter for medical purposes.

9.14 Facilities shall be identifiable by water and by air with distinctive, but unobtrusive, markers. Where practical, existing structures or other features shall be used as a reference.

9.15 Installation of launching facilities shall be accomplished with a minimum of grading and minimal removal of riparian vegetation. Steep slopes or areas with inadequate vehicle access should be avoided.

9.16 Locations for emergency launching facilities shall be identified by the fire departments as part of a comprehensive access plan to be approved by the County Recreation and Parks Commission. The access plan should include site plans for each location.

Fire Breaks

Fire Breaks

9.17 Firebreaks shall be combined with emergency vehicle roads and trails, where practical, to eliminate unnecessary removal of vegetation.

9.18 Hanging branches or accumulation of dry materials that pose fire hazards may be trimmed or removed only as necessary as determined by the appropriate fire agency and/or by qualified staff designated by the County Department of Regional Parks, to maintain effective fire breaks or remove an immediate hazard. Careful consideration should be given to any pruning of vegetation to prevent fires from spreading from ground level into a crown type fire.

9.19 The responsible fire agency shall determine the width of all fire breaks.

9.20 The need for additional north/south oriented firebreaks shall be considered when designing new trails or maintenance roads. The appropriate fire agency should be consulted for both the need and the location.

9.21 The visual impact of firebreaks shall be minimized by combining them with other facilities such as roads, trails, parking lots, and turfed areas where feasible.

9.22 Parkway resource managers, designated by the County Department of Regional Parks, shall yearly provide fire department personnel with updated maps that designate high priority natural resources.

Public Use and Access

Public Use and Access

9.23 Activities such as digging and climbing on the bluffs, which would damage and cause collapse or sloughing shall be prohibited. These activities shall be citable offenses.

Public Use and Access

9.24 Paved parking lots in Discovery and Ancil Hoffman Parks and paved parking lots serving Parkway interpretive/educational centers shall meet Sacramento County zoning code lighting standards. All lighting shall be directed away from residential areas, public streets and surrounding natural areas of the Parkway, so as not to produce a glare into those areas, while still maintaining the general safety of other vehicular traffic and the privacy and well being of the residential areas. Due to the desire to minimize impacts to wildlife from introduced lighting, other parking lots are not subject to the zoning code lighting standards.

9.24.1 Nighttime lighting within the Parkway shall be minimized without compromising public safety.

9.25 Developed Recreation areas should provide security landscaping where sightlines are needed for enhanced patrol surveillance, including, but not limited to, low shrubs with a maximum height of 24 inches and trees pruned up to 6 feet.

9.26 Numbered mile markers shall be painted along the bike trail every half-mile to aid public safety agencies in responding to emergencies. The markings should be large enough to be seen from a helicopter.

9.27 Signage shall be properly placed, accurate, and easy to read Such signage can help ensure that Parkway users are at minimal risk of getting lost or not finding trail heads and parking areas, and inform Parkway users about the importance of courtesy rules.

9.28 Stewardship programs should be encouraged to promote safety, responsible use of Parkway resources, and supplement existing Parkway resources.

9.29 Park resource managers, working in partnership with stewardship groups, shall encourage the development and implementation of measures to help transition portions of the Parkway that have been impacted by illegal camping into a more appropriate use of the Parkway.

9.30 Call boxes should continue to be assessed for need, appropriateness and maintained for the public safety benefit of Parkway users.

10.0 AREA PLANS

Area Plan

10.1 Area plans shall be reviewed by the County Recreation and Parks Commission when a physical change is proposed in the Parkway, to determine the appropriateness of the change.

10.2 Facilities shall not be constructed or installed unless specifically designated on the Area Plan Map.

10.3 Adoption or modification of an Area Plan or any of its components shall be determined to be consistent with the County General Plan, provided that it is consistent with the goals, Parkway-wide policies, and General Land Use Map of this Plan, and approved by the County Board of Supervisors.

Discovery Park

Discovery Park

10.4 Strengthen the Discovery Park Area's connections with the Sacramento Riverfront and with the surrounding urban neighborhoods in the Richards Boulevard and Natomas areas in ways that promote increased access and connectivity into the Parkway.

- **10.4.1** Construct the Two Rivers Trail to a Class 1 construction standard bike/pedestrian trail along the left bank (south levee) of the American River from Tiscornia Park to Sutter's Landing Park.
- **10.4.2** Support construction of a Two Rivers Trail extension to H Street that will provide direct connectivity from California State University Sacramento to downtown Sacramento. The trail should be constructed on top of the levee where feasible.
- **10.4.3** Support construction of a trail from Tiscornia Park to West Sacramento including a bike/pedestrian bridge across the Sacramento River.
- **10.4.4** Bike/pedestrian access shall be incorporated into future bridge construction or renovation projects affecting Interstate 5, Highway 160, and Regional Transit's Downtown Natomas Airport (DNA-RT) line.
- **10.4.5** If the DNA-RT light rail is constructed, the associated bike/pedestrian bridge shall span the American River and Parkway, providing good access into the Parkway by connecting to its trail system at either levee side while minimizing impacts to Parkway resources.
- **10.4.6** The DNA-RT station shall not be located within the Parkway.

10.5 Acquire the Gardenland Sand and Gravel Mine (Urrutia) site.

10.6 Following acquisition, reclaim and restore the Gardenland Sand and Gravel Mine (Urrutia) site to enhance its fish and wildlife habitat value, accommodate historical and cultural interpretive activities, with related minor interpretive facilities in Limited and Developed Recreation areas, including demonstrations of California Indian lifeways, and support picnicking, hiking and wildlife viewing.

- **10.6.1** Create a trailhead with an unsurfaced parking area, restrooms, and directional signage at the western end of the site. Trails may be realigned to reduce user conflict at the access road.
- **10.6.2** Create an unsurfaced parking area at the eastern end of the site, accessible from Northgate Boulevard.
- **10.6.3** Permit non-motorized boating in the pond for interpretive purposes only and in a manner that is consistent with the protection of restored habitats and wildlife use. Non-motorized boats shall only be allowed by permit at the discretion of the Parkway Manager.
- **10.6.4** Fishing in the pond shall only be allowed by permit for interpretive purposes at the discretion of the Parkway Manager.

10.7 Acquire the Riverdale Mobile Home Park site.

10.8 Following acquisition of the Riverdale Mobile Home Park site, establish an interpretive/educational center for visitor enjoyment and interpretation of the Parkway. If the Riverdale Mobile Home Park site is determined to be infeasible, establish an interpretive/educational center at an alternative site within the Woodlake or Discovery Park areas.

Discovery Park

10.8.1 The interpretive center should be accessible to all visitors, whether they are traveling on foot, bicycle, private vehicle, or public transit service.

10.8.2 To protect Parkway resources, as much parking as possible should be located outside of the Parkway.

10.8.3 Parking within the Parkway shall be available for all Parkway users.

10.8.4 Connect the interpretive/educational center to the Gardenland Sand and Gravel Mine site and to the left bank side (south side) of the American River through construction of a bike/pedestrian trail and bridge crossing attached to or in the vicinity of Highway 160.

10.9 Maintain the existing boat accesses in their current locations and in a manner that protects and improves water quality and bank stability.

10.10 Create short-term equestrian trailer parking and an equestrian staging area that includes appropriate facilities such as water, hitching posts, and a manure bunker.

10.11 Any improvements in the park must be able to withstand inundation for one to several months each year.

10.12 Play apparatus, barbeque pits, and similar facilities are not permitted at Jibboom Street East.

Woodlake Area

Woodlake Area

10.13 Strengthen the Woodlake Area's connections with the surrounding urban neighborhoods in the Woodlake and North Sacramento areas in ways that promote increased access and connectivity in the Parkway.

10.13.1 Construct a bike/pedestrian trail to a Class 1 construction standard along the top of right bank (north levee) of the American River from Del Paso Boulevard to the Capital City Freeway.

10.14 Create a Woodlake Gateway near the intersection of Highway 160 and Northgate Boulevard to serve as a major entry point to the Parkway providing a surfaced parking area and trailhead east of Highway 160, a boat access and ramp into the American River, restrooms, signage, and access to and parking for an interpretive/educational center at the Riverdale Mobile Home site west of Highway 160.

10.14.1 Maintain a suitable level of habitat connectivity between the Woodlake and Discovery Park East areas to provide a wildlife corridor. Key areas include the riparian corridor along the low flow channel and the area generally north of Northgate Boulevard.

Woodlake Area

10.15 Redesign and renovate the unsurfaced maintenance and emergency roadways in the Woodlake Area to reduce habitat fragmentation and degradation, and create an interconnected system of roads providing improved access and adequate width for fire suppression and utility, recreation, and flood control facility maintenance. This system should also include several narrow maintenance trails that could provide more limited access for fire suppression and maintenance activities in more sensitive habitat areas and serve as firebreaks

10.15.1 The unsurfaced maintenance and emergency roadways should be accessible to pedestrians and cross-country runners and, at the discretion of Parkway Managers, to bicyclists, provided that any segments of the system that are opened to bicycling have adequate buffers to protect habitat, have adequate sight lines and are appropriately signed to avoid conflicts with other users, and are subject to immediate closure to bicyclists in the event the Parkway Managers determine that bicycling on these trails poses an unacceptable maintenance and/or management burden, or begins to degrade natural resources.

10.16 Protect, enhance, and expand native habitats that benefit fish and wildlife species including creation of seasonal wetland habitat, grassland restoration for raptor foraging habitat, and restoration of riparian and woodland habitat.

10.17 Protect and enhance existing resources in the area including habitat for threatened and endangered species, such as Valley Elderberry Longhorn Beetle, and the state registered archaeological site.

Cal Expo Area

Cal Expo Area

10.18 Strengthen the Cal Expo Area's connections with the Cal Expo Fairgrounds and its surrounding urban neighborhoods in ways that promote increased access and connectivity in the Parkway.

10.18.1 Create a West Cal Expo Trailhead, including a trail overlook and access into the Parkway in the vicinity of the Cal Expo Parking Lot A.

10.18.2 Extend the bike/pedestrian trail constructed to a Class 1 construction standard on the north levee of the American River through the existing tunnel beneath the Capital City Freeway to connect with the trailhead, the Main Gate at Cal Expo and the existing Class 2 Bikeway that runs through the Cal Expo parking lot to Arden Fair Mall.

10.18.3 Connect the north levee trail to the Two Rivers Trail on the south side of the American River through construction of a bike/pedestrian bridge attached to or in the vicinity of the Capital City Freeway crossing.

10.18.4 Create a Bushy Lake Trailhead at the Cal Expo overflow parking area near Ethan Way. This trailhead should connect the north levee trail to a Parkway access point at Ethan Way via an improved roadway over the levee and provide walk-in boat access.

10.18.5 The existing overflow parking area should remain the same size, approximately 11 acres, unsurfaced, available for Cal Expo overflow events, and be moved slightly eastward to provide space for restrooms, horse trailer parking, and equestrian facilities and additional buffer area between the parking area and the proposed treatment wetland.

Cal Expo Area

10.19 Operate and maintain Bushy Lake in a manner that maximizes its value to fish and wildlife. This may include periodic maintenance activities to provide suitable habitat, including adequate water depths and appropriate vegetation

10.20 Consistent with Parkway-wide policies, restore and enhance seasonal wetland and riparian habitat around Bushy Lake that may include redirecting stormwater and dry season run-off from Chicken and Strong Ranch Sloughs into a treatment wetland and subsequently into Bushy Lake to reduce the need to pump groundwater that currently maintains lake levels.

10.21 Remove non-native weeds and create native grasslands to provide important foraging habitat for raptor species.

10.22 Establish interpretive facilities for interpretation of the Parkway's natural resources. Interpretive facilities should highlight restoration and stewardship efforts along the lower American River, and Bushy Lake in particular, while showcasing for California State Fair visitors and Parkway users the connectivity between the Bay-Delta and its tributaries.

10.23 Establish a network of interpretive features including trails and signage to educate users about the Parkway's historic, existing, and future natural environment.

10.24 Redesign and renovate the unsurfaced maintenance and emergency roadways in the Cal Expo Area to reduce habitat fragmentation and create an interconnected system of roadways providing improved access to the area and adequate trail width for fire suppression and utility, recreation, and flood control facility maintenance. This system should also include several narrow maintenance trails that could provide more limited access for fire suppression and maintenance activities in more sensitive habitat areas and serve as firebreaks.

10.24.1 The unsurfaced maintenance and emergency roadways should be accessible to pedestrians and, at the discretion of Parkway Managers, to bicyclists, provided that any segments of the system that are opened to bicycling have adequate buffers to protect habitat, have adequate sight lines and are appropriately signed to avoid conflicts with other users, and are subject to immediate closure to bicyclists in the event the Parkway Managers determine that bicycling on these trails poses an unacceptable maintenance and/or management burden, or begins to degrade natural resources

Paradise Beach

Paradise Beach

10.25 Permanent structures and any other physical changes that would attract groups of users should not be introduced to the area.

SARA Park

SARA Park

10.26 The SARA Park site shall not be further developed.

SARA Park

10.27 The Rio Americano wetland/lagoon area should remain undeveloped and protected.

10.28 Any development or use of the Rio Americano area shall be consistent with the intent to reestablish the Oak-grassland biotic community.

Arden Bar

Arden Bar

10.29 The following specific measures should be taken to improve the overall use and enjoyment of the William B. Pond Recreation Area and its environs:

- **10.29.1** The "buffer area" between the park road and the levee to the west excluding the area around the American River Parkway Foundation Volunteer Center and the equestrian staging area, shall be retained in the Protected Area land use category to provide a buffer between nearby residences and potential noisy Parkway activities.
- **10.29.2** The area north of the vehicle entrance and the Harold Richey Memorial Trail Bridge shall be designated Protected Area and managed as a "buffer area" to protect nearby residences, which are not separated from the park by a levee, from noise and disruption caused by active recreational activities.
- **10.29.3** The eucalyptus trees along the levee shall be retained to provide visual screening for nearby residences. However, a row of screening native trees shall be planted parallel to the eucalyptus. The eucalyptus trees shall be removed once the row of native trees have matured to create their own screen. All other non-native trees and shrubs should be phased out and an extensive native planting program initiated to speed restoration of the riparian woodland environment.
- **10.29.4** Public safety shall be improved by stabilizing those banks surrounding portions of the fishing pond that are determined to be unstable.
- **10.29.5** Abandoned haul roads, now used for emergency access and service vehicles, shall be reduced in number and width with an approved Parkway emergency access plan to lessen visual impact in the Protected Area.
- **10.29.6** Plantings of native trees and shrubs in the Developed Recreation and Limited Recreation areas shall be designed to provide protective linear greenbelt corridors for wildlife to use when crossing the areas.

Goethe Park

Goethe Park

10.30 In order to protect the Nature Study Area, those uses established in the Protected Area should be compatible with, or directed away from, the Nature Study Area.

10.31 New picnic sites in Developed Recreation areas shall not be created by turfing land under oak trees.

10.32 A demonstration farm and native plant nursery may be developed in the Limited and Developed Recreation areas located at the eastern edge of Goethe Park.

Goethe Park

10.33 The use of organic farming procedures is strongly encouraged in connection with the demonstration farm.

10.34 A bicycle/pedestrian trail should be constructed from the end of Chase Drive to connect with the existing Jedediah Smith Memorial Bicycle Trail.

Ancil Hoffman County Park

Ancil Hoffman County Park

10.35 The maintenance building and caretaker's residence shall be brought into conformance with architectural standards for Parkway structures.

10.36 Any replanting in the golf course maintenance yard and along the entry road should be done with native trees and shrubs. Plants used in landscaping along the entry road and around the corporation yard shall eventually be removed and replaced with native vegetation. The area around the caretaker's mobilehome shall be considered a priority for revegetation, using plants native to the American River Parkway.

Rossmoor Bar

Rossmoor Bar

10.37 Pavement, whether for roads or parking, and other constructed facilities should be prohibited in the northern end of the Rossmoor Bar area.

10.38 An arboretum may be developed east of Hagan Park in the western reaches of the Rossmoor Bar area plan in the Limited Recreation area.

- **10.38.1** Plantings in the arboretum shall be consistent with Parkway Plan policies and approved by the Parkway Manager in consultation with subject matter experts.
- **10.38.2** Simple shade structures constructed from natural looking materials may be developed in the arboretum. No additional structures are allowed.

10.39 A kiosk used for educational/interpretive purposes may be placed at the Rossmoor Drive or El Manto entrances to the Parkway

San Juan Bluffs

San Juan Bluffs

10.40 The erosion potential of these areas shall be given primary consideration whenever land use decisions concerning these areas are made. If studies performed by the County indicate that erosion potential exists, development shall be prohibited.

10.41 Irrigation, surface drainage and vegetation removal on the bluffs should be controlled.

San Juan Bluffs

10.42 Slopes greater than 30 percent (17 degrees) are generally considered unsuitable for structures or human activity and therefore, should be retained in their natural state.

Sacramento Bar

Sacramento Bar

10.43 The Sacramento Bar area contains natural vegetation and wildlife which should be protected from intensive intrusion.

10.44 The Nature Study Area along the western border of Sacramento Bar should be left in its natural state.

Upper Sunrise

Upper Sunrise

10.45 More intensive development in the Upper Sunrise Area should not be considered due to the unique quality of the vegetation and the cultural resources which should remain fully protected.

Sailor Bar

Sailor Bar

10.46 Any development of the Sailor Bar Area should consider activities which have minimal impact on natural vegetation, wildlife, and adjacent residential properties.

11.0 IMPLEMENTATION

Implementation

11.1 All planning activities and projects in the Parkway shall be consistent with the goals and policies of this Plan

11.2 All uses and facilities in the Parkway shall be compatible with the goals and policies of this Plan.

11.3 Implementation of any physical development proposal which is not consistent with the existing approved Area Plan shall not proceed to the contract drawing stage until the project proposal has been approved in accordance with the planning and development processes described in section 2 0 and elsewhere in this Plan.

11.4 New facilities and programs shall not be developed unless the financial resources to operate and maintain them are identified and available.

Implementation

II.5 Adoption or modification of an Area Plan or any of its components shall be approved by the Board of Supervisors in accordance with the planning and development process described in this Plan.

II.6 Modification to the land use designations on the General Land Use Map, Parkway-wide policies or their associated text shall be approved in accordance with the local adoption process as described in this Plan, and then adopted by the State Legislature.

II.7 The County of Sacramento, City of Sacramento and City of Rancho Cordova Zoning Ordinances shall govern when considering uses and activities not otherwise addressed in the Parkway Plan. All ordinances applicable to the Parkway shall be consistent with the Parkway Plan.

II.8 The various agencies with jurisdictions in the Parkway shall coordinate planning and its implementation for the Parkway

II.9 To ensure consistent day-to-day operations and management, the American River Parkway shall continue to be managed by a single Parkway management entity.

II.10 Lands within the Parkway that are not managed by the Parkway Manager shall be managed and operated in a manner consistent with parcel zoning and the policies of this Plan.

II.11 Where other public land owners exist within the Parkway, the Parkway Manager shall attempt to negotiate and maintain agreements to manage these lands in a manner consistent with the goals and policies of this Plan.

II.12 Newly acquired Parkway lands shall be managed in a manner consistent with this Parkway Plan.

Financing Mechanisms

Financing Mechanisms

II.13 The American River Parkway requires stable and long-term funding. The County shall work collaboratively with the various agencies with interests in or jurisdictional responsibilities within the Parkway, to explore a dedicated source of funding to operate and manage the Parkway at a best practices level. Additional collaboration is encouraged to seek other funding opportunities for project specific purposes.

II.14 Contributions, in the form of grants or in-kind services from support organizations, should supplement County funded programs.

II.15 In the absence of other funding sources, the County should continue to support the basic organization, facilities, personnel and equipment that provide essential levels of service to ensure the protection of Parkway values and general public safety.

II.16 Seek additional funding as provided for in the *Urban American River Parkway Preservation Act* and other State and Federal sources.

II.17 New or expanded parking facilities shall not be permitted solely for the purpose of raising revenue to fund the management of the Parkway. Parking shall only be permitted as necessary to provide access to permitted recreational or educational activities.

CHAPTER 3
RESOURCES OF THE PARKWAY

INTRODUCTION

The purpose of this chapter is to identify valuable resources in the Parkway and to set forth policies for their preservation or protection, to provide technical background to better understand the types and functions of the resources that exist, and to outline the components of an educational program that would interpret these resources. The major headings in this chapter: Terrestrial Resources, Aquatic Resources, Human Historical and Interpretive Resources, and Aesthetic Resources, identify the resources and the protective measures for them. The Interpretive Resources section outlines the specific components of interpretive programs and an interpretive center, and discusses the need for a long range interpretive plan. The Parkway provides for critical flood control and natural resource corridors.

BACKGROUND

PHYSICAL GEOGRAPHY

The lower American River (LAR), having a drainage area of approximately 120 square miles, is characterized by a managed river flow, associated riparian vegetation, side channels and ponds. From just above the Nimbus Dam, the lower American River emerges from the Sierra Nevada foothills into the rolling upland plain of the Sacramento Valley. The plain gradually flattens where it meets the alluvial floodplain of the Sacramento River. The floodplain of the lower American River is bordered by high bluffs in its upper reaches, and by levees in its lower reaches. In the Folsom and Nimbus areas, large amounts of dredger tailings are scattered throughout the terrain. The tailings are remnants of gold mining operations and are composed of large boulders which may be covered with a thin layer of topsoil and sparse vegetation.

EFFECTS OF EARLY SETTLEMENT AND MINING

Between 1849 and 1896, hydraulic gold mining in the watershed of the North and Middle Forks of the American River caused an estimated 257 million cubic yards of sand, silt, and fine gravels to be deposited in the river. Some 5–30 feet of these materials were deposited on the bed of the LAR as a result of hydraulic mining and dredging. The deposition of sediments resulted in extensive sand and gravel bars in the lower river, overall aggradation (raising) of the channel and surrounding floodplain, and the covering of fish spawning gravels. During the mid-1800s, upstream access for migrating fish in the American River was impeded by dams

constructed for mining debris containment, flood control, and diversions. Many of the dams constructed had inadequate or no passage systems (e.g., fish ladders) that would have allowed fish to migrate upstream.

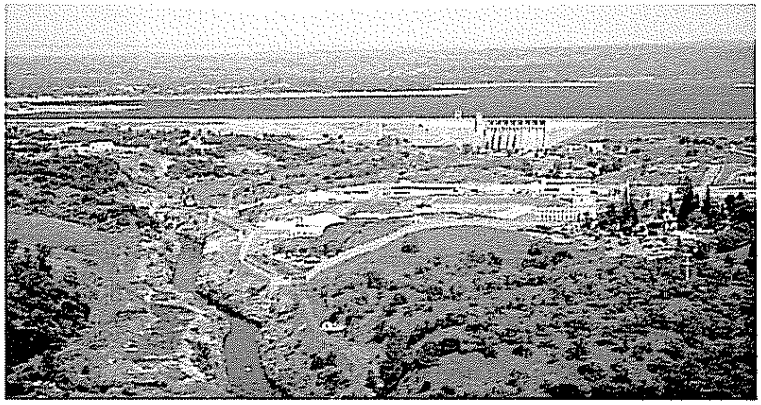
Changes to the planform of the river were carried out in the late 1800s. These changes included straightening and relocating the river channel near Sutter's Landing Park at 28th and C Streets (old City dump) and moving the mouth of the river 0.5 mile north to its present location.

From the late 1800s to the mid-1900s, large-scale dredge gold mining was conducted south of the river, downstream of Folsom. The excavation of shoreline gravel material in dredge mining operations drastically altered the topography (surface features) of the floodplain. In the 1920s, gravel bars were scraped to obtain aggregate for concrete production. As a result of dredge mining, large tracts of land were swept away, immense deposits were left in other areas, and the accumulation of mining debris resulted in the formation of new channels. By 1940 gravel bars as far downstream as Watt Avenue were affected.

These operations caused repeated destruction of the channel from 1900 to 1955. In the 1950s and early 1960s, gravel extraction activities were located immediately adjacent to the river upstream of the Interstate-80, Howe Avenue, and Watt Avenue bridges and at Arden Bar. Gravel extraction from elevated terraces at Sacramento Bar and Arden Bar caused the formation of ponds and debris mounds. These ponds are connected to the river and may trap fish at high flows, resulting in fish isolation, stranding and mortality.

EFFECTS OF DAMS AND LEVEES

The construction of dams and levees has provided flood protection, water supply, hydropower generation, and recreation opportunities. However, these facilities have also had severe and unintended consequences on the vegetation, wildlife, fisheries, and aquatic habitat of the river. Dams, including Old Folsom Dam (completed in 1893), North Fork Debris Dam (completed in 1939), and the modern Folsom Dam and Nimbus Dam (part of the Central Valley Project completed in 1955), and the levee system were constructed, in part, to provide flood protection to the Sacramento metropolitan area, which was built largely in the river floodplain. The flood protection provided by these facilities has protected the city of Sacramento from numerous major floods and currently protects more than $30 billion in commercial, industrial, and public buildings as well as more than 400,000 people residing in the historic floodplain.



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In 1950, floods destroyed the fish ladder at the Old Folsom Dam, restricting fish to the lower 25 miles of the American River. Construction of Folsom and Nimbus dams in 1955 permanently blocked upstream migration of fish above the lower 23 miles of the American River, blocking about 70 percent of the spawning habitat (areas of the river where fish lay eggs) historically used by Chinook salmon and 100 percent of the spawning habitat historically used by steelhead. The Nimbus Fish Hatchery was specifically constructed to mitigate for lost salmonid (Chinook salmon and steelhead) habitat that was blocked by Nimbus and Folsom dams. Construction of the hatchery was completed in October 1955.

Dam construction effectively cut off the supply of upstream sediments to the LAR, resulting in a deepening of the river channel since the 1950s. In several locations, the channel has degraded to its previous bed elevation and it is thought that the mining debris that once filled the channel of the LAR has been completely removed by river flows and gravel mining. However, the surrounding floodplain remains at its post-mining elevation, thereby creating a strong differential between the hydrology and floodplain elevation. This disconnection of the river from its historic floodplain greatly constrains the natural maintenance, regeneration and expansion of riparian habitat. With reduced frequency of seasonal flooding and a deeper water table on the high floodplain, the riparian forest regenerates more slowly and some vegetation communities along the river have gradually changed to habitats that provide less value to wildlife and fish. [These impacts coupled with reduced frequency of seasonal flooding and a deeper water table on the high floodplain have altered the vegetation communities along the river to habitats that provide value to wildlife and fish.]

Sediment supply for the river is now derived from the surrounding river banks which increases erosion and leads to accelerated loss of valuable shaded riverine aquatic habitat (SRA), loss of soft bank and disrupting the natural recruitment process of in-stream woody material. In-stream woody material accumulates naturally in rivers and plays an important role in stream mechanics and fish habitat. Shaded riverine aquatic habitat (SRA) provides multiple benefits to both fish and wildlife. In particular, it provides shade along the river to moderate water temperatures in the summer.

Operation of Folsom and Nimbus dams has dramatically altered the LAR and its adjacent habitats by causing an overall decline in extremes of flow and temperature compared with historical conditions. Current LAR flows and temperatures are different than pre-dam conditions because river flows are managed by the Bureau of Reclamation to meet their multiple objectives, as listed in the first sentence of this section, as well as protecting fish and wildlife. In general, the timing of peak river flows has shifted from spring to early winter. Summer water temperatures have also declined significantly as summer flows have increased to meet Bureau of Reclamation contractual obligations. However, this increased water flow often depletes the limited cold water at Folsom Reservoir resulting in insufficient cold water in late summer and early fall for steelhead rearing and Chinook salmon rearing and spawning.

Understanding the anthropogenic influences and how the conditions of the American River and the floodway have changed over time provides the knowledge to better manage the terrestrial and aquatic resources living in this dynamic system.

RESOURCES OF THE PARKWAY

TERRESTRIAL RESOURCE POLICIES

Terrestrial Resources of the Parkway

3.1 Any development of facilities within the Parkway, including but not limited to buildings, roads, turfed areas, trails, bridges, tunnels, pipelines, overhead electrical lines, levees and parking areas, shall be designed and located such that any impact upon native vegetation is minimized and appropriate mitigation measures are incorporated into the project

Terrestrial Resources of the Parkway

3.1.1 Parkway facilities are those necessary for the operations, management, and permitted uses within the Parkway.

3.1.2 Development of non-Parkway facilities must have a compelling regional need, meet all applicable statutory requirements and provide mitigation and enhancements to the Parkway's natural, recreational, or interpretive resources.

3.2 Agencies managing the Parkway shall protect, enhance and expand the Parkway's native willow, cottonwood, and valley oak-dominated riparian and upland woodlands that provide important shaded riverine aquatic habitat (SRA), seasonal floodplain, and riparian habitats; and the native live oak and blue oak woodlands and grasslands that provide important terrestrial and upland habitats.

3.2.1 Vegetation plantings shall be consistent with the approved list of trees, shrubs, and herbaceous plants native to the Parkway. This list shall be approved by the Recreation and Parks Commission, upon recommendation by the Director of the Department of Regional Parks, working in cooperation with resource and flood control managers, and organizations with native vegetation expertise. This list shall include species appropriate to the plant communities and habitats within the Parkway. Only plants on this approved list shall be planted within the Parkway, the exception being turf in permitted locations.

3.2.2 Native vegetation shall be reintroduced in areas of the Parkway where the substrate will support it, especially in areas that have been disturbed by construction, past gravel mining and agricultural activity, except in sites of human historical value.

3.2.3 Non-native trees and shrubs can be beneficial for native wildlife or be benign to the ecosystem. Non-native trees and shrubs may be removed over time if they:

- **a** constitute an hazard to the users of the Parkway,
- **b** the removal is a part of the on-going normal maintenance practices of the Parkway by its managers, or
- **c** the vegetation was approved to be removed as a part of a discretionary project in accordance with the policies of this Plan.

3.2.4 Agencies managing the Parkway shall remove invasive non-native vegetation species that conflict with habitat management goals, recreation uses, flood control or water supply conveyance.

3.2.5 New turf planting and associated irrigation within the dripline of existing mature native oaks shall be prohibited. Turf areas can be placed where there are immature native trees, provided the trees are not damaged by turf maintenance activities, such as summer watering, mowing, and string trimming.

3.3 The Parkway shall be managed to create habitat connectivity and wildlife travel corridors that provide for the habitat needs of the endangered Valley Elderberry Longhorn Beetle (VELB) and other important native wildlife species, without compromising the integrity of flood control facilities, the flood conveyance capacity of the Parkway, or other Parkway management goals.

Terrestrial Resources of the Parkway

3.4 Management of the Parkway shall ensure the protection of the Parkway's resources, its environmental quality and natural values. A resource impact monitoring plan shall be developed that clearly defines criteria and standards to monitor, evaluate and protect the Parkway's resources from overuse, and provides steps to be taken to restore areas that have been overused.

3.5 Agencies managing the Parkway should develop and implement an Integrated Vegetation and Wildlife Management Plan to accommodate native wildlife species and minimize adverse effects of non-native species.

3.6 Excavation of aggregate/soil material should not be permitted except as a part of a flood control, environmental restoration or recreation improvement project approved in accordance with the provisions of this Plan. Objectives of the project will:

a. result in a net improvement to the health of the Parkway ecosystems,

b. not cause "harm" to the Parkway,

c. utilize material within the Parkway, where feasible, prior to being transferred out of the Parkway, and

d. prohibit commercial mining.

TERRESTRIAL HABITAT TYPES AND WILDLIFE

The American River Parkway is rich in outdoor resources. Starting at the Folsom Dam and ending at the Sacramento River, the Parkway extends 29 miles, passing through six distinct vegetation units: riparian, freshwater marsh, oak woodland, grassland, oak grassland and shrub grassland. A great variety of plant and wildlife species inhabit these natural areas, offering opportunities for interpretation, personal observation, and discovery unparalleled in any other large urban area. These natural areas should be protected for the habitat they provide and the species that are able to exist within them.

As documented in the River Corridor Management Plan, 2002, more than 220 bird and 30 mammal species have been observed in the Parkway, including 45 species of nesting birds. Habitats in the Parkway support resident and migratory wildlife and fish and are used as migration and travel corridors. The Parkway also supports habitat for several special-status species that have some form of legal protection. Special-status species include those that meet any of the following criteria:

- Listed or proposed for listing as Endangered or Threatened under the state California Endangered Species Act (CESA) or federal Endangered Species Act (ESA) of 1973;
- Actively nesting bird species listed under the Migratory Bird Treaty Act;
- Species of Concern or Fully Protected species as listed under California State Fish and Game Code; and
- Species considered rare, endangered, or threatened by the scientific community.

Special-status species known to occur on the Parkway include the Valley Elderberry Longhorn Beetle (VELB) (Desmocerus californicus dimorphus), Bald Eagle (Haliaeetus leucoceephalus), Swainson's Hawk (Buteo swainsoni), Bank Swallow (Riparia riparia), and nesting raptors such as White-Tailed Kite, Great-Horned owl, American Kestrel, and Red-Shouldered Hawk. Of all these species, the VELB typically requires the most management attention. VELB lives its entire life on blue elderberry (Sambucus mexicana), a large shrub common to the riparian forests, grasslands, and oak woodlands throughout the Parkway. The United States Fish and Wildlife Service (USFWS) requires consultation under the federal Endangered

Species Act for any ground disturbing project or maintenance action—including mowing, removing weeds, planting trees, and repairing the bike trail—within 100 feet of an elderberry shrub. Consequently, in order to conduct routine maintenance and implement new Parkway improvements, the Parkway has developed policies and plans specifically for managing VELB habitat. Goethe Park has been federally designated as a "critical habitat" for the recovery of the Valley Elderberry Longhorn Beetle (VELB).
Please check the capitalization of the above animals. They differ and vary in the following pages.

Wildlife inhabiting the areas along the lower American River are dependent upon the riparian vegetation growing in the area, vegetation diversity, microclimate conditions, and the availability of water, food and cover. In addition to the protected species mentioned previously, reference materials discussing riparian habitat within the Sacramento Valley periodically include information concerning the following rare, endangered or threatened animal species:

1. American peregrine falcon (Falco peregrinus anatum)
2. California yellow-billed cuckoo (Coccyzus americanus occidentalis)
3. Giant garter snake (Thamnophis couchi gigas)

Siting of the named species is infrequent, due to the scarcity of their populations. Confirmed sitings of the California elderberry longhorn beetle and the Swainson's hawk, or evidence of their existence, have been made in the Parkway. However, there is a need for much more research to determine whether additional endangered, threatened or rare species inhabit the Parkway. The State of California has given statutory protection (Fish and Game Code Section 3511) in the form of "Fully Protected" status to several species of birds which are considered to be of particular importance. Among the designated "Fully Protected" species is the White-Tailed Kite (Elanus Leucurus) which inhabits the Ancil Hoffman Park Nature Study Area, the Bushy Lake State Natural Preserve and other areas of the Parkway.

The California Natural Diversity Data Base (CNDDB), a section of the California Department of Fish and Game (DFG) Planning Branch, maintains an inventory of the confirmed sitings of endangered, threatened, and rare plant and animal species. The staff work closely with the Nature Conservancy and the California Native Plant Society, a nonprofit organization. These organizations are valuable resources and should be contacted on a regular basis to ensure the integrity of the habitat.

The following narrative describes the types of habitats and species associated with riparian and upland ecosystems. These vegetation units and their associated wildlife comprise biotic communities which are the basis for land use in the Parkway. The land use categories for the Parkway are based upon the sensitivity of the associated biotic communities to human intrusion. As a result, the more sensitive biotic communities are generally placed in the Nature Study Area and Protected Area land use categories. Land use management decisions can then be made to enhance and support the associated terrestrial and aquatic species.

SPECIAL STATUS WILDLIFE SPECIES

Special-status wildlife species, for our purposes here, include those species that are state or federally listed as endangered or threatened, are candidates for listing under CESA or ESA, are protected by the federal Migratory Bird Treaty Act, or are listed as species of concern by DFG or USFWS. Based on a search of the California Natural Diversity Data Base (CNDDB) and information provided by U.S. Fish and Wildlife Service, the threatened Valley Elderberry Longhorn Beetle (VELB) is the only federally listed terrestrial species with permanent residence in the Parkway. VELB is found only in association with its host plant, blue elderberry, which grows in several habitats throughout the Parkway. Nesting colonies of bank swallow,

a state-listed threatened species, have been observed on steep unvegetated banks of the LAR at Goethe Bar, Sunrise Bar, and Cal Expo. Other listed species, such as the bald eagle, are occasionally observed during migration or the winter months, but they are not known to nest in the Parkway.

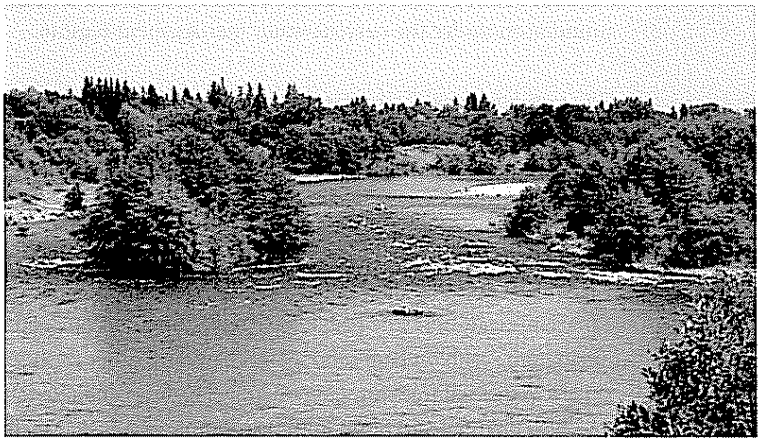
Several species of concern are known to nest in the Parkway, including white-tailed kite, Cooper's hawk, burrowing owl, great blue heron, and great egret (all observed at Goethe Bar), and northwestern pond turtle (observed at the Nature Study Area in Ancil Hoffman Park). Other species of concern are occasionally observed in the Parkway while foraging, during migration, or during the winter months.

Open Water

The open water of the river, unvegetated shoreline, and gravel bars adjacent to the river channel and off-channel ponds, provide resting and foraging areas for waterfowl, shorebirds, wading birds, belted kingfisher, black phoebe, and tree swallow. Aquatic mammals, including beaver, mink, and river otter, also use open water and adjacent riparian habitats as foraging areas and travel corridors. Open-water habitats also provide habitat for numerous resident and anadromous fish species, including Chinook salmon, steelhead, and American shad. Federal officials recently designated the American River and its tributaries as critical habitat for salmon and steelhead.

Riparian

The Riparian zone is found within the river floodplain. Cottonwoods and willows are predominate, attesting to the viability of these species to endure winter flooding. Shrub and vine thickets often grow immediately adjacent to sand bars or along the riverbank. The lush ground cover is essential to the survival of many species of wildlife and to the aesthetics of the riverside. The high value of this zone as a natural area dictates certain limits on the amount of human use.



Please provide a caption

Cottonwood riparian forests are especially valuable to the riparian ecosystem because they are the largest and fastest growing tree species, and as the forest canopy dominants, they define the habitat and structure and quality for other plants and wildlife species. Floodplain riparian and wetland habitats in general, are important because they serve important ecosystem functions that benefit a large assemblage of native fish and wildlife species, including:

- seasonal refuge, spawning, and nursery habitat for native fish species, such as splittail, Chinook salmon and steelhead;
- food, cover, nesting and roosting habitat for permanent resident bird species, such as several species of raptors, California quail, scrub jays, spotted towhees, and numerous other passerine birds;
- food, cover and roosting habitat for migrating bird species and winter residents, such as hermit thrush, yellow-rumped warblers, and several species of sparrows;
- food, cover, and breeding habitat for several mammal species, including ringtail, river otter, mule deer, coyote, bobcat, raccoon, beaver, and the occasional mountain lion; and
- food, cover, and breeding habitat for several reptile species, including common kingsnake, western rattlesnake, Pacific tree frogs, and western toads.

Riparian Forest

Riparian forest consists of dense stands of trees that generally require flooding and sedimentation for regeneration. Riparian forests contain many of the same species as riparian scrub but are generally found in areas with less frequent flooding, scouring, and sedimentation; and lower velocity flows, which allows forest structure to develop over time. Riparian forest along stream channels, sloughs, and pond shorelines provides important shaded riverine aquatic cover. The major types of riparian forest in the Parkway are cottonwood riparian forest, with the tree canopy dominated by cottonwood trees, and mixed riparian forest, where no single species dominates the overstory but which commonly contains cottonwood, willow, alder, Oregon ash, valley oak, and box elder.

The Parkway contains approximately 660 acres of riparian forest. The largest contiguous patches are found in river miles 0–6, also defined as reach 1, especially near Discovery Park. Reach 2, river miles 6–12, has a relatively continuous cover of riparian forest in a narrow band along the LAR. Reach 3, river miles 12–23, has approximately 188 acres of riparian forest, but virtually all of it is situated on high-elevation floodplains that rarely receive inundation and are considered unlikely to regenerate.

The floodplain surfaces in reach 1 supporting most of the cottonwood and mixed riparian woodlands are inundated only during extreme high flows on the LAR and Sacramento River, and many portions of reach 3 are no longer inundated during objective release flows. Of the 1,140 acres of riparian forest and scrub in the Parkway, only 286 acres (25%) are situated in lower portions of the floodplains that receive periodic inundation under the current water management regime.

The potential loss of riparian habitat is most pronounced in reach 3 (river miles 12–23), where there are 460 acres of existing riparian forest and scrub but only 13 acres (3%) are periodically inundated, and only 22 acres of unoccupied floodplain habitat exists. To the extent these existing stands receive regular inundation required for regeneration will determine riparian habitat sustainability and existence in the Parkway.

Riparian Scrub

Riparian succession (the progressive replacement of one community by another) starts with the establishment of riparian scrub on bare sand, gravel bars, and other fresh sediment deposits. Riparian scrub consists of shrubs and small trees growing on gravel bars, recent alluvial sediment deposits, and near the edge of the low-flow channel and pond margins. Dominant species include narrow-leaved willow, Goodding's black willow, alder, cottonwood, mugwort, and herbaceous weedy species such as perennial and annual grasses and mustards. The stature is usually low-growing and sparse because of frequent or recent scouring or flooding.

The species composition is dominated by species that generally require flooding and recent sediment deposits for regeneration and are tolerant of inundation. (Riparian is typically found between gravel bars and low banks, where vegetation is typically low-growing and sparse because of scour or frequent flooding.) Intermediate bank elevations that flood only during high-flow events also support riparian scrub dominated by willow, alder, and young cottonwood and may support denser riparian scrub that can ultimately develop into cottonwood or mixed riparian forest. There are 481 acres of riparian scrub distributed somewhat evenly throughout the Parkway. Some of the larger patches are located in the Discovery Park, California Exposition and State Fair, Goethe Park, and Sunrise Recreation Area subreaches.

Riparian Forest and Scrub for Wildlife

Riparian habitats adjacent to the river, tributary streams or sloughs support the greatest diversity of wildlife because they support a greater diversity of plant species and vegetative structure—and consequently a

greater number of habitat niches and food resources for wildlife—than other habitats in the Parkway. Several species of raptors, including red-tailed hawks, red-shouldered hawks, Cooper's hawks, and great horned owls, build their nests in the crowns of cottonwood, valley oak, and other large trees. Great blue herons, great egrets, snowy egrets, and black-crowned night herons nest in rookeries in large trees along the lower American River. Natural cavities and woodpecker holes provide nesting sites for cavity-nesting species, including wood ducks, common mergansers, American kestrels, tree swallows, and western screech owls. Riparian scrub supports large numbers of insects and attracts passerine birds, including several species of warblers and hummingbirds. Mammals associated with these riparian habitats include ringtails, spotted and striped skunks, raccoons, beaver, coyote, and mule deer. Mountain lions are occasionally observed in the Parkway.

Freshwater Marsh

Marshland is a natural center of life in the Parkway. Cattails, rush and sedge are typically found along marsh peripheries, while the deeper water is commonly covered by water primrose. These wet areas are host to many animals which depend on the aquatic medium to support one or more phases of their life cycle. Water naturally attracts the more terrestrial vertebrates that feed on the vegetation or on the other creatures which abound here. Marshlands are excellent Nature Study areas.

Freshwater marsh is associated with ponds and backwaters and provides resting and foraging areas for waterfowl, shorebirds, wading birds, red-winged blackbirds, and swallows. Marshes are also used by aquatic mammals, such as muskrat and mink, and provide foraging and breeding habitat for several species of aquatic reptiles and amphibians, including common garter snakes, Pacific tree frogs, and bullfrogs.

Oak Woodland

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The Parkway includes heavily wooded areas consisting of Valley Oak, Blue Oak and Interior Live Oak with California Black Walnut and Cottonwood on wetter sites. Many animals live permanently along the edge of Oak Woodlands, while others frequent the area temporarily while on their annual migration. Because of its value as a wildlife sanctuary, this zone is generally protected from intensive human activity. Natural oak regeneration has not occurred to any great extent in the Central Valley for over 100 years because most suitable reproduction sites have been developed or are used in such a manner that reproduction does not occur.

Upland habitats adjacent to floodplain riparian areas, including grasslands and oak woodlands, are important to ecosystem processes in the Parkway. They provide foraging and cover habitat for target species and provide refugia habitats (areas where species can take refuge) during flood events. Oak woodlands serve as a buffer between urban areas and riparian habitats, and most terrestrial target wildlife species rely on both upland and riparian habitat during their life cycles.

There are two types of oak woodlands in the Parkway: 1) valley oak riparian woodland and 2) live oak and blue oak woodland. Valley oak riparian woodland occupies sites in the Parkway that rarely or never flood but have relatively shallow depths to perennially available groundwater, and live oak and blue oak woodland stands are above potential flooding. Both types of oak woodlands typically provide an open to moderate

canopy cover (i.e., 30% to 50% closure) with a grass understory, although some midstory shrub species may be present (U.S. Fish and Wildlife Service 1991). The valley oak riparian woodlands are frequently associated with black walnut and blue elderberry and can have a dense understory of California grape, California rose, Dutchman's pipevine, and other riparian-associated species. Common shrubs and small trees beneath the live oak and blue oak woodlands overstory include buckeye, toyon, California coffeeberry, and poison oak.

Virtually all of the oak woodlands in the Parkway are located in reach 3, river mile 12–23. Oak woodlands in reach 3 provide the largest contiguous patches of forest or woodland habitat in the Parkway. The 3.5-mile-long Sunrise Recreation area provides a nearly continuous band of woodland habitat and the interior portion of Goethe Bar contains the largest wooded habitat area in the Parkway and is associated with several special-status species occurrences.

Oak woodlands, dominated by valley oak, interior live oak, and blue oak, with black walnut, blue elderberry, and other shrub species, are of great ecological importance because of their relative scarcity in the region and their high values to wildlife. A wide variety of mammals depend on oak woodlands, including mule deer, ringtail, gray fox, and western gray squirrel. Common bird species in this community include several species of owls, acorn woodpecker, California quail, wild turkey, and numerous passerine species. Several reptile and amphibian species are found in these woodland habitats, including western rattlesnake, southern alligator lizard, western fence lizard, and common kingsnake.

Agriculture and Grasslands

Areas dominated by non-native vegetation in the Parkway are generally associated with areas of recent human disturbance that include: abandoned, fallow, and active agricultural fields, borrow pits, dredger mine tailings, levee slopes, and areas subject to periodic fire, frequent flood inundation, or scour. There are about 1,204 acres of grasslands and agricultural fields in the Parkway, with all but 12% located in reaches 1 and 3 (river miles 0–6 and 12–23). Grasslands and agricultural fields can provide important foraging habitats and upland refugia during flood events for many species of wildlife. However, 548 acres (46%) are dominated by yellow star-thistle, and extensive areas of reach 1, and especially within subreach 1d, are infested with nearly monotypic stands of pepperweed. Areas dominated by non-native weeds prevent native plants from establishing, provide poor habitat quality for wildlife, and discourage recreational uses. Large areas of agricultural fields are found from Goethe Bar to Rossmoor Bar in reach 3 (river miles 12–23), and large grasslands are found in reach 1 (river miles 0–6). Most of the grassland areas in reach 1 occur below transmission lines, have other facilities or structures associated with them, or occur on private property.

Annual grasslands provide habitat for meadow vole, garter snake, mice, jackrabbit, and gopher and foraging habitat for coyote, weasel, and raptors, including red-tailed hawks, American kestrels, and several species of owls. Grasslands infested with yellow star-thistle, pepperweed, and other non-native plant species provide limited habitat value in their current state but could be suitable for restoring native grasses, which are an important habitat.

Oak-Grassland

The Oak-Grassland is the most botanically diverse unit along the river. It is a transition zone between Oak Woodland and Grassland, featuring many elements of each. Where topography and soil moisture are unsuitable for a solid stand of oaks, a less dense canopy is formed. This zone is becoming rare in California today.

Shrub-Grassland

This is an area of convergence between Grassland and Riparian lying within the river floodplain. The most obvious plant is Willow, but Coyote Bush and California brickellia are also scattered along the sandy beaches. As available river water seepage decreases, so does the density and vigorous growth of this vegetation type. The increase in sunlight and greater development of soil allows Grassland plants to replace the more luxuriant Riparian understory. Oak and Shrub-Grassland may contain unique sites such as nesting areas, where isolation or protection are required.

NON-NATIVE INVASIVE SPECIES

Non-native invasive plant species occur throughout the Parkway, and infestations occur in every habitat type. Areas dominated by non-native weeds prevent native plants from establishing, provide poor habitat quality for wildlife, and discourage recreational uses. Infestations of weed species increase hydraulic roughness during high-flow events, decrease the capacity of the floodway, and adversely affect bank erosion and sedimentation processes. Once invasive weeds are removed and native species are re-established, native vegetation is able to sustain itself through natural growth and regeneration. Intense initial removal of invasive plants, followed by active and passive restoration, and follow-up removal of weed seedlings has proven to be a successful strategy for restoring riparian forests, riparian scrub, and oak woodland habitats. Mature non-native species that are not invasive may be benign to the Parkway ecosystems and even provide habitat to native wildlife species. Proper identification and knowledge of the function of non-native species are critical in the management of natural resources.

The single largest noxious weed infestation is yellow star-thistle, covering nearly half (an estimated 548 acres in 2001) of the agricultural fields and annual grasslands in the Parkway. Yellow star-thistle is intolerant of flooding and generally restricted to upland settings but can quickly reinvade and dominate sites within several years following a flood event. Pepperweed occupies extensive areas of abandoned agricultural fields with relatively moist soils and subject to periodic flooding in the first three miles of the Parkway upstream of the Sacramento River confluence. Other common invasive weeds in the Parkway include arundo, tamarisk, Spanish broom, fennel, French broom, mare's tail, cocklebur, pyracantha, oleander, Pampas grass, rip-gut brome, foxtail brome, wild oaks, poison hemlock, red sesbania, and Himalayan blackberry. Chinese tallow tree, black locust, Siberian elm, Chinese elm, and tree-of-heaven are common invasive tree species.

Several weed populations are considered to be rapidly expanding in the riparian vegetation of the lower American River. In particular, red sesbania is expanding along shorelines of streams and ponds. Chinese tallow tree, another recent invader, is also expanding in riparian habitats, as are longer established invaders such as arundo, Pampas grass, Spanish broom, French broom, Himalayan blackberry, and tamarisk, which can rapidly colonize exposed bar surfaces and stream banks. Once invasive weeds are removed and native species are re-established, native vegetation is able to sustain itself through natural growth and regeneration. Intense initial removal of invasive plants, followed by active and passive restoration, and follow-up removal of weed seedlings has proven to be a successful strategy for restoring riparian forests, riparian scrub, and oak woodland habitats.

Since 2001, the "Invasive Plant Management Plan" (IPMP) has been working towards eradication of all populations of arundo, tamarisk, French broom, Spanish broom, Scotch broom, Pampas grass, red sesbania, Chinese tallow tree, oleander, and pyracantha. In addition, 40 acres of yellow star-thistle will be converted to oak woodland with a native grass understory. The IPMP considers these species a high priority for removal because they rapidly colonize riparian habitats, degrade wildlife habitats, prevent natural regeneration of riparian forests, restrict recreation access, decrease floodway capacity, and increase

bank erosion. Future phases of the IPMP may include eradication of pepperweed and invasive tree species such as tree-of-heaven, black locust, and elm, and restoration of native grasslands. In all programs of weed removal, re-establishment of native vegetation through active or passive restoration is considered the best long-term strategy for controlling and preventing re-colonization by invasive plants after the initial removal is complete.

NATIVE PLANT RESTORATION

The native riparian vegetation along the American River in the Parkway, represents a plant community that is rapidly becoming rare in California. It is a rich community supporting a greater diversity of animal life than any other plant community in this State. There are unique opportunities for protection, enhancement and restoration of these threatened and valued areas of native vegetation. The area plan policies and Implementation Measures (Chapters 2 and 11) address this subject in further detail.

AQUATIC RESOURCES

Aquatic Communities Policies

3.7 The Parkway shall be managed to preserve, protect and/or restore riparian and in-channel habitat necessary for spawning and rearing of fish species, including native Chinook salmon (fall-run), steelhead, and Sacramento splittail, and recreational non-native striped bass and American shad. Priority shall be on providing diversity and complexity of habitat, consistent with recreational safety needs

3.8 It is the intent of this Plan that available water flows provide adequate seasonal river flows and water temperatures to achieve and maintain viable populations and life stages of federal or state listed species, such as the Central Valley steelhead trout and species of primary concern including - naturally spawning: Chinook salmon (fall-run), Sacramento splittail; non-native American shad, striped bass; and their macroinvertebrate food sources in the lower American River.

3.9 Responsible local and state agencies shall and federal agencies should discourage introductions of invasive non-native aquatic plants and animals.

3.10 In-stream woody material shall be managed to provide fish habitat in the lower American River consistent with recreational safety needs.

3.11 Agencies managing the Parkway shall identify, enhance and protect:

- a. areas where maintaining riparian vegetation will benefit the aquatic and terrestrial resources;
- b. current shaded riverine aquatic habitat; and
- c. other areas that can support a shaded riverine aquatic habitat, as time and resources permit, especially as associated with flood control or federally/state mandated species protection projects.

Aquatic Communities Policies

3.12 In order to reduce stranding and predation of anadromous fish, minor grading and dredging should be conducted to provide positive drainage from floodplain ponds to the low flow channel of the American River.

Is "-" appropriate in policy 3.8 before "naturally spawning?

AQUATIC COMMUNITIES—BACKGROUND

As a highly managed river system, the flows of the lower American River are controlled by releases from upstream reservoirs. Natural and human-induced processes have dramatically altered the hydrology, geomorphology, and riparian habitat value of the river system, particularly over the last 150 years. The aquatic communities policies provide guidance to protect the aquatic resources within a naturalized system that is greatly regulated. An integrated resource management approach will address the aquatic, terrestrial and riparian habitats in a manner that supports one another.

More than 40 species of native and non-native fish have been documented in the lower American River, including native fish that migrate up rivers from the ocean to lay and fertilize eggs in fresh water, such as fall-run Chinook salmon and steelhead. These species are called anadromous fish.

The LAR supports rich fish diversity, but the abundance of some individual species appears to be low. Of the 43 species that do or did occupy the river, 19 are considered numerous or common in certain portions of the LAR, nine are considered present or occasional, 14 are considered as few, uncommon, or rare, and one is now extinct. Twenty-two are believed to be non-anadromous species native to the LAR. In addition to Chinook salmon and steelhead, a few native species have been most abundant in surveys conducted in recent years, including Sacramento sucker, Sacramento pike-minnow, sculpins (prickly and riffle), tule perch, hardhead, and Pacific lamprey. Some non-native species such as small and large-mouth bass occur in abundance and are an important recreational resource for anglers.

SPECIAL STATUS SPECIES

Several species of fish in the LAR are of primary concern because of their declining numbers, and/or their importance to recreational/commercial fisheries. Chinook salmon are a federal species of concern and steelhead are listed as "threatened" under the federal Endangered Species Act (ESA). Other recreationally and/or commercially important species include non-native striped bass, non-native American shad and native Sacramento Splittail. Management of the river to improve in-stream habitat and enhance these fisheries is a goal of many stakeholders, agencies and organizations in the Sacramento region. These five species are explained in further detail below.

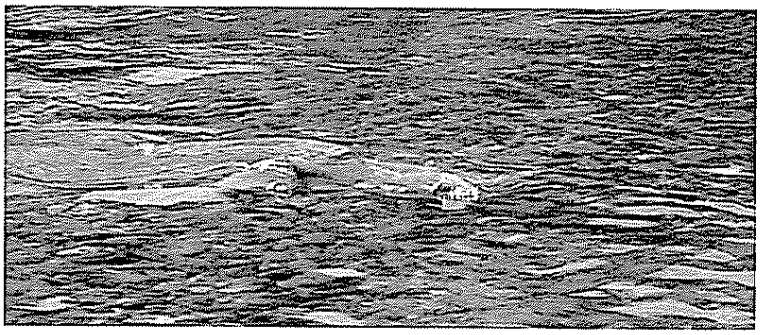
AQUATIC HABITAT

Geomorphic and hydrologic changes have impacted the aquatic and riparian habitat of the lower American River. There has been an overall decrease in shaded riverine aquatic (SRA) habitat, a decrease in habitat complexity and diversity, a reduction in woody debris, and an increase in invasive exotic vegetation. The artificial levee system has caused localized bank erosion, incision, and general channelization of the river corridor. Modification of the spring and summer hydrograph from flow regulation has likely affected the potential for cottonwood regeneration. Reduction in the abundance of

near-channel cottonwoods has reduced shaded channel surface. Large woody debris is noticeably deficient in many stretches of the lower American River, particularly in upstream areas. Generally, shoreline habitat has undergone a trend toward simplification.

Habitat quality, location, and availability; appropriate water temperatures (dam releases, cooling factors of shaded riverine aquatic habitat, seasonal timing); flow amounts (cubic feet per second) and seasonal timing of releases; food supply and rearing survivability, all contribute to the difficulty in providing appropriate habitat for the survival and sustainability of fisheries.

Construction and operation of Folsom and Nimbus dams has dramatically altered the LAR and its adjacent habitats by causing an overall decline in extremes of flow and temperature compared with historical conditions. Current LAR flows and temperatures are different than pre-dam conditions since river flows are managed by the United States Bureau of Reclamation to meet multiple and often conflicting objectives. For example, significant flow releases from Folsom dam during the spring and summer periods to meet south of the Delta contractual obligations and Delta water quality regulatory standards often result in less than ideal spawning flows for Chinook salmon in the fall and steelhead in the winter. These same releases often deplete a limited coldwater supply from Folsom dam needed for steelhead rearing in the river during the summer and Chinook salmon spawning in the fall. Managing flow releases and cold water reserves to meet multiple objectives presents year-round resource conflicts that require the continuous involvement of state, federal and local management agencies, and stakeholders with an interest in the LAR Parkway.



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Chinook Salmon

The LAR historically supported spring and fall-run Chinook salmon. By 1955, it is believed that American River spring-run Chinook salmon were extinct. Since that time fall-run Chinook salmon has been the dominant run.

Annual estimates of Chinook salmon that return to the LAR have been made by the California Department of Fish and Game since 1952. Through the 1990s about 30,000 fish have returned to the river each fall to spawn. However, in recent years, returns of fall-run Chinook salmon to the LAR have reached to 100,000 or more fish. It is estimated that the LAR has contributed 23 percent of all fall-run Chinook salmon produced in the Central Valley between 1994 and 2004, supporting both recreational and commercial fisheries.

Several environmental conditions influence the in-stream production of fall-run Chinook salmon in the lower American River. Flow, water temperature, substrate, and cover are believed to be the most important of those factors. Flow and water temperature have been identified as particularly critical factors for spawning, incubation and migration.

Fall-run Chinook salmon use the LAR during nearly every month of the year for the various stages of their lifecycle. The timing of fall-run Chinook salmon spawning is responsive to temperature changes in the lower American River, which are affected by the operation of Folsom Reservoir and the quantity of cold water available in the Reservoir in the fall, as a consequence of summer operations. Initiation of spawning can vary from early October to mid-November, depending on the prevailing water temperature regime.

Relatively warm water temperatures at the beginning of the fall-run Chinook salmon spawning season can delay the onset of spawning. Spawning typically does not occur until mean daily water temperatures decrease to about 60° F. Also, Nimbus Hatchery data suggest that percent egg fertilization rapidly increases when daily median temperatures decline below 60° F. In the last ten years, mean daily water temperatures at or below 60° F in the upper reaches of the lower American River have typically not occurred until the end of the first week of November, which has resulted in spawning delays and instances of pre-spawn mortality (adult fish dying before they are able to spawn).

When decreasing water temperature approaches 60° F, female Chinook salmon begin to construct redds (egg nests), into which their eggs are eventually released and fertilized. Approximately 95 percent of the spawning occurs in the upper seven-mile portion of the available river, (Ancil Hoffman Park area to the base of Nimbus Dam), although some redds have been documented below this river section.

For successful salmonid incubation, spawning gravels of adequate quantity and size are necessary. Spawning distribution (timing and location) also is influenced by flow conditions. Habitat availability and use are inversely related to, and directly affected by, flow conditions. Low flows are associated with an increase in redd superimposition. Low flows limit the available habitat below the water surface and therefore decreases the availability of acceptable spawning sites. Without appropriate spawning sites available, salmon will lay their eggs over previously laid eggs and superimpose their redds onto existing redds. Spawning may occur in appropriate numbers but the superimposition of redds will decrease redd survivability.

After emergence from the gravel, fry and juvenile salmon emigrate from the LAR to the ocean where they live the majority of their lives. The small salmon can often be seen along the shore as they make their way downstream to the Sacramento River. Most of the fall-run Chinook salmon returning to the LAR are three years old. Chinook salmon naturally die soon after they spawn. The river below the hatchery to Ancil Hoffman Park is closed to fishing during the spawning season to protect spawning fish and eggs. Figure 3-1 depicts the average life-cycle of the Chinook salmon.

Water temperature may also directly contribute to the triggering of seaward migration. Water temperature moderates emigration timing by controlling the rate of growth and physiologic development of juvenile salmonids.

Steelhead

The lower American River originally supported summer-, fall-, and winter-run steelhead. Historically, nearly all steelhead spawning occurred upstream of what is now the Nimbus Dam. By 1955 and the completion of Nimbus and Folsom Dams, it was believed that summer-run steelhead were extinct from the American River. However, unsubstantiated reports from anglers indicate that remnant populations of summer-run steelhead may still exist in the river. Remnant populations of the fall-run and winter-run steelhead do still exist in the river.

Central Valley steelhead are listed as threatened under the federal Endangered Species Act, and their Evolutionarily Significant Unit (ESU) encompasses the lower American River.

Flow and temperature conditions affect the lifestages of lower American River steelhead. Cooler water temperatures upstream during the spring may be responsible for later steelhead emergence in upstream locations relative to downstream locations. Also, smaller average fish size in the uppermost reaches of the lower American River after March may indicate later spawning, slower developmental rates, and later and protracted emergence due to water temperature differences. Generally the larger the fish the better their chance of survival.

Summer water temperature appears to be the most important stressor affecting steelhead, because steelhead rear throughout the year in the lower American River. Summer water temperatures frequently exceed those reported as suitable for juvenile steelhead rearing, which has been documented to result in poor health conditions (less resistance to disease and parasites) and a decrease in overall body condition, which can lead to lower survival rates.

Adult steelhead migrate into the lower American River to spawn. Not all steelhead die after spawning, unlike Chinook salmon. Those that do not die return to the ocean, and may return to the LAR to spawn again in future years. Juvenile steelhead typically rear in the LAR for one year before emigrating to the Pacific Ocean. As with fall-run Chinook salmon, the entire LAR is used by steelhead for one or more portions of their lifecycle. The peak of the upstream migration and spawning period occurs from December to March. (See Figure 3-2)

Sacramento Splittail

Historically, splittail inhabited Central Valley lowland rivers and lakes. Presently, adult splittail primarily inhabit the Delta, Suisun Bay, Suisun Marsh, and other parts of the Sacramento-San Joaquin estuary. Splittail are also known to inhabit the Sacramento River below the Red Bluff Diversion Dam and the lower sections of its tributaries, including the Feather and American rivers. Little information regarding Sacramento splittail occurrence, abundance, or habitat utilization is available specifically for the LAR.

Prior to spawning, adult splittail apparently migrate upstream into freshwater areas. Changes in the timing, magnitude, and duration of high river flows and flooded areas are believed to affect when and where adults migrate, forage, and lay eggs. It is likely that the reproductive success of this species is tied to the timing and duration of flooding of the Yolo and Sutter bypasses and to flooding of areas along the major rivers of the Central Valley. Splittail larvae are believed to develop and grow in shallow, highly vegetated areas close to spawning areas, but move into deeper water as they mature. It appears that their downstream migration occurs during the spring and summer months. However, some juvenile splittail apparently rear in upstream habitats for up to a year before migrating downstream. It is believed that, if splittail spawn in the LAR, they do so in relatively low numbers and at downstream locations. Splittail are not harvested commercially, but support a small recreational fishery.

In 1999, the USFWS listed splittail as threatened under the federal Endangered Species Act. In September 2003, the USFWS published a "notice of removal" determination to remove the splittail as threatened under the Endangered Species Act based on its analysis of population information, threats to the species, and habitat-restoration and water-management actions being implemented to benefit Central Valley fish.

American Shad

American shad, a non-native species, was first introduced into California in 1871. American shad is another anadromous species, migrating from the ocean to freshwater to spawn. The introduced American shad rapidly became abundant, and by 1879 a commercial fishery had developed in California. Legislative action in 1957 terminated the commercial fishery in favor of a rapidly developing sport fishery. In recent years (1994–1999), American shad have been captured in the LAR during CDFG's surveys. No specific estimates are available regarding the annual run size of American shad in the LAR.

Water temperature is apparently the most important factor influencing the timing of shad spawning. Optimum water temperatures for American shad spawning have not been determined for the LAR; however, optimum water temperatures for American shad spawning in the Feather River have been reported to range from 60° to 70° F. Most of the eggs spawned in the LAR probably do not hatch until they have drifted

downriver and entered the Sacramento River. Recent collections of juvenile American shad by CDFG suggest however, that juvenile American shad may rear in the LAR for relatively extended periods and at least as far upstream as Watt Avenue.

The relative volume of river flow influences the size and location of American shad runs in the Sacramento River and its tributaries. Not all American shad die after spawning, unlike Chinook salmon. The number of American shad spawning in the LAR would be expected to vary as flows in the LAR change relative to the flows in the Sacramento River.

Striped Bass

Striped bass were introduced into California in 1879 and 1882, when shipments were released in the Sacramento-San Joaquin Estuary. The species rapidly became abundant and provided the basis for a commercial fishery by 1888. Striped bass remains an important sport fish with high recreational value and it also plays an important role as a top predator in the Bay-Delta ecosystem and its watershed. Limited information is available on striped bass presence and distribution in the LAR, based on previous surveys conducted by the USFWS The USFWS's Anadromous Fish Restoration Program (AFRP) has set a target for striped bass in the Central Valley at 2.5 million adults, approximately double the 1967–1991 average estimated abundance of striped bass in the Central Valley. Goals specific to the LAR have not been established by the AFRP.

Adult striped bass are present in the LAR throughout the year, with peak abundance occurring in the summer months. Available information indicates that minimal, if any, spawning occurs in the LAR and that adult fish that enter the LAR probably spawned elsewhere, or not at all. The LAR apparently is a nursery area for young striped bass, with numerous schools of five-inch to eight-inch long fish reported in the river during the summer months. In addition, juvenile and sub-adult fish have been reported to be abundant in the LAR during the summer and fall.

Optimal water temperatures for juvenile striped bass rearing range from about 61° to 71° F. The number of striped bass entering the LAR during the summer is believed to vary with river flows, water temperature, and food production. In any given year, the population of striped bass in the Delta is probably the greatest factor determining the number of striped bass in the LAR.

HUMAN HISTORICAL AND INTERPRETIVE RESOURCES

Human Historical And Interpretive Resources

3.13 A long range interpretive program shall be managed for the Parkway to interpret all currently recognized ecosystems and the three periods of human history. This program shall include at least the following components: signs, exhibits, nature trails, guided walks and tours, guided recreational activities, cultural and living history programs, community outreach, publications and media, and research. This program should serve all segments of the community and extend throughout the Parkway.
A basic interpretive program should be provided at no charge to the public.
Expanded programs, classes and workshops can be provided, which may be fee based.
Expand interpretive and educational programs through collaboration with other educational service providers, such as schools, non-profit organizations and environmental and educational groups

3.13.1 All interpretive signs in the Parkway should be aesthetically compatible with the natural environment.

Human Historical And Interpretive Resources

3.14 Portions of the Parkway may be temporarily closed to certain uses in order to restore habitat values, visual quality, and recreation opportunities, upon assessment that the environmental resources, aesthetics, or recreational setting of the Parkway have become degraded.

3.15 Archaeological resources and historical sites shall be preserved until determination of their historical importance can be made and decisions about their disposition are reached.

3.16 Where appropriate, areas which have been damaged by mining, flooding, or other adverse conditions should be reclaimed for recreational use consistent with this Plan and overall Parkway goals, or restored to a naturalistic condition as determined by the designated land use category.

3.17 No development shall occur within the boundaries of State-registered archaeological sites.

3.18 The development of interpretive centers and structures in the Parkway shall be compatible with the naturalistic and aesthetic qualities of the area.

3.19 Interpretive centers within the floodway should be constructed in a manner so as not to impede flood conveyance,

3.20 Interpretive service providers should develop a collaborative relationship with colleges and research related institutions for assistance with research and survey projects.

3.21 Sensitive cultural and natural features utilized for interpretation should be monitored for overuse and corrective action taken to ensure long-term protection.

3.22 All programs featuring a native culture should be handled sensitively, accurately and with the support of that culture group.

HUMAN HISTORICAL RESOURCES

There are three recognized periods of human history represented in the Parkway. These periods are: California Indian, Hispanic, and American. The earliest inhabitants of the American River and its tributaries were the ancestors of the modern Nisenan or Southern Maidu. Evidence of their culture can be found in the remains of villages, burial sites, and artifacts. While site locations are not made public in order to avoid vandalism, there is ample evidence of this culture, including archaeological studies and oral histories that provide a rich interpretive resource.

CALIFORNIA INDIAN ERA

The California Indian era is thought to have had continuous presence in California for at least 4,500 years, with fragmentary evidence as long ago as 12,000 years existing in the Sierra. The early inhabitants chose to live near a year-round supply of water at an elevation that would provide protection from seasonal floods. Their villages were also near oak groves that provided the important food supply of acorns. These first sites, however, may no longer be found near a present water course. Floods, silting, and the later shifting of the river, caused villages to move and be rebuilt to the variable river.

Nisenan

The Nisenan were the southernmost of three groups known as the Maidu. Nisenan is a word meaning "from among us; of our side." The term "Nisenan" was first used in the literature by Stephen Powers in 1877 when he described the group. Anthropologists based names of Indian groups on linguistic differences, although in fact, the people lived in family groups that other cultures might consider to be only different villages.

BOUNDARIES

The Nisenan occupied the area form the eastern side of the Sacramento River to the 3,000-foot level of the Sierra Nevada. Their territory extended from the Bear and Yuba rivers to the vicinity of the Cosumnes River, and included the entire American River drainage area. Although they may have used the higher areas in the Sierra for seasonal hunting, fishing and gathering, no permanent settlements are known above 3,000 feet.

SETTLEMENTS

Villages in the valley were located near running water or permanent springs. To provide protection from seasonal flooding, the villages were built on natural knolls or on mounds constructed for house sites. Open country surrounding the village provided both habitat for large game animals and visibility in which to recognize approaching strangers.

A small village consisted of three to seven houses and a total population of 15 to 25 individuals. Larger villages may have had over 500 inhabitants. Several villages may have clustered around a large village with a headman who was empowered to call on neighboring villages on matters of mutual concern. Sometimes feuds erupted over trespassing or hunting rights, prompting a family to move to another village.

Villages moved in accordance with the seasons. There were summer villages and permanent village sites. A summer house was made of cut branches tied together and fastened to sapling posts, then covered with brush and often dirt. These summer shelters were built facing eastward to escape the heat of the hotter afternoon sun rays. The permanent village site would be located out of the flooding area, likely on bluffs, with the family shelters being partially subterranean. The Effie Yeaw Nature Center includes an example of a summer village.

Two types of structures built in the villages were the hu and kum. The dwelling or hu was a dome-shaped structure built with a pole frame and covered with brush or tules and earth. These dwellings were 10 to 15 feet in diameter. The ceremonial house or kum was a larger semi-subterranean structure three-to-four feet in depth, built with heavy beams and covered by earth, tules and brush. These kums were only in larger villages, or were shared by a group of small villages. A third type of structure, the sweathouse, was also found in some areas.

SUBSISTENCE

The Nisenan were hunters, gatherers, and fisherman, and blessed with year-around food sources. In the winter, late fall, and early spring, all members of a village were gathered together, but in the summer and early fall, part of the population moved to foothills or mountains in search of food.

The land occupied by the valley and hill Nisenan provided their entire food supply. The Nisenan living on the lower American River supplied roots for baskets, fresh water mollusks, salmon, antelope meat, other dried fish, and white-oak acorns. In return the hill Nisenan provided dried deer and bear meat, hides, rabbit-skin blankets, black-oak acorns, sugar-pine nuts, Manzanita berries, tobacco, and the feathers of the red-shafted flicker and acorn woodpecker.

Gathering acorns was a family or village-wide affair. Men would knock the acorns from the trees and women and children would gather them for storage in a granary. Later they would be removed, cracked on an acorn anvil, shelled, and ground into flour on a bedrock mortar. A soaproot brush would be used to control scattering. Tannins would be removed by leaching the acorn meal. The meal was then placed in a tightly woven basket and mixed with water to make a thick soup. Fire-heated stones were dropped into the water-tight baskets to cook the flour. Enough mush or soup was prepared to last several days. (Wilson, Towne)[2].

In addition to the closely woven, water tight baskets for cooking, they made large storage baskets, bowls, shallow trays, traps, cradles, hats and seed beaters. By combining different types of plants, they were able to make geometric designs in red, black, white, brown or tan.

WEAPONS

Bows were made from gray pine or cedar and were scraped and bound with deer sinew. The sinew was either pounded or soaked and chewed to make it soft enough to bind the bow. Arrows were made from hardwood or from a particular marsh plant, and usually had three feathers tied to the shaft. Points were made from obsidian, stone or chert. Spears, used only in war, were made from willow and obsidian points.

The Missions

The Mission period coincides with the era of Spanish control in California. At the onset, it was a time of exploration and trapping by different European groups. During this time there were scattered contacts with the local Indians on the American River. In the years between 1805 and 1817, a number of expeditions were led into the Sacramento valley.

Perhaps the most significant occurrence during the Mission period was the malaria epidemic of 1830–1833. It first appeared in the Columbia River in 1830 and reached the Central Valley in 1833. It is thought to have been introduced by ships docking at Fort Vancouver and spread to California by trapping parties. Epidemics of malaria, measles, smallpox and other diseases to which the Indians did not have any resistance, wiped out more than half of the California Indians before they had even seen a white settler. The epidemics are estimated to have caused a 75% reduction in the native population of the Central Valley, leaving 20,000 persons dead in 1833. By 1849, diseases and the onslaught of gold miners and settlers decimated the valley Nisenan population on the American River.

American Period 1850–1900–present

The American period begins with the Gold Rush and ends with the virtual disappearance of native culture in the Central Valley, by the end of the 19th century.

Today, people are increasingly proud to have whatever California Indian heritage they may have. Though most are not living in their traditional lands along the American River drainage, the Nisenan Maidu continue to be a living culture.

Archaeological Sites

Forty archaeological sites have been recorded on the banks of the American River from its mouth to the junction of the middle and south forks, now inundated by Folsom Dam. These sites vary from large villages to bedrock mortar sites (grinding holes in the natural bedrock). The tribal territory of the Nisenan extended from a few miles south of the mouth of the American to above the mouth of the Feather River.

In 2003, some 75,000 Indian artifacts and 45 parcels of human remains dating back more than 4,500 years were unearthed during a Sacramento City Hall expansion project. The artifacts were believed to have been

from a sand dune village. Among them were fish weights, fish hooks and odd stones about two inches in diameter, and shaped like crescent moons. Archaeologists believe they would have been mounted on arrow shafts and used as a weapon to stun ducks.

HISPANIC ERA

The Hispanic era of California's history includes the period of exploration of Northern California by fur traders and explorers such as Gabriel Moraga and Jedediah Smith. Jedediah Strong Smith and other American fur trappers passed through the Sacramento area in 1827–1828. Smith's accounts of the quality and quantity of furs along the banks of the American River piqued the interest of the Hudson Bay Company, prompting them to send three expeditions to the region between 1828 and 1833.

In August of 1839, Captain John Augustus Sutter arrived at his land grant on the American River to establish the colony of New Helvetia—the present day City of Sacramento. In the years following the 1844 expedition to the west, American emigrants began coming to California in ever-increasing numbers. For those following the central route of travel, Sutter's Fort was their first encounter with civilization in California. The sight of the adobe-walled fort signaled the end of months of hardship, danger and deprivation.

October 1846, the Donner-Reed party were trapped at the present Donner Lake. Of the four relief expeditions sent out to rescue the Donner-Reed party, two were from Sutter's Fort. The first from Sutter's Fort left on February 4, 1847. The last relief attempt occurred in April. Of the original 82 member Donner-Reed party, only 47 reached Sutter's Fort alive.

In January of 1847 American rule had come to California. January 1848, James Marshall discovered gold at Coloma while building a sawmill for Sutter. This began the onset of the Gold Rush period and the influx of settlements in California. What influx may have taken two centuries in New England or Pennsylvania, took less than two years in California. Written records and State Park resources aid interpretation of this colorful period of exploration and discovery.

AMERICAN ERA

The American era begins with the gold rush and continues to our present day. The Gold Rush period began the onset of mining along the American River. Gold was found at Mississippi Bar in 1849. Downstream on the right bank, Sailor Bar became an active mining camp, named for two sailors who jumped ship to go prospecting and found gold there. The American River Ditch extended 39 miles from the mountains to Sailor and Mississippi Bars, where the water was returned to the river. The American River Ditch was an ambitious project that carried water, necessary to separate out the gold, from the north fork of the American river downstream. In 1851 miners formed the Natoma Water Company to meet their increased need for water.

Discovered in later 1849 or early 1850, Negro Bar may have been the first gold mining site discovered on the river by African Americans, and as evidenced by surrounding areas such as Negro Flat, Negro Hill and Little Negro Hill. By the middle of 1850, few if any African Americans remained in the area as mining operations became more complex and large companies of miners took over. Even the name changed to "Long Island Bar" as was printed in the Placer Times, May 8, 1850. Also in 1850, the California State Legislature granted an official charter to Sacramento City and County.

In 1855 a new mining technique was devised that would change not only the mining industry but the American river floodplain as well. Hydraulic mining was massively destructive to the land and required an immense amount of water. Ironically, this was the only new method of mining developed during the Gold Rush.

As destructive as hydraulic mining was, literally able to blast away entire mountainsides, it was also very profitable. One company using 200 "inches" of water (a miner's "inch" equals approximately 17,000 gallons of water over a 24-hour period) for 100 days, washed one million cubic yards of placer gravel and took out $32,000 worth of gold. Of this, $12,000 was pure profit.

During this time, there was no system for restraining the accompanying debris or "slickens" from the mines. The debris washed down the stream beds into the valley rivers below. River beds rose, natural banks no longer contained the rivers and the existence of Sacramento valley agriculture was threatened with suffocation under the huge mass of mining debris.

The 1880's saw several court cases regarding the impacts of mining, debris in the rivers. In late November 1884, after several earlier court cases, the state Supreme Court decided, "No person, natural or artificial, has the right directly or indirectly to cover his neighbor's land with mining debris." (The Lower American River—Prehistory to Parkway, page 41.)

A stroke of the judicial pen stopped hydraulic mining although the debris remained. Slickens continued to raise the American River bed until 1896. At that point, the natural scouring power of the river was able to lessen the debris. The aggradation of the floodplain continues to this day to affect Parkway vegetation's regeneration and sustainability.

Along the Parkway, dredger tailings and remnants of hydraulic mining equipment provide traces of the gold rush and mining activity. Remnants of farm buildings, fences and orchards are evidence of the agricultural development that followed the gold rush and in turn gave way to urban development.

Sources:

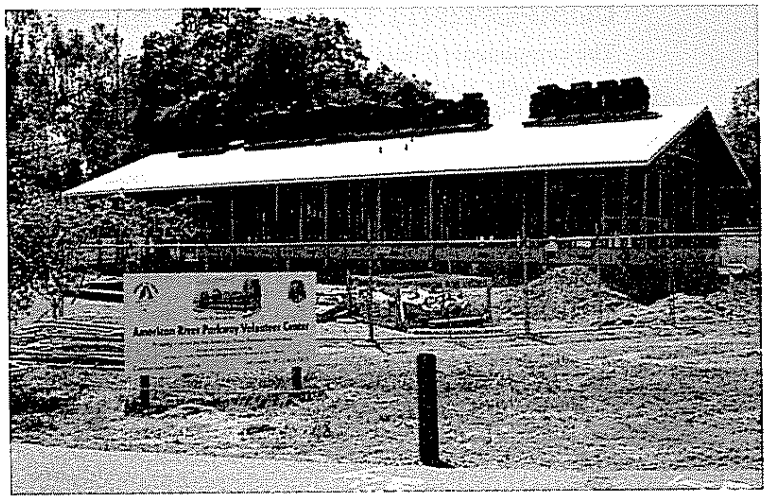
1) *This information has been extracted from a book titled* The Lower American River—Prehistory to Parkway *It is a publication of the American River Natural History Association, 2005. The original edition was published in 1977, revised and updated in 1991, with the most recent updated and expanded edition published in 2005.*
2) Smithsonian Handbook of American Indians, *Vol. 8, page 389.*
3) *www.thefirstamericans.homestead.com/Maidu.html*

INTERPRETIVE RESOURCES

Interpretation is the communication of information and values of a resource area to the visiting public, through the use of educational signs, exhibits and nature trails, guided walks and tours, publications and other media. This interpretation can be extended into the community through programs in schools and community events, through recorded media programs, and by sending interpretive exhibits to other communities. Interpretation or education is an essential element of this Plan. Interpretation increases people's awareness of their surroundings, and helps them understand the value of the Parkway as open space and as a resource for natural and cultural history. Education about the measurable benefits the Parkway provides to the community, such as clean air and water, is also included.

Interpretive services are a practical tool for park management and enhance the enjoyment of visitors. Visitors who understand the components of the Parkway will likely become better stewards of the resource. Visitor centers and naturalists not only teach appreciation, but forestall inestimable damage to Parkway facilities through their teaching. The opportunities for interpretation are limitless, but a successful and productive program requires planning, coordination, funding and staffing.

The first known formal interpretation on the American River Parkway was done by Mrs. Effie Yeaw, a teacher and conservationist, starting in the 1950's. With a small group of volunteers, Mrs. Yeaw took many school children on walks through Deterding Woods, which is now the Ancil Hoffman Park Nature Study Area. When the Woods were purchased by the County for inclusion into Ancil Hoffman Park, Mrs. Yeaw and the volunteers continued to offer guided tours.



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In 1976, the Nature Center was built to serve the growing program. It is named the "Effie Yeaw Nature Center", in honor of the woman who inspired the program. This center is located in Ancil Hoffman Park adjacent to the Nature Study Area. The Effie Yeaw Nature Center (EYNC) facility consists of two buildings for indoor programs and classes, exhibits, and offices. Directly behind the facility a number of nature trails wind through the 77-acre Nature Study Area. The area surrounding the buildings is landscaped with plants native to the Parkway. The EYNC has received national recognition for the excellent service and programs it provides the region. Its outreach and on-site programs serve an eight-county area. Students from schools in every school district in the greater Sacramento region have been served by the EYNC's programs. The award winning-exhibits created by the EYNC staff are borrowed by other museums and nature centers throughout California. The visitor sign-in book shows that many people from throughout the world visit the EYNC.

In 1981 a group of citizens formed the American River Natural History Association (ARNHA) and incorporated as a non-profit, tax-exempt educational organization to aid and augment interpretation in the Parkway. The American River Natural History Association assists the interpretive program of the EYNC in the following ways:

- Provides volunteers to aid the interpretive programs of the EYNC,
- Creates interpretive publications about the natural and cultural history of the American River Parkway and the Sacramento Region, and
- Contributes funds to support the Effie Yeaw Nature Center's educational programs and exhibits.

In 1983 the American River Parkway Foundation incorporated as a non-profit, tax-exempt organization to support the preservation, maintenance, enhancement and appreciation of the American River Parkway in the following ways:

- Coordinates volunteer activities to help preserve and restore habitat,
- Coordinates the Great American River Clean Up—an annual clean up of the Parkway, and
- Raises funds to facilitate the addition of land to the Parkway.

In addition, the Foundation completed construction of a visitor/volunteer center at the William B. Pond Recreation Area in 2005. Due to its location within the Parkway and its proximity to the Jedediah Smith Memorial Bike Trial, this facility serves as a communications conduit to the public about the Parkway and its resources.

COMPONENTS OF AN INTERPRETIVE PROGRAM

The components of an interpretive program are: Signs, exhibits, nature trails, minor interpretive facilities, guided walks and tours, living history and cultural programs, guided recreational activities, community outreach, publications and other media, research, and interpretive centers.

Signs

Signs should direct visitors to points of interest, explain park features and educate about the benefits the Parkway provides the community, such as clean air and water. Signs are also essential to make visitors aware of rules and regulations for proper conduct and resource protection by informing visitors of what they can and cannot do. Informational and interpretive signs asking visitors to conserve water, dispose of litter properly and help keep the storm drains free of pollutants also protect the Parkway.

Exhibits and nature trails

Exhibits and nature trails introduce visitors to natural and historical features. Exhibits range from major museum displays to small trailside shelters. Signs are used along nature trails, at overlooks, and turnouts to interpret natural and historical features. Exhibits and nature trails are needed in the Parkway to accommodate the high volume of use and to promote protection of the fragile landscape. All recognized ecosystems, including riparian and woodland systems and the associated native vegetation and wildlife, and the three periods of history should be covered.

Minor Interpretive Facilities

Minor Interpretive Facilities are small, low impact structures that support Parkway interpretive education. Examples of such structures are the tule huts on exhibit at the Effie Yeaw Nature Center, an overlook wildlife observation platform, a "ramada" shade structure that serves as an outdoor classroom, or a fire ring similar to or slightly larger than the one at Camp Pollock. These structures should be made of naturalistic materials and be designed to accommodate small to moderate size groups.

Guided walks and tours

Guided walks and tours provide an enjoyable learning experience for Parkway visitors. Educators find that the Parkway is an outdoor laboratory which can be supplemented by the formal indoor classroom. Tours should be provided for people of all age groups and abilities to the extent feasible. Guided walks and tours may include nighttime uses such as moonlight walks, astronomical observations and nocturnal wildlife observations, as permitted via a County Regional Parks permit.

Walks and tours

Walks and tours may be conducted by County staff and individual or community group volunteers. Stewardship organizations can be important resources to assist Parkway Management staff to conduct interpretive walks for the general public. A basic purpose for interpretation of the natural and historical values in the Parkway is to create an understanding of the need for rules and regulations for the protection of these values.

Living history and cultural programs

Living history and cultural programs that promote awareness of the three periods of history that are part of the Sacramento region's past should be offered. Programs should be carefully researched and depict the time period accurately. It is important that the Nisenan culture be depicted as a living culture.

Guided recreational activities

Guided recreational activities provide the opportunity to educate an audience in conjunction with that recreational activity. For example, a naturalist can interpret the riparian habitat to an audience in a raft, or explain wildlife diversity while leading a group of cyclists on the bike trail.

Community outreach

Community outreach is necessary to reach those who cannot come to the Parkway for on-site activities. It also promotes awareness of the interpretive programs available. Outreach programs are currently taken to schools throughout the greater Sacramento area.

Publications and other media

Publications and other media are a part of interpretive programs and help to promote appropriate uses of the Parkway, and educate visitors.

Research

Research to expand the knowledge of the Parkway, as noted in the following section, should be promoted with a major goal being the development of an annotated checklist of the plants and animals within the Parkway. Such information would serve as an interpretive resource, as well as a valuable management tool for guiding land use decisions. Presentations of the finding from the Parkway research projects and surveys are educational and should be offered in an evening or weekend program format to the public.

An Interpretive Center

An Interpretive Center is a building or complex of buildings containing facilities designed to accommodate functions, activities, events and displays which advance and support the fundamental interpretive and educational goals and policies of the American River Parkway Plan.

a. An Interpretive Center located within the confines of the American River Parkway must be considered as an integral part of the Parkway facilities subject to the goals and policies of the Parkway Plan.
b. The location of the Center must be determined based on: 1) an already well established access, 2) compatibility with adjacent uses and conditions, taking into consideration the Center's overall supporting infrastructure, and 3) sensitivity to the impacts upon the adjacent community such as noise and traffic.
c. The architectural design of the Interpretive Center shall complement the Center's site surroundings. The structures shall be finished in earth tones and the building's material shall complement, to the greatest degree possible, adjacent land uses and Parkway natural resources.

Additional information about interpretive program components is provided for in the implementation measures section (Chapter 11) of this Plan.

LONG RANGE INTERPRETIVE PLAN

In 1988 a long range interpretive plan called Interpretation 2000: a Master Plan for Regional Interpretive Areas, Facilities, Programs and Services was completed and adopted by the Board of Supervisors. This plan includes both long-term and short-term goals.

Interpretation 2000 includes 27 prioritized recommendations for the County Parks system in four areas: Land Acquisitions, Development (facilities, trails, signage, accessibility),Research-Evaluation, and Operations-Administration. Also discussed were coordinated interpretive services, community funding,

staff training, staff salaries, collections conservation and management planning, resource protection, and publication development. Interpretation 2000 also includes an assessment of each individual County park site. Of the major objectives outlined in the plan, 21 of 27 have been accomplished since its adoption.

Table 3-1 lists interpretive facilities and programs existing within the Parkway and recommends additional facilities and programs that should be included in the interpretive plan. A basic program should serve all visitors regardless of their ability to pay for services. Special programs, classes and workshops could be provided and funded through fees. Interpretive programs can be expanded by encouraging educational programs in the Parkway by environmental and educational groups.

As the interpretive program in the Parkway expands, care must be taken not to impact any one area. Walks, guided tours, and programs should be spread throughout the Parkway, covering all ecosystems and serving all segments of the community.

AESTHETIC VALUES

The Parkway's open spaces and natural resources provide Parkway users with a highly-valued natural setting and feeling of serenity, in the midst of a developed urban area. The Parkway's aesthetic values are those unique intrinsic qualities that define the Parkway experience and stimulate the senses of those who use the Parkway. The personal nature of one's experience in the Parkway makes it difficult to define and quantify the aesthetic values of the Parkway. For purposes of the Parkway Plan, it is important that these values are acknowledged. The following elements are valued aspects of the Parkway experience that should be considered as part of the aesthetic values of the Parkway:

- the clean, transparent waters of the American River,
- the American River as a designated Wild and Scenic River,
- the life that the river supports, such as mammals, fish, birds, beneficial insects, vegetation, and other wildlife,
- habitat diversity, riparian zone, woodland, upland, vegetation,
- presence of wildlife and their movement, visibility, grace,
- sounds of nature, including birds, wildlife, the flowing river,
- seasonal changes,
- feeling of peace and tranquility experienced by the people who visit and use the Parkway,
- feeling and experience of harmony that prevails between what is natural in the Parkway and the animals that live in it,
- the land form, exposed geological compositions,
- islands,
- views of the river—at various flow levels,
- views from within the Parkway at different vantage points,
- views from the Parkway outward, and
- minimal urban or ambient noise and light.

Enhancing the natural resources of the Parkway can also augment its aesthetic values. It is the intent of this Plan to protect and enhance the natural resources and aesthetic values of the Parkway.

Table 1
List of fish species occurring in the American River watershed

LIST OF FISH SPECIES OCCURRING IN THE AMERICAN RIVER WATERSHED		
Scientific Name (Family, species)	Common Name	Status[1]
Petromyzontidae		
Lampetra tridentata	Pacific lamprey	N
Acipenseridae		
Acipenser transmontanus	White sturgeon	N
Clupeidae		
Alosa sapidissima	American shad	I
Dorosoma petenense	Threadfin shad	I
Cyprinidae		
Carassius auratus	Goldfish	I
Cyprinus carpio	Common carp	I
Gila crassicauda	Thicktail chub	NE
Hesperoleucaus symmetricus	California roach	N
Lavinia exilicauda	Hitch	N
Mylopharodon conocephalus	Hardhead	N
Notemigonus crysoleucas	Golden shiner	I
Orthodon microlepidotus	Sacramento blackfish	N
Pimephales promelas	Fathead minnow	I
Pogonichthys macrolepidotus	Splittail	N
Ptychocheilus grandis	Sacramento pikeminnow	N
Rhinichthys osculus sp.	Speckled dace	N
Catostomidae		
Catostomus occidentalis	Sacramento sucker	N
Ictaluridae		
Ameiurus catus	White catfish	I
Ameiurus nebulosus	Brown bullhead	I
Ameiurus melas	Black bullhead	I
Ictalurus punctatus	Channel catfish	I
Osmeridae		
Hypomesus nipponensis	Wakasagi	I
Salmonidae		
Oncorhynchus gorbuscha	Pink salmon	N
Oncorhynchus keta	Chum salmon	N
Oncorhynchus kisutch	Coho salmon	N
Oncorhynchus mykiss 2	Steelhead rainbow trout	N
Oncorhynchus nerka	Kokanee	I

LIST OF FISH SPECIES OCCURRING IN THE AMERICAN RIVER WATERSHED		
Scientific Name (Family, species)	Common Name	Status[1]
Oncorhynchus tshawytscha 3	Chinook salmon	N
Salmo trutta	Brown trout	I
Atherinidae		
Menidia beryllina	Inland silverside	I
Poeciliidae		
Gambusia affinis	Western mosquitofish	I
Gasterosteidae		
Gasterosteus aculeatus	Threespine stickleback	N
Cottidae		
Cottus asper	Prickly sculpin	N
Cottus gulosus	Riffle sculpin	N
Moronidae		
Morone saxatilis	Striped bass	I
Centrarchidae		
Archoplites interruptus	Sacramento perch	NL
Lepomis cyanellus	Green sunfish	I
Lepomis macrochirus	Bluegill	I
Lepomis microlophus	Redear sunfish	I
Micropterus dolomieui	Smallmouth bass	I
Micropterus salmoides	Largemouth bass	I
Pomoxis annularis	White crappie	I
Embiotocidae		
Hysterocarpus traski	Tule perch	N

Note

[1] *N, native species; NE, native species now extinct; NL, native species but locally extirpated; I, alien species.*

[2] *The anadromous form (steelhead rainbow trout) dominates the lower river with resident populations above the dams. Historically, there were summer-run, fall-run, and winter-run steelhead. Only winter-run steelhead are still found in the river.*

[3] *Historically, the river supported spring-run and fall-run Chinook salmon. Only fall-run Chinook salmon are still found in the river.*

CHAPTER 4
WATER FLOWS, WATER QUALITY, AND FLOOD CONTROL

The lower American River is a highly managed river system that has experienced dramatic changes in hydrology, geomorphology, and riparian habitat value over the last 150 years due to natural and human-induced processes. The lower river's flows are controlled by releases from Folsom Reservoir and Lake Natoma and its channel is confined by state and federal levees in the first 12 miles moving upstream from the mouth of the lower American River. The Parkway is a managed floodway that protects Sacramento from seasonal flooding and supports recreational use along with natural habitat areas.

WATER MANAGEMENT

Water Flow Policies

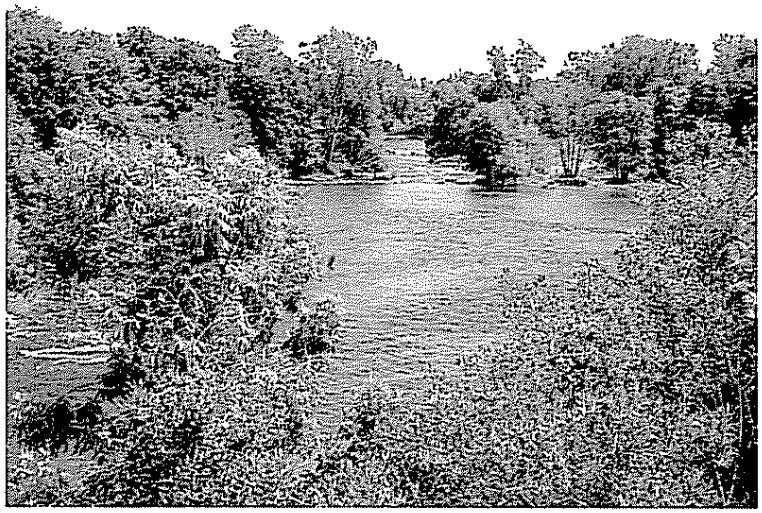
4.1 It is the intent of this Plan that available water flows protect the lower American River ecosystems and recreational resources. These resources include water quality, appropriate water temperatures, waterway recreation, aesthetics, riparian vegetation, fisheries and other aquatic species, wildlife and other river-dependent features and activities. Flow policies shall include the minimum flows in the flow regime agreed to by the Department of the Interior and the Water Forum in 2006

4.2 Flow releases from Folsom Reservoir and Lake Natoma should be managed to minimize fish isolation and redd stranding.

4.3 New surface water diversions that deplete flows in the lower American River, whether by execution of a new contract or new water right, to serve entities in counties outside the American River Watershed are inconsistent with this American River Parkway Plan.

WATER FLOWS

Flows on the lower American River are controlled by the operation of Folsom Dam and Reservoir. Folsom Reservoir, Folsom Dam, Lake Natoma, and Nimbus Dam are a unit of the Central Valley Project (CVP) constructed by the U.S. Army Corps of Engineers (Corps) and operated by the U.S. Bureau of Reclamation (Reclamation). Folsom Reservoir provides flood protection for the Sacramento area, water supplies for irrigation, domestic, municipal, and industrial uses, hydropower, extensive water-related recreational opportunities, water quality control in the Bay-Delta, and maintenance of flows stipulated to protect fish, wildlife, and recreational considerations.



Please provide a caption.

Lake Natoma serves as an afterbay to Folsom Reservoir, regulating fluctuating discharges and allowing dam operators to coordinate power generation and flows in the lower American River channel during normal reservoir operations.

Operation of Folsom and Nimbus dams has dramatically altered the lower American River and its adjacent habitats by causing an overall decline in extremes of flow and temperature compared with historical conditions. Current lower American River flows and temperatures are different than pre-dam conditions because river flows are managed by Reclamation to meet multiple objectives. In general, the timing of peak river flows has shifted from spring to early winter and summer water temperatures have declined significantly as summer flows increased, which can result in impacts to target fish species. In addition, when Folsom Reservoir and Lake Natoma must steeply increase and then decrease their releases in a short time period to accomplish an objective, for example, to meet Delta water quality needs, this can result in fish stranding and isolation.

Reclamation operates under a state water right permit and fish protection requirements that were adopted in 1958 as State Water Resources Control Board (SWRCB) Decision 893. Biological, legal and institutional conditions have changed substantially since the SWRCB adopted this decision. The SWRCB and many diverse stakeholders involved in various American River actions have agreed that the conditions specified in D-893 are not sufficiently protective of the beneficial uses of the lower American River, including its support of priority fish species and aquatic habitat.

There are three key areas to managing the river to protect priority fish species, particularly Chinook salmon and steelhead, and river habitat:

- Improvements related to water temperatures and flow,
- Actions or projects to restore, maintain, and improve fish habitat, and
- Reducing the impact of water supply diversions.

In the lower American River, improvements related to flow and water temperatures are believed to have the greatest potential for improving the health of Chinook salmon, steelhead, and habitats.

Water Forum

The Water Forum is a diverse group of business and agricultural leaders, citizens groups, environmentalists, water managers, and local governments in the Sacramento Region that have joined to fulfill two co-equal objectives: provide a reliable and safe water supply for the region's economic health and planned development to the year 2030; and preserve the fishery, wildlife, recreational, and aesthetic values of the lower American River.

In 2000, Water Forum members approved a comprehensive Water Forum Agreement, consisting of integrated actions necessary to provide a regional solution to potential water shortages, environmental

degradation, groundwater contamination, threats to groundwater reliability, and limits to economic prosperity. The Water Forum Agreement allows the region to meet its needs in a balanced way through implementation of seven elements. One of these elements is an improved flow standard for the lower American River

Updated and Improved Flow Management Standard

A flow management standard for the LAR has been developed by the Water Forum in cooperation with the U.S Bureau of Reclamation and state and federal resource agencies. In 2006 agreement was reached on the flow management standard, which includes a flow regime, water temperature objectives, river monitoring and a river management group to implement the standard.

Work is now proceeding to develop a water right petition and related documents to be brought to the State Water Resources Control Board on behalf of the Bureau of Reclamation and the Water Forum. The intent of the petition is to modify the Bureau of Reclamation's Folsom Reservoir water right permit to include the flow standard as part of the operating criteria.

The improved flow standard includes:

- Water flows, temperature, ramping flow rate and flow fluctuation criteria;
- The establishment of a river management group consisting of water resource managers, biologists, and interested stakeholders for Folsom Reservoir and lower American River operations; and
- A monitoring and evaluation program to report the resultant hydrologic and biologic conditions.

Water Quality Policies

4.4 Water quality in the lower American River shall be maintained to provide for beneficial uses of the river, including: municipal and domestic water supply; industrial service water supply; irrigation; water contact and non-contact recreation; freshwater habitat; migration of aquatic organisms; spawning, reproduction, and/or early development of fish; and wildlife habitat.

4.5 Local, regional, state and federal agencies with jurisdiction over water quality of the American River should work together to maintain and protect a high level of water quality, manage and monitor discharges, and enforce existing water quality regulations.

4.6 Due to the unique urban setting of the lower American River, urban run-off containing a variety of contaminants has the potential to further degrade the river and Parkway resources. Therefore, agencies responsible for protecting water quality should take steps to minimize such contaminants.

4.7 Parkway Managers should educate users on the proper disposal of litter within the Parkway.

4.8 Parkway concessionaires shall undertake programs and actions to educate their customers regarding the proper disposal of litter in the Parkway, with emphasis on the need to utilize refuse containers at sites where customers enter and exit the water.

Historically, water quality conditions in the lower American River were typically well within acceptable limits for water quality objectives and beneficial uses identified for the lower American River, despite the contribution to the river of pollutants and other contaminants from urban run-off and stormwater discharges. However, the lower American River's water quality has reflected the influence of the same historical activities that have affected the river's physical features, such as mining, dam and levee construction, agricultural development, and urbanization.

Protection of water quality in the lower American River is administered by local and state agencies. The Central Valley Regional Water Quality Control Board is the state agency responsible for permitting and enforcement of water quality. Responsible agencies and jurisdictions that discharge into the lower American River, either directly or through another jurisdiction's system, include: Sacramento County; the cities of Sacramento, Citrus Heights, Folsom and Rancho Cordova; Sacramento State University and the California State Exposition and Fair (Cal Expo).

Under the federal Clean Water Act, states are required to develop a list of water quality limited segments. The waters on this list do not meet water quality standards and the law requires that states develop plans to address water quality limited segments. The lower American River appears on California's list of water quality limited segments for mercury, which is primarily a legacy of historical mining activity, and for toxicity, which results in part due to contaminants from urban run-off. All municipal stormwater and applicable non-stormwater discharges are permitted through Regional Water Quality Control Board issued National Pollutant Discharge Elimination System (NPDES) Stormwater Permits. The County of Sacramento and the cities of Sacramento, Citrus Heights, Rancho Cordova and Folsom are co-permittees under permit # CAS082597. The permit specifies the stipulations under which stormwater may be discharged, including requirements such as public education, construction and industrial site inspection and discharge, and creek and river monitoring. The existing permit is up for renewal in January of 2008. Most construction and industrial discharges are also permitted through the Statewide General Industrial and Construction Stormwater Discharge Permits.

Infrequently, lower American River water samples have exceeded the maximum limit for single samples for fecal coliform organisms (as indicators of potential pathogens, such as Cryptosporidium, Giardia, and viruses). There are many potential sources of fecal coliform organisms, including septic systems, human waste, domestic animals and wildlife. The exact pathogens can only be determined through testing.

In addition, the lower American River provides extensive recreational opportunities for urban residents. Recreational use of the lower American River is protected by law under the National Wild and Scenic Rivers Act and appropriate use of the Parkway is encouraged by County of Sacramento and recognized by this Plan. However, recreational use also has the potential to place additional stress on natural resources. At times, use by anglers, boaters, swimmers, scuba divers, hikers, equestrians, and others strain river resources, native biota, and habitat. Such activities can lead to higher nitrate levels, the accumulation of garbage in the stream and riparian zone; and other sources of pollution associated with recreational use. Creating greater public awareness of the potential impacts of recreational use on water quality is an important strategy to reduce pollution.

Educating all Parkway visitors about the proper disposal of litter is one important strategy to reduce potential impacts on water quality. Parkway Managers should educate visitors about the need to dispose of litter and other materials in appropriate containers. In addition, concessionaires operating in the Parkway under agreement with the County of Sacramento can also play a vital role in Parkway stewardship by educating their customers and encouraging proper disposal of their customers' litter. Conditions in the operating agreement should emphasize that sites under the direct control and/or influence of the concessionaire be free of litter at the close of each business day.

It is also important to note that illegal use of the Parkway places additional stress on natural resources and can have a detrimental affect on water quality. Enforcing prohibitions against illegal activity is an important component of protecting Parkway resources.

STANDARDS AND MONITORING

In 1998, the Water Quality Control Plan for the Sacramento-San Joaquin River Basins was approved by the SWRCB, defining water quality objectives and standards for the waters of the Sacramento and San Joaquin river basins (including the lower American River). The lower American River has numerous beneficial uses, defined by state law as uses that may be protected against quality degradation. The Central Valley Regional Water Quality Control Board has defined the following existing and potential beneficial uses for the lower American River:
Municipal and domestic water supply;
Industrial service water supply;
Irrigation;
Power;
Water contact, canoeing and rafting, and other non-contact recreation;
Warm and cold freshwater habitat;
Migration of aquatic organisms (includes striped bass, sturgeon, shad, salmon, steelhead);
Spawning, reproduction, and/or early development of fish; and
Wildlife habitat.

Since 1992, the Sacramento Coordinated Monitoring Program (CMP), a partnership of the Sacramento Regional County Sanitation District with the City and County of Sacramento has conducted water quality monitoring to characterize water quality conditions in the lower American River and Sacramento River. Before 1990, water quality monitoring was not conducted in the lower American River in a consistent or comprehensive manner. The CMP coordinates with and participates in other regional monitoring programs, including those managed by the Sacramento River Watershed Program (SRWP), the U.S. Geological Survey, and the California Regional Water Quality Control Board. Since 1992, the CMP has collected water samples from sites within the greater Sacramento County area to provide water quality data, including two sites on the LAR: one at Nimbus Dam and one at Discovery Park near the lower American River's confluence with the Sacramento River. The SRWP water quality-monitoring program includes three sites on the LAR: at the Fairbairn water treatment plant, at J Street, and at Discovery Park. Water and other environmental samples are collected on a regular basis throughout the year and analyzed from these locations by the SRWP as well as by its coordinating partners, such as the CMP.

There are a number of federal and state laws, regulations, and regional plans that have established water quality standards applicable to the lower American River or that could expand the role of resource agencies in water quality standards and permitting of facilities that discharge into surface waters, including the lower American River. These include the federal Clean Water Act, the Endangered Species Act, the Magnuson-Stevens Fishery Conservation and Management Act, the California Toxics Rule, Biological Opinions by NOAA Fisheries and the USFWS, California SWRCB water quality plans, policies and regulations, the Bay-Delta Water Quality Plan, and the state's Porter-Cologne Water Quality Control Act.

OPPORTUNITIES FOR REDUCING CONTAMINANTS IN URBAN RUN-OFF

In recent years, improved knowledge of hydrology, greater environmental awareness and tighter regulatory limits have led to innovations in reducing urban run-off that make use of natural and planned features. These promising approaches include use of permeable paving materials to allow run-off to soak into groundwater; bio-filtration techniques, such as landscaped swales (shallow vegetated depressions) that filter sediments and pollutants from run-off and encourage infiltration to groundwater; treatment through water polishing wetlands or settling basins, diverting low flows which have the most concentrated contaminants, sometimes called "dry weather" flows, to the sanitary sewer for treatment; source control; and treatment

through proprietary treatment devices or sand filters, etc. These solutions can be incorporated into land use, flood control and water resources planning through early involvement and collaboration on a watershed basis. It is the intent of this American River Parkway Plan that innovative approaches such as water polishing wetlands inside the Parkway not be used as a basis for planning to direct additional discharges into the Parkway, which could have an impact on aquatic or terrestrial resources. The intent is that these approaches be used as methods to reduce contaminants from existing discharges into the lower American River.

FLOOD CONTROL AND LEVEE PROTECTION

Flood Control Policies

4.9 Flood management agencies should continue to maintain, and improve when required, the reliability of the existing public flood-control system along the lower American River to meet the need to provide a high level of flood protection to the heavily urbanized floodplain along the lower American River consistent with other major urban areas. This effort is expected to include raising and strengthening the levees as necessary to safely contain very high flows in the river (up to 160,000 cubic feet per second) for a sustained period.

4.10 Flood control projects, including levee protection projects and vegetation removal for flood control purposes, shall be designed to avoid or minimize adverse impacts on the Parkway, including impacts to wildlife and wildlife corridors. To the extent that adverse impacts are unavoidable, appropriate feasible compensatory mitigation shall be part of the project. Such mitigation should be close to the site of the adverse impact, unless such mitigation creates other undesirable impacts.

4.11 Where feasible, multi-use buffers should be created on the land side of the levees, including additional access points from public streets that enhance levee operation and maintenance activities, improve flood fight capabilities, provide opportunities to relocate or expand levees or supporting stability berms if required, and support recreational opportunities.

4.12 Vegetation in the Parkway should be appropriately managed to maintain the structural integrity and conveyance capacity of the flood control system, consistent with the need to provide a high level of flood protection to the heavily urbanized floodplain along the lower American River and in a manner that preserves the environmental, aesthetic, and recreational quality of the Parkway.

4.13 Flood control berms, levees and other facilities should be, to the extent consistent with proper operation and maintenance of these facilities, open to the public for approved uses, such as hiking, biking and other recreational activities.

4.14 Public facilities and private encroachments that inappropriately constrain the operation and maintenance of the flood-control system should be redesigned or relocated.

4.15 The flood control system should be maintained in a condition that ensures adequate flood fighting capability, consistent with the demands of protecting a heavily developed floodplain.

Flood Control Policies

4.16 Bank scour and erosion shall be proactively managed to protect public levees and infrastructure, such as bridges, piers, power lines, habitat and recreation resources. These erosion control projects, which may include efforts to anchor berms and banks with rock revetment, shall be designed to minimize damage to riparian vegetation and wildlife habitat, and should include a revegetation program that screens the project from public view, provides for a naturalistic appearance to the site, and restores affected habitat values.

4.17 Projects to address bank stabilization and erosion that is threatening privately-owned structures shall secure appropriate permits. The engineering of these projects should give preference to biotechnical or non-structural alternatives, where feasible, over alternatives involving revetments, bank re-grading, or installation of river training structures. Use of rubble, gunnite, bulkheads and similar material in these projects is prohibited.

4.18 It is recognized that flood control agencies have the authority to take action(s) to prevent or respond to flood emergencies occurring in or adjacent to the Parkway. In the event that these action(s) have an adverse impact on biological resources in excess of the estimated impacts of the projected flood damage to such resources, the agency(ies) undertaking the emergency work will implement feasible compensatory mitigation measures pursuant to Policy 3.10. Nothing in this Policy shall be construed to interfere with the existing authority of flood control agencies to prevent or respond to an emergency situation occurring in or adjacent to the Parkway.

FEDERAL/STATE FLOOD CONTROL SYSTEM

The lower American River traverses a large floodplain covering over 100,000 acres east of the Sacramento River. Most of this floodplain has been extensively developed for urban use. These urban developments, which have a structural value in excess of $30 billion, are protected from flooding by Folsom Dam and the levee system running along the east side of the Sacramento River, the north and east sides of the Natomas Basin, and the north and south sides of the lower American River. These facilities are part of a much larger Federal/State flood control system in the Sacramento Valley administered by the U. S. Army Corps of Engineers (Corps) and the California Reclamation Board (Reclamation Board).

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Along the lower American River, the Federal/State levees extend from the mouth of the river to high ground about 13 miles to the east. The south side levee and the lower portions of the north side levees were constructed prior to the completion of Folsom Dam. These levees were designed to contain floods capable of producing peak flows up to 180,000 cubic feet per second (cfs) with three feet of freeboard between the water surface and the top of the levee. Toward this end, the north side levees were set back a considerable distance from the river

channel. After the completion of Folsom Dam in 1956, the last segment of the Federal/State levee system was constructed along the north side of the river between Cal Expo and the Carmichael Bluffs. Relying on the regulating effect of the dam, this levee was placed relatively close to the river and the newly confined channel was designed to contain flows up to 115,000 cfs with at least five feet of freeboard, or 152,000 cfs with at least three feet of freeboard on both sides of the river. In the mid-1970's, private developers constructed the south bank levee upstream of the Mayhew Drain to allow development of the adjoining floodplain. This levee was designed to contain a flow of about 130,000 cfs with three feet of freeboard.

The flood of 1986 generated record rainfall and run-off in the American River watershed and exposed many deficiencies in the flood control system along the lower American River. In the aftermath of the flood, Sacramento's local elected officials formed the Sacramento Area Flood Control Agency (SAFCA) to work with the Army Corps and the Reclamation Board to provide the Sacramento area with at least a 200-year level of flood protection. In pursuit of this goal, SAFCA and its federal and state partners have developed a program of flood control improvements that includes:

- Increasing the low-level discharge capacity of Folsom Dam so that dam operators can use the storage space in the reservoir more efficiently for controlling large floods;
- Insuring that flood operations at Folsom Dam, including advance releases, are consistent with the flood control mission of the dam and public safety. Increasing the height of the dam so that there is more reservoir storage space available for controlling large floods; and
- Raising and strengthening the levees along the lower American River so that they can safely convey very high flows in the river (up to 160,000 cubic feet per second) for sustained periods (36 hours or more).

This program of improvements has been approved in a series of actions by Congress and the State Legislature and is being implemented on a step-by-step basis.

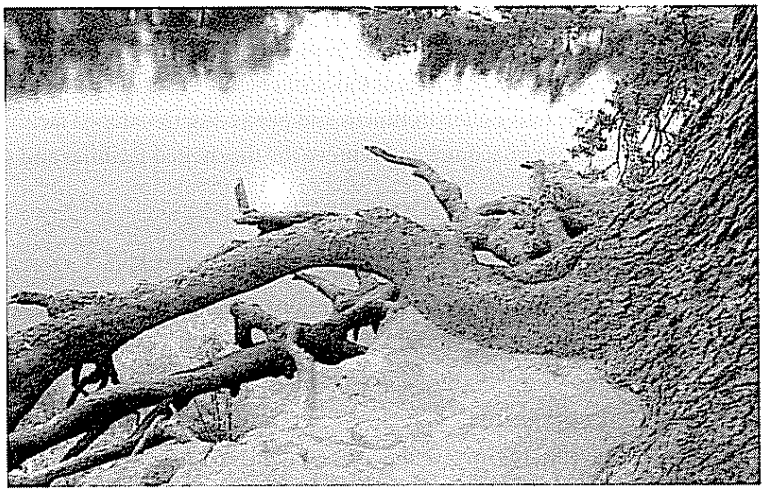
Pursuant to its authority under the California Water Code and its obligations under a series of operation and maintenance agreements with the Corps, the Reclamation Board regulates all activities that might affect the performance of the American River levees and the channel between them. This regulatory responsibility extends to the lands in the Parkway upstream of the levee system that are inundated by flows discharged from Folsom Dam within the design of the flood control operation. The State's objective is to preserve the conveyance capacity of the flood control system by regulating encroachments on the floodway including engineered structures and vegetation.

Engineered structures may include the levee system itself; bridge abutments and piers for highway, railroad and pedestrian bridges; buried and armored utility crossings; and recreation or urban developments, including buildings, hardened roadbeds, and retaining walls. These structures can confine the floodway, as in the case of the narrowing of the levee system upstream of the Cal Expo area, or act as a flow obstruction that may cause locally adverse hydraulic conditions. Vegetation represents a degree of hydraulic roughness, potentially impeding the flow of water and raising water surface elevations. Vegetation in the lower American River has been affected by many factors, including deposition of hydraulic mining debris, removal for infrastructure and recreational development, wildland fire, invasion by non-native species, thinning and clearing for maintenance of engineered structures, and re-vegetation/habitat restoration projects. Vegetation management needs are identified based on historical data, field observations, professional judgment, and hydraulic modeling.

By agreement with the State, the American River levees are maintained by local districts. Reclamation District 1000 maintains the north (right bank) levee of the American River in the Natomas Area. The American River Flood Control District maintains the remainder of the north levee and the south levee

extending from the Mayhew Drain to the mouth of the river. The County of Sacramento maintains the privately constructed levee extending from Mayhew Drain to Grist Mill on the south side of the river (left bank). This levee is currently being incorporated into the Federal/State system. The local levee maintaining agencies act as first responders in carrying out the State's responsibilities to regulate public use of the levees for hiking, biking, landscaping or other non-flood control purposes.

EROSION CONTROL



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Erosion of the berms and banks supporting the levees along the lower American River is an ongoing threat to the stability of the flood control system that has been heightened by the need to convey very high flows through the system for sustained periods as part of the program to provide a high level of flood protection to the urbanized floodplain. This threat is further aggravated by the legacy of hydraulic mining in the watershed, the operation of Folsom Dam, and the urbanization of the protected floodplain. Hydraulic mining practices discharged massive amounts of sediment to the lower river causing a significant rise in the river bottom and surrounding floodplain. Regulation of these practices and the subsequent construction of Folsom Dam drastically reduced the rate of sediment transport and caused the lower river to scour the sediment deposits, steadily lowering the depth of the channel bottom until it reached more stable hard pan. This was accomplished shortly after the completion of Folsom Dam. Since then, the river has proceeded to widen its channel by scouring the sediments comprising its banks and berms.

Throughout the lower portion of the Parkway, this pattern of erosion has produced a relatively narrow low flow channel that is confined by steep, often unstable banks that rise to an elevated, irregularly inundated floodplain. This erosion can threaten the stability of levees that have been placed relatively near the channel, such as on the north side of the river (right bank) upstream of Cal Expo and on much of the south side of the river (left bank). Because these levees are hemmed in by urban subdivisions, flood managers must halt the erosion. Parkway Managers also have an interest in protecting threatened berms that support remnant stands of cottonwood forest and provide recreational access to the river. The consequence of failing to protect these berms is evident on the south side of the river (left bank) just upstream of the Capital City Freeway. There, the high flows generated by the flood of 1986 removed a sizeable berm that once buffered the nearby levee, provided shaded riverine aquatic habitat and supported an informal recreational trail. In the aftermath of the flood, emergency repair crews restored the waterside slope of the levee by placing engineered rock extending from the top of the levee to the river channel, creating a large gap in the riparian corridor occupying this portion of the Parkway.

Erosion is also a problem in some portions of the Parkway upstream of the levee system. Here, erosion threatens private structures that have been allowed to locate close to the river channel, rather than the stability of the levee system that protects the urbanized floodplain. Therefore, the policies governing the engineering and aesthetic aspects of these private erosion control projects are more restrictive.

EROSION CONTROL PROGRAM

A major focus of flood management along the lower American River is the development and implementation of an anticipatory erosion control program based on identifying and treating eroding sites before they become a critical threat to the levee system and ideally before the riparian corridor is lost. This program emphasizes early interventions, relying on methods of protection that minimize habitat impacts and reduce future costs. Toward this end, potential erosion sites must be regularly monitored and evaluated as to the likelihood of an unacceptable loss of material. When necessary to prevent such a loss, appropriate erosion control measures must be designed and constructed. Each project must consider the nature of the erosion threat and the most effective method for controlling erosion with the least damage to riparian vegetation, wildlife, and the aesthetics of the final product. Where there is a conflict between preservation of the natural environment and protecting threatened facilities and structures, it may be appropriate to relocate or acquire and remove the threatened facilities and structures.

EROSION CONTROL MEASURES

The following is a brief description of the erosion control measures that could be implemented as part of the anticipatory erosion control program and their applicability to the Parkway.

Revetments

Revetments involve the use of engineered rock to armor eroding banks and levee slopes. Rock slope protection has been widely used in some areas of the lower American River to ensure safe containment of very high flows in the river. When applied to waterside levee slopes, the environmental impacts of this measure can be minimized by covering the revetments with soil and planting the soil surface with native grasses. When applied to berms and banks, the impacts of this measure may be substantial, generating relatively high costs for onsite and offsite mitigation. Rock toe protection is less expensive and less environmentally detrimental than rock slope protection, but may require removal of large woody material from the channel bottom. This measure may be very effective where the primary bank failure mechanism is mass failure due to an over-steep bank above an eroded toe. Access to such steep vegetated banks is difficult in many areas of the lower American River and, where feasible, barge construction of toe protection projects should be considered. Low berm construction is an enlarged version of toe rock protection that permits construction access by reconstructing eroded berms for use as a waterside platform with a soil trench to provide a planting medium. Because this method requires a substantial volume of engineered rock, it can be very expensive.

Biotechnical Treatments

These treatments involve the use of vegetation, woody material, and other organic substances to control erosion. Applications include using woody plants such as willows or other vegetation to stabilize the lower portion of an eroding bank; using fascines, brush clearing, or vegetated geogrids to increase the treated bank's resistance to erosion; and constructing brush boxes employing bundles of woody material anchored to piers installed near the toe of an eroding bank to lessen the erosive effects of boat or wind generated waves. These measures are most effective when deployed with other bank stabilization techniques. However, because of their relatively low cost and secondary environmental benefits, biotechnical treatments may be widely applicable as preventive measures.

Bank Re-grading

Bank re-grading reduces erosion potential by lessening the steepness of the upper slope and reducing the weight of the slope over the toe of the bank. Although this may create more stable conditions for plantings,

impacts are generally high because of the need to disturb existing vegetation and recreational facilities at the top of bank. Bank reconstruction repairs erosion damage with more erosion resistant soil material and is generally most useful in combination with other measures.

River Training Structures

River training structures, such as weirs and dikes, are designed to reduce flow velocities along the bank by pushing flows toward the center of the channel. These structures are adaptable for working around in-stream woody material, although access for construction and keying the structures into existing banks is difficult if the banks are steep and well vegetated. Such structures may raise navigation and recreational safety concerns and would need to be carefully designed to minimize or avoid any safety concerns. Hard points are used to harden bank lines at specific points or intervals to address isolated areas of erosion or bank failure. These structures may produce a more stable bank line if several are used in combination with vegetation.

Non-Structural Methods

Erosion can also be reduced by employing non-structural methods such as removing or relocating structures that are generating erosion or may be subject to erosion-related damage, or increasing the conveyance capacity of the channel in the vicinity of the area of erosion.

WILD AND SCENIC RIVERS ACT (WSRA)

INTRODUCTION

The 23-mile portion of the American River that extends from below Nimbus Dam to the confluence with the Sacramento River has been designated as a Wild and Scenic River under both the State and Federal Wild and Scenic Rivers Acts. The river has a broad channel with riparian vegetation along the banks and is located within the American River Parkway corridor. River flows in this segment are affected by Folsom and Nimbus Dams and impacted by other man-made intrusions at several points along the river.

STATE WILD AND SCENIC RIVER SYSTEM

The California Legislature passed the State Wild and Scenic Rivers Act (WSRA) in 1972 (PRC Section 5093.50-5093.70). The legislature said that it was the State's intent that "certain rivers which possess extraordinary scenic, recreation, fishery, or wildlife values shall be preserved in their free-flowing state, together with their immediate environment, for the benefit and enjoyment of the people of the State." The lower American River was included in the State Wild and Scenic River System in 1972 when the State Act was passed.

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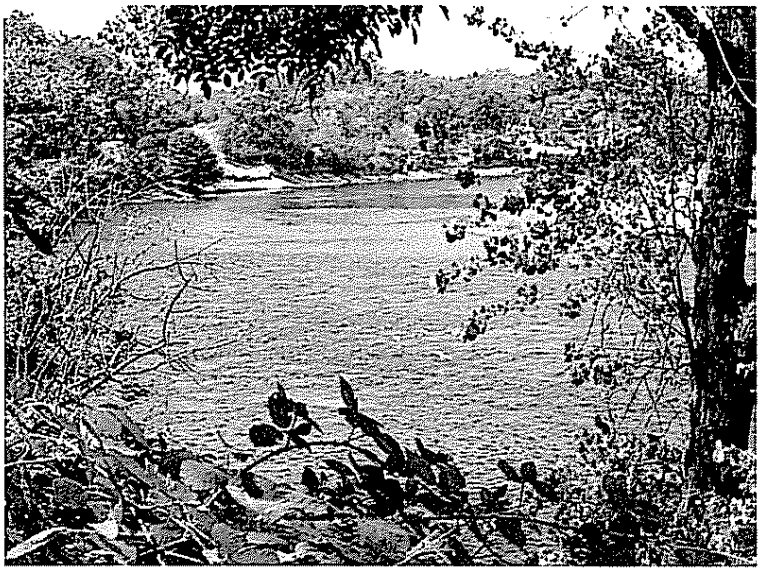

FEDERAL WILD AND SCENIC RIVERS SYSTEM

The Federal Wild and Scenic Rivers Act was passed in 1968 and set forth a policy that certain selected rivers possess outstandingly remarkable values (ORVs): scenic, recreational, geologic, fish and wildlife, historic, and cultural. The Act set forth a policy that would preserve these rivers, or sections thereof, in their free-flowing condition to protect water quality and preserve the outstandingly remarkable values. The lower American River was designated in 1981 by Cecil Andrus, Secretary of the Department of the Interior, under Section 2 (a)(ii) of the Wild and Scenic Rivers Act. Designating the lower American River under the Federal Wild and Scenic Rivers Act results in a prohibition of Federal construction, assistance, or licensing of water projects adversely affecting the characteristics qualifying the river for the national system. The National Parks Service is currently the federal administering agency that has been delegated to make such consistency determinations for the lower American River.

WILD AND SCENIC RIVER PLANNING AND MANAGEMENT FOR THE LOWER AMERICAN RIVER

Management and Administration

The County of Sacramento has the principal responsibility for administration and management of much of the American River Parkway, as guided by the American River Parkway Plan, although the small portions of the Parkway that are part of the Folsom State Recreation area or are owned by the federal government are administered by the California Department of Parks and Recreation or by federal land managers.

Prepared under the authority of the Urban American River Parkway Preservation Act (PRC Section 5840-5843), the American River Parkway Plan is the management plan for the American River Parkway.

In 1977, the Resources Agency of the State of California finalized the state wild and scenic river management plan for the lower American River. The lower American River Waterway Management Plan incorporated the Parkway Plans adopted by the Sacramento County Board of Supervisors in April 1976 and the Sacramento City Council in September 1975. In his transmittal letter to the Governor, the Secretary of Resources, noted that this management plan was "the second in a series of plans being developed for California's Wild and Scenic Rivers." He then further noted:

> The basic thrust of the lower American River plan is to give State support and concurrence in the plans which have been adopted and are being implemented by the City and County of Sacramento. The plans by the City and County provided the basis for the State's plan and have been made an integral part of the State's plan.

The Parkway Plan continues to serve as the management plan for the lower American River under the Wild and Scenic Rivers Act, providing management guidance and direction for state departments and agencies, as well as local governments, in carrying out their responsibilities under the State Wild and Scenic Rivers Act, as well as the Urban American River Parkway Preservation Act. State departments and agencies, as well as local governments, also have responsibilities to ensure that their actions are consistent with their responsibilities under the State Wild and Scenic Rivers Act.

The lower American River is also a state-managed federal 2(a)(ii) wild and scenic river. Management of this national wild and scenic river by Sacramento County is consistent with Federal law since these rivers "are to be permanently administered as wild, scenic or recreational rivers by an agency or political subdivision of the State..." Sacramento County is a political subdivision of the State of California.

Although Federal administrative responsibilities are limited for 2(a)(ii) rivers, the American River Parkway Plan is also intended to provide guidance to the Federal wild and scenic river managers in carrying out their responsibilities under the National Wild and Scenic Rivers Act. Federal land managers also retain management authority for federally owned lands within the Parkway.

At the time of adoption of this Plan, the National Park Service is the agency responsible to ensure that the protections under Section 7(a) of the federal Wild and Scenic Rivers Act (USC Title 16, Chapter 28), regarding the protection of Wild and Scenic Rivers from the harmful effects of proposed water resources projects, including modifications to the bed and banks of the river, are consistently applied on these rivers. The WSRA prohibits the Federal Energy Regulatory Commission (FERC) from licensing the construction of hydroelectric facilities on designated rivers and prohibits other federal agencies from assisting in the construction of any water resources project that would have a direct and adverse effect on the values for which a river was designated. The WSRA also includes a standard that governs water resources projects below or above a designated river.

The types of water resources projects most commonly occurring on these rivers include road construction and reconstruction, bridge construction or replacement, bank armoring, and gravel extraction from riverbed or banks. Typically, projects subject to Section 7(a) will be triggered by a permit issued by the Army Corps of Engineers under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act. Section 7(a) may also be triggered when a project is identified as impacting a designated Wild and Scenic River in the California Department of Fish and Game's Lake and Streambed Alteration (1601) permit application.

Corridor Boundaries

The American River Parkway plan establishes boundaries for the Parkway.

As noted in the Wild and Scenic Rivers Reference Guide developed by the Interagency Wild and Scenic River Coordinating Council, "establishing a boundary for a wild and scenic river is an important step in delineating the area which will receive the greatest effort in resource protection." Consistent with that general principle, the principal focus of wild and scenic river management plans are on the management of lands and waters within the boundaries of a wild and scenic river.

The 1977 State lower American River Waterway Management Plan determined that "[t]he Planning Area for the designated Wild and Scenic River portion of the lower American River is the same as the planning boundary shown on the Sacramento County American River Parkway Plan."

Boundaries adopted by the state wild and scenic river managers for joint state/federal rivers also generally serve to delineate the federal wild and scenic river corridor.

This Parkway plan, and its updates, continues to serve the function of defining the wild and scenic river management corridor.

Classification

The lower American River has been classified as a "recreational" river in the state and federal wild and scenic river systems. Recreational rivers are defined as rivers "readily accessible by road or railroad, that may have some development along their shorelines, and that may have undergone some impoundment or diversion in the past." Development plans for wild and scenic rivers must be consistent with a river's classification.

Extraordinary Values or Outstandingly Remarkable Values of the lower American River

In order to be eligible for inclusion in the State Wild and Scenic River System a river must "possess extraordinary scenic, recreational, fishery or wildlife values. Similarly, "certain selected rivers of the Nation which, with their immediate environments, possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values" are eligible for inclusion in the National Wild and Scenic River System.

The extraordinary values of the lower American River are its recreation and anadromous fishery. These values were identified as outstandingly remarkable values by federal wild and scenic river managers in 1980, serving as the basis for the acceptance of the lower American River by the Secretary of the Interior.

Recreational

The entire segment is located within the American River Parkway containing several major developed parks and paralleling bike, pedestrian and equestrian trails. The river provides opportunities for swimming, boating, fishing, and other day-use activities. In 1983, the river was determined to accommodate 250,000 recreation days of rafting and some 2.5 million recreation days for all uses of the river and corridor. It also provides a relatively pristine atmosphere from surrounding urban development. One of the compelling reasons for the lower American River's recreation "outstanding remarkable value" was the Parkway. Therefore, consistency determinations under Section 7 (a) of the federal Wild and Scenic Rivers Act may consider the direct, and indirect, effects of water resources projects on the bike, hiking or equestrians trails, or other Parkway recreational uses.

Fishery

The LAR supports an important anadromous fishery including Chinook salmon, steelhead trout, striped bass and American shad. Resident rainbow trout are present in the upper segment and a warmwater population of largemouth bass, various sunfish and catfish comprise the rest of the fishery. Salmon and steelhead both naturally spawn in the river and are released from the Nimbus Hatchery.

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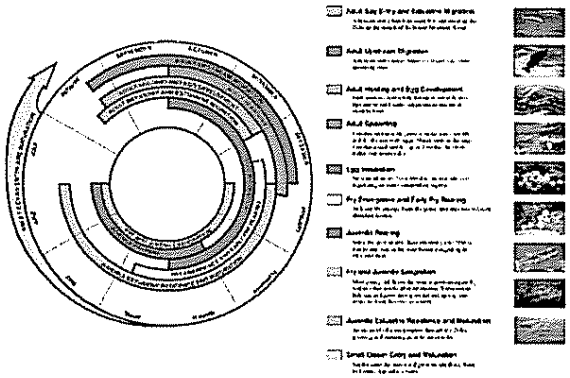

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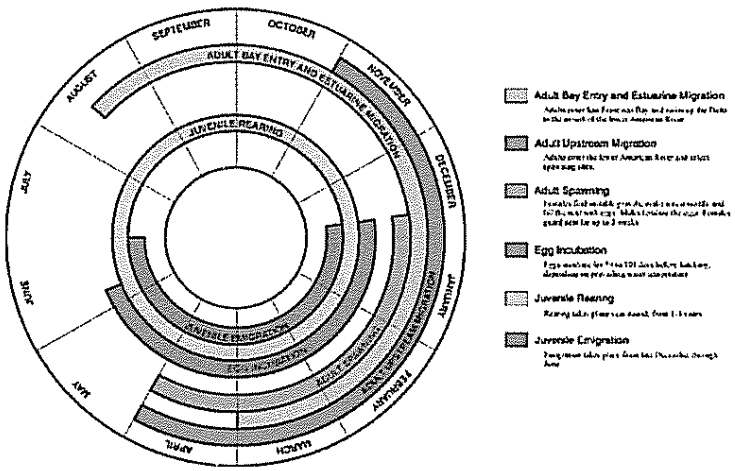
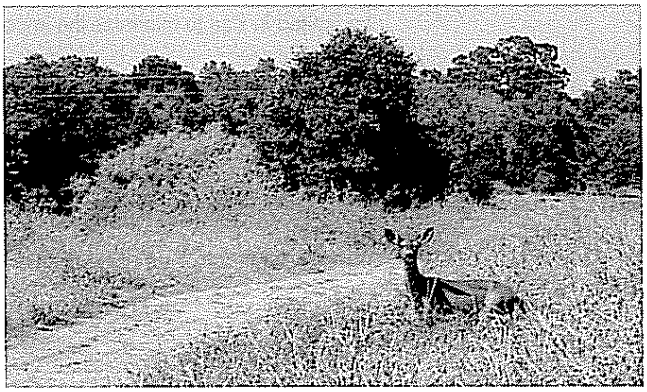


CHAPTER 5
RECREATIONAL USE OF THE PARKWAY

The Parkway's river corridor provides recreational opportunities not normally provided by other County recreational facilities, while preserving naturalistic open space and habitat within an urban area. Recreational use of the Parkway has many benefits. It encourages healthy lifestyles, increases visitors' understanding of the natural environment, provides for alternate modes of transportation, builds community and family unity, stimulates local economic activity, and creates community support for parks and open space. The purpose of this section is to describe the permitted recreational activities and policies guiding the recreational uses of the Parkway. This section also describes prohibited activities and facilities, which provides further guidance to decision makers for interpretation and possible amendments to this Plan. The absence of an activity or facility from the latter list does not imply that the activity or facility is permitted.

This chapter describes the types of recreational uses permitted within the Parkway, while Chapter 8: Public Access and Trails describes the appropriate design, location, and purpose of public access and trail facilities that support the recreational activities. Together, these two chapters describe the recreational facilities available, how they are to be used, and locations where they are permitted.



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PERMITTED RECREATIONAL ACTIVITIES AND FACILITIES

Permitted recreational activities in the Parkway are divided into five categories: Nature Appreciation, Recreational Enjoyment, Trails Recreation, Recreational Participation in Group Sports and Athletics, and Aquatic Recreation. Each of these categories is divided into an inclusive list of permitted recreational activities.

NATURE APPRECIATION

This group of activities is generally passive, and requires little, if any, improvements in the Parkway. This group is permitted in the Nature Study, Protected Area, Limited Recreation and Developed Recreation land use categories.

Nature Appreciation

5.1 Nature Appreciation permitted activities are:

- a. Walking, hiking, sightseeing and the study and appreciation of natural features,
- b. Painting, sketching and photography, and
- c. Reading and writing.

RECREATIONAL ENJOYMENT

These activities depend on limited facilities in the outdoor environment for the enjoyment of the activities. Picnicking and day camp activities are permitted in the Developed Recreation land use category. Limited Recreation and Protected areas restrict these uses to limited family unit picnicking along trails, and in certain instances, limited educational or youth group overnight use. New picnic facilities would be included in updated area plans which would go through a public review process.

Recreational Enjoyment

5.2 Recreational Enjoyment permitted activities are: picnicking, day camping and overnight camping.

5.3 Picnic facilities shall be installed in appropriate locations to accommodate user demand, but shall be limited in size to minimize the impact on other Parkway users, natural resources, and aesthetics.

5.4 Day Camps are camps that provide activities for children during the daytime. Day camping shall be permitted for organized groups, by reservation, for the education and enjoyment of the Parkway's natural resources.

5.5 Group overnight camping shall be limited to organized educational groups and youth groups, who have an educational or interpretive interest in the Parkway and its resources.

5.6 Group overnight camping shall be permitted in the County-operated portion of the Parkway, by reservation at the discretion of the Parkway Manager, but only in designated primitive camps Individual (one to two persons) and family (three to ten persons) camping facilities are not permitted in the County-operated portion of the Parkway.

5.7 Permitted primitive camp sites currently exist at the Upper Sunrise Area, Sailor Bar and Goethe Park

5.8 Overnight camping may be permitted in association with the programs at an interpretive center with permission from the Parkway Manager.

5.9 Overnight camping permit conditions shall address limitations to: levels of noise and light, campfires, hours of activity, avoiding possible conflicts with other Parkway permitted activities and events, and preventing negative impacts upon vegetation and wildlife.

5.10 Overnight camping in self-contained recreational vehicles may be permitted at Discovery Park and the CalExpo floodplain, consistent with the Bushy Lake Preservation Act, in association with special events and confined to existing parking areas.

Recreational Enjoyment

5.11 Overnight camping by individuals (one to two persons) or family groups (three to ten persons) shall be permitted in the family and individual campsites which are available upstream from Hazel Avenue, in the Folsom Lake State Recreation Area, operated by the California Department of Parks and Recreation.

This Plan, per policy 5.7, permits primitive group overnight camping in three specific areas within the County managed portion of the Parkway, downstream from Hazel Avenue. These three sites are dispersed throughout the Parkway and are intended for the education and interpretive purposes of the Parkway's natural resources. As such, these sites have been permitted in land use designations that can support small (eleven to twenty persons) and medium (twenty-one to forty persons) group sizes, yet are near to Nature Study areas that would have the greatest potential for educational and interpretive opportunities of the natural resources. The size of the camping group is permitted at the discretion of the Parkway Manager and dependent upon the permitted group sizes regulated by the land use designation.

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At the time of the 2006 update of this Plan, the level of use of these three primitive camp sites did not warrant designating additional sites. However, levels of use could increase in the future. If additional primitive camp sites are desired in the future, they should be permitted and amended into the appropriate area plan, only if they meet the following criteria:

a. Near a Nature Study Area,
b. Located in a Protected Area or a Limited Recreation area and isolated so that they do not compete with other Parkway uses,
c. Undeveloped, in that the sites should not have permanent restrooms or other facilities that would attract casual day users,
d. Accessible by vehicle for the transport of portable restrooms and for emergency access, and,
e. Have an educational or natural resource interpretive purpose.

There are two privately owned parcels in the Parkway where camping also occurs. The Boy Scouts of America own a parcel in the Discovery Park East area near the Twelfth Street Bridge, west of Highway 160, called Camp Pollock. This is a recognized, non-conforming use that includes camping activities. Campfire USA owns a parcel in the Goethe Park area. The use of these parcels is also regulated by the zoning codes and General Plans of the appropriate local jurisdictions.

Illegal campsites are a significant issue addressed in detail in Chapter 9: Public Safety of this Plan. In brief, this Plan recognizes the public safety, recreation, and natural resource impacts of illegal camping

and supports multi-agency, collaborative efforts to prevent the need to camp in the Parkway, increased enforcement of camping regulations, and restoration of areas impacted by illegal camping.

Trails Recreation

Trails recreation activities involve recreational use of Parkway trails, access points and staging areas. Trails recreation is the most popular activity in the Parkway. The Jedediah Smith Memorial Trail is the primary recreational trail and runs along the entire length of the Parkway. It connects Discovery Park to Folsom Lake and provides an important bicycle commuter route. Although the trail is designated for bicycle and in-line skating use, it is also heavily used by hikers and runners. Additional bicycle trail segments have been constructed to provide supplemental trail connections and accesses.

Trails Recreation permitted activities are: walking and running; horseback riding and hiking; bicycling and in-line skating. These activities are permitted on designated trails only, in the Limited Recreation, Developed Recreation, and Protected Area land use categories. In Nature Study Areas trail recreation activities are limited to pedestrian and equestrian/hiking use on designated trails only. Use of motor vehicles by the public is restricted to designated public access roads and parking lots. Chapter 8—Public Access and Trails further describes trail use for emergency vehicles and access for persons with disabilities.

Walking, Hiking and Running

5.12 Walking, hiking and running are permitted activities on the pedestrian trail, equestrian/hiking trail, firebreaks and maintenance roadways, and other trails as designated and signed throughout the Parkway.

5.13 A separate designated pedestrian trail shall be provided along the entire length of the Parkway. The pedestrian trail will be adjacent to the existing paved Jedediah Smith Memorial (bicycle) trail where practical, given the width of the area and location of trees and other natural resources. New trail sections shall avoid heavily vegetated areas and low floodplain locations subject to frequent inundation. This trail shall not be paved; instead, it shall have a naturalistic design and surface that is stable, firm, and slip-resistant in order to support assistive devices for persons with disabilities.

Horseback Riding

5.14 Horseback riding shall occur only on designated equestrian/hiking trails and signage should specify that horses have the right of way. These trails should be kept separate from bicycle trails in order to avoid conflicts. Where practical, new trails should be combined with fire breaks.

In-line Skating

5.15 In-line skating is permitted on the Jedediah Smith Memorial (bicycle) trail.

Bicycling

5.16 Bicycle use is permitted on designated paved bicycle trails, paved and authorized unpaved public access roads, in parking lots and on designated maintenance and emergency access roadways, subject to policies 5.17–5.17.1 and the conditions therein.

Bicycling

5.17 Off-paved trail bicycle use may be permitted on existing or reconfigured maintenance and emergency roadways in the Woodlake and Cal Expo areas, at the discretion of the Parkway Manager, as approved on locally adopted area plans, which requires a public approval process Off-paved trail bicycle use may be permitted under the following conditions:

- **a** Acquire additional stable and continued funding to support and monitor the use,
- **b** Add natural buffers and design elements to minimize off-trail behavior and protect sensitive habitat areas,
- **c** Use only authorized maintenance and emergency roadways where appropriately signed and designated, and
- **d** Provide access points near clustered parking areas.

5.17.1 Off-paved trail bicycle use may be further expanded to other areas of the Parkway after a three-year trial period and evaluation, subject to Parkway Manager discretion. Locally adopted area plans shall be updated to reflect permitted areas of use, consistent with conditions 5.17 a-d.

The Cal Expo and Woodlake areas have more fire breaks and maintenance roadways than other areas of the Parkway. This creates a unique opportunity to reconfigure maintenance roads into loops that improve emergency access and facilitate recreational use. The existing firebreaks and maintenance roadways do not impact high recreational use areas. Therefore, off-trail bicycling on these roadways will not displace existing authorized Parkway users.

It has been determined that off-paved trail bicycle use of a limited number of designated, unpaved existing and reconfigured fire breaks and maintenance roadways may be allowable under conditions that include monitoring to assess impacts to both the environment and other users. This use must first be designated on an area plan through the public process for modifying area plans described in Chapter 11. Allowing this activity, subject to the conditions listed in this policy, in a limited area of the Parkway has been determined to be consistent with providing a balance between preserving naturalistic open space and providing recreational opportunity on an already existing facility.

Recreational Participation in Group Sports and Athletics

Recreational participation in group sports and athletics are informal activities which may be pursued at fixed locations in accordance with predetermined rules for recreational purposes. This group is only permitted in the Developed Recreation land use category.

Recreational Participation in Group Sports and Athletics

5.18 Team game field sports include soccer, baseball, football, lacrosse, rugby and similar games. Game fields should be associated with large picnic facilities on irrigated turf in Developed Recreation areas Game fields shall be multi-purpose in design, rather than exclusive to any one activity, and shall not include goal posts, backstops, bleachers, lighting, sound amplification or other permanent structures.

5.19 Outside Court Sports includes volleyball, badminton and other games which can be played on an outside grass or sand courts. These activities will normally occur near picnic facilities or on multi-purpose game fields

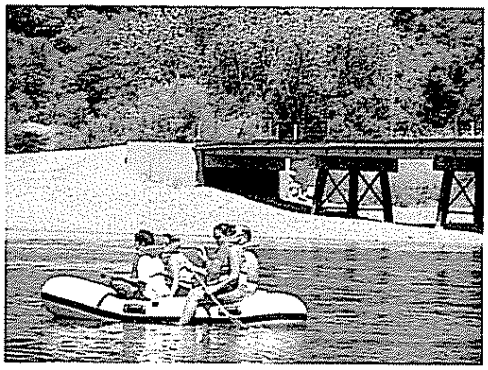
Recreational Participation in Group Sports and Athletics

5.20 New golf courses are not permitted in the Parkway because they require a dedication of large areas of land to an exclusive single-purpose activity and involve substantial disruption to the land, vegetation and wildlife. The two golf courses are located in the Ancil Hoffman Park and in the Campus Commons area, which is downstream from the "H" Street Bridge on the north side of the river. The Ancil Hoffman Golf Course, the separate driving range at Ancil Hoffman County Park and the Campus Commons Golf Course are recognized non-conforming uses in the Parkway

5.21 Archery facilities are recognized non-conforming uses. Discovery Park includes an archery range and a field archery course.

Aquatic Recreation

Aquatic recreation includes activities which are dependent upon the American River for their execution and enjoyment. Access and facilities to support aquatic recreation are permitted in the Protected, Limited Recreation and Developed Recreation land use categories. In Protected Areas, all aquatic recreation activities are permitted except motorized boat launching



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The river supports a number of prized recreational anadromous fish, including steelhead, Chinook salmon, American shad, and striped bass. These fish are pursued from boats, the bank, and by wading. In addition, commercial guided fishing boats offer drift-fishing trips on the river. Populations of largemouth bass, bluegill, crappie, sunfish, catfish and other recreational fish, thrive in certain dredger tailing ponds where the water is deep enough to meet oxygen and temperature requirements. Fishing is permitted in these ponds, unless otherwise noted on an area plan.

Aquatic Recreation

5.22 Swimming, wading, snorkeling and scuba diving are activities that occur, although they are not encouraged due to swift currents, water temperatures, slippery and uneven ground, submerged debris and vegetation, and absence of lifeguard services.

5.23 Boating, canoeing, kayaking, rafting, sailing, motor boating, and similar activities are permitted Aquatic Recreation activities.

5.24 Fishing in the river is permitted year round in the Parkway, except during fall and early winter when the river is closed to protect spawning Chinook salmon as regulated by the Department of Fish and Game Code. This closure has generally occurred from just downstream of the Hazel Bridge to Ancil Hoffman Park.

5.25 The speed of motorboats, jet boats, and other powered vehicles shall be limited to 5 mph, in accordance with Sacramento County Code, Section 13.16 030.

5.26 The Park Ranger unit will monitor the boating speed of peace officers and other official boat users to ensure safe speeds near other Parkway users. Any visitor complaints will be forwarded to the appropriate agency.

PROHIBITED ACTIVITIES AND FACILITIES

Prohibited Activities and Facilities

5.27 The following activities and facilities, which are incompatible with the Parkway, shall be prohibited:

5.27.1 Activities

- **a** motor vehicles and scooters on trails, except for emergency and maintenance purposes,
- **b** hunting and target shooting of any kind,
- **c** use of any of any fire arm, including air rifle, pellet guns, BB guns, paint ball, sling shots or any other ballistic device,
- **d** use of archery equipment for purposes other than target shooting in the designated archery range at Discovery Park,
- **e** tournament and league sports,
- **f** motorized model airplane flying,
- **g** rocket flying,
- **h** Dogs without leashes, dog training and field trials. All dogs shall be on a leash not longer than six feet in length. All dogs shall be prohibited at all times in any designated Nature Study Areas,
- **i** gathering or collecting plants, except for approved research and interpretive/educational purposes by designated personnel, or as authorized by designated personnel,
- **j** capturing animals, except for health safety purposes,
- **k** hot air balloon launching or landing,
- **l** helicopters, except for public safety purposes,
- **m** hang gliders,
- **n** tree swings,
- **o** construction of platforms, ladders or other apparatuses in trees,
- **p** skim boards, body boards or other apparatuses tethered to a fixed object, often obstructing the waterway,
- **q** jumping or diving from bridges,
- **r** fireworks,
- **s** residential and community gardens,
- **t** bee keeping, except as necessary to support approved farming operations in the Parkway,
- **u** abandonment of any animal, including domesticated, feral or wild animals,
- **v** feeding of any feral or wild animals, and
- **w** abandonment or discard of refuse, including plant materials.

Prohibited Activities and Facilities

5.27.2 Facilities

- **a** off-road vehicle courses, including off-road bicycle courses, except off-paved trail cycling use as permitted in policy 5.17 and 5.17.1,
- **b** permanent backstops, net poles, soccer goals, or goal posts,
- **c** tennis courts and other surface courts,
- **d** permanent bleachers,
- **e** marinas and boat docks, except courtesy docks at the Discovery Park boat ramp,
- **f** velodromes,
- **g** new golf courses,
- **h** horseshoe pits unless integrated into designated picnic facilities,
- **i** frisbee golf courses, including disc golf courses,
- **j** new archery facilities,
- **k** swimming pools and fountains,
- **l** permanent perimeter fences within the Parkway around recreational facilities,
- **m** playground facilities and equipment, except when integrated into picnic facilities in a visually unobtrusive manner,
- **n** permanent stages,
- **o** permanent lighting facilities, except security lights, and
- **p** permanent sound amplification facilities.

5.28 Existing incompatible activities and facilities shall be phased out as soon as possible, except for the Ancil Hoffman Golf Course and ancillary facilities, Campus Commons Golf Course, the archery range at Discovery Park and Camp Pollock. Sacramento County Regional Sanitation owns a parcel in the Arden Bar Area that is a recognized non-conforming use within the Parkway. The following existing facilities and improvements are inconsistent with the Parkway Plan and should be phased out on a prioritized schedule, developed as part of an action plan. Once facilities are phased out, the site should be evaluated to determine the appropriate use of the land and compatible activities, consistent with the areas land use designation.

- 5.28.a Bicycle mtotocross (BMX) use at Gristmill, Goethe Park, Mullaney Grove and Rossmoor Bar,
- 5.28.b Riverdale Mobilehome Park in the Discovery Park Area,
- 5.28.c Bell Marine and Gardenland Mine materials processing and recycling facilities and operations,
- 5.28.d Cement "lake" structure at Sailor Bar,
- 5.28.e Pump station at Goethe Park near Paul Hagan Park, and
- 5.28.f Abandoned agricultural concrete dikes and reservoirs at Jacob Lane

5.29 Alcohol consumption is prohibited in designated areas within the Parkway. Areas of prohibition are regulated by County ordinance and should be signed accordingly.

GROUP ACTIVITIES

Group activities and events that are specifically approved by the Parkway Manager shall occur in a manner that minimizes impacts on other recreationists, natural resources and aesthetics in the Parkway.

Group Activities

5.30 Any medium or large group activity conducted on any designated pedestrian trail, equestrian/hiking trail, or bicycle trail shall be coordinated with the Parkway Manager, to minimize the impacts on other Parkway users.

5.31 Competitive group activities may be permitted on the bicycle trail and shall be limited to:

- a. Fund raising by non-profit or charitable organizations with public and civic interests; or
- b. Competitive recreation for which no event entry fee is charged.

5.32 Competitive events on the bicycle trail shall not exceed one event per month.

5.33 Large special events may be permitted at Discovery Park on a periodic basis so long as natural resources are not degraded.

5.34 Small special events may be permitted in the Ancil Hoffman, Goethe Park, William B. Pond and Effie Yeaw Nature Center areas where events can be accommodated by existing facilities, so long as natural resources are not degraded.

5.35 Proper user education, facilities design and directional signage should be used to prevent user conflict, including conflicts between individual and group uses.

5.36 Recreational facilities shall be designed to blend into the surrounding natural environment.

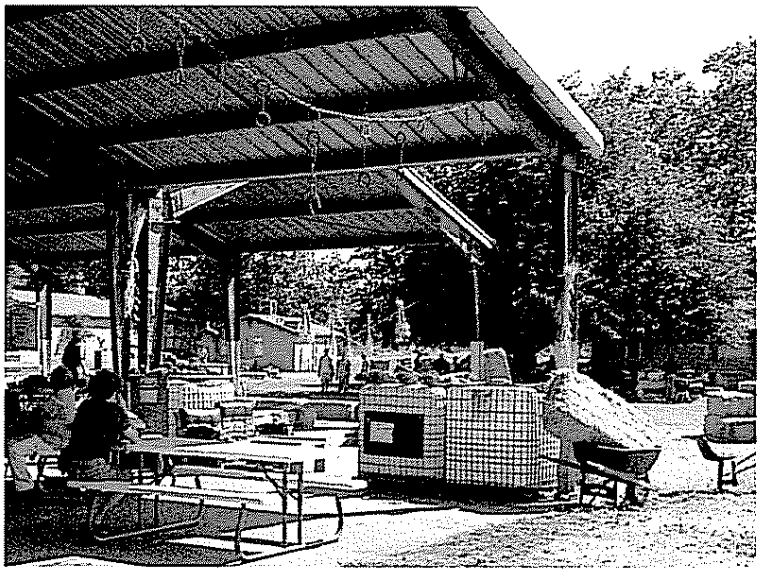
Nearly any recreational activity that is permitted in the Parkway could involve a group activity. While group activities are a recognized use of the Parkway, large group activities may conflict with other activities in the Parkway, possibly to the exclusion of other Parkway users. For the purposes of this Plan, a large group is defined as any organized group of over forty persons; a medium group is defined as any organized group of twenty-one to forty persons; and a small group is defined as any organized group of eleven to twenty persons; whether assembled for competitive or non-competitive purposes.

The Group Activities policies in this Plan give the Parkway Manager authority to actively manage group recreational use when necessary to avoid or minimize potential conflicts and protect Parkway resources. For example, user conflicts may be addressed by requiring certain groups to seek a permit that obligate them to protect Parkway resources and minimize impacts on other users. It also allows, at the discretion of the Parkway Manager, to permit "special event" competitive activities. Eppie's Great Race is an example of a permitted special competitive event.

Enforcement of policies should also be combined with Parkway user education to promote user safety and stewardship of the Parkway's natural resources. Successful education efforts in recent years include working with local nurseries to distribute pamphlets warning of harmful invasive plants, conducting outreach to recreational user groups to educate members on trail etiquette, and working with the media and the

American River Parkway Foundation to encourage appropriate behavior and proper disposal of garbage on peak holidays. As recreational use of the Parkway grows, it will be important to build on these examples to create a strong, ongoing education and outreach program. The Parkway Manager should continue to partner with local organizations to leverage resources in implementing this program.

SPECIAL EVENTS



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Special Events in the Parkway are organized for the participation of the general public. Special events serve to introduce new users to the Parkway, potentially resulting in an expanded base of community awareness and long-term support for the Parkway. Events that help to educate and interpret the Parkway's resources are particularly valuable as opportunities to increase visitors' appreciation and understanding of the Parkway. Events also contribute to an important revenue stream that helps support on-going Parkway operations, maintenance, and programs. Additionally, there has been considerable community support for large events at the confluence of the two rivers. Historically, both small and large events have been held successfully in the Parkway at locations selected on the basis of the site's ability to support the scope and scale of the event, and the ability to manage the event in a way that minimizes impacts to the Parkway's natural setting, other Parkway visitors, and adjacent communities. These are important considerations in determining the appropriateness of an event, and whether or not it will be permitted.

The permit process for a special event includes measures to minimize impacts on other users and Parkway resources. (See Chapter 11 for discussion on permit processes.) These measures typically include steps to avoid closure of the bicycle trail and boat ramps, defining the size of the event area and amount of parking allowed, temporarily fencing the event area to regulate access, leaving portions of the park and parking areas available for other use during the event, regulating and enforcing amplified sound regulations, enforcement of alcoholic beverage regulations specified in the permit for the event, and advance notification regarding the date, time, and location of the event through signage and the media. This Parkway Plan also recommends that the permit process require: recycling, shuttle services and promoting bicycle use in order to reduce traffic congestion, and valet parking for bicycles.

LARGE SPECIAL EVENTS

The Parkway is generally not oriented toward large special events; however, Discovery Park is capable of accommodating large special events due to its unique amenities, location and access routes. Discovery Park is located at the confluence of the American and Sacramento Rivers and is bordered to its south by

an expanding urban core in the City of Sacramento. Its ability to support large events is supported by the service of on- and off-ramps of Interstate-5 at Richards Boulevard and Garden Highway, six restroom facilities, large parking capacity including unpaved overflow parking, significant parking availability outside of the Parkway, group picnic facilities, additional paved surfaces that can support additional temporary facilities, traffic circulation flow through the area with access into the Park from both the northern and southern sides, and the ability to utilize the amount of Developed and Limited Recreation land uses. Additional unique factors that are provided include: reduced sound impacts as result of adjacency of Interstate-5 and the spatial distance to adjacent neighborhoods. Events should occur at a level and occasional frequency so as to not damage or degrade the natural resources.

The annual Salmon Festival is a recognized large event held at the State owned and managed Nimbus Fish Hatchery. Most of the event takes place on hatchery grounds, although some program elements do occur in the Parkway, on the river and in Sailor Bar.

SMALL SPECIAL EVENTS

Small special events of several hundred people may be held in the Ancil Hoffman, Goethe Park, William B. Pond and Effie Yeaw Nature Center areas. Small special events have included activities such as: the Renaissance Festival, Volunteer Recognition Events, Breakfast on the River (with the Sacramento Local Conservation Corps), Downriver Day and other fund raising events in support of the Department of Regional Parks programs and activities. Small special events are those that can be supported by the existing facilities of the area and do not require any facility development to support the event. The events should not impact the natural resources or other permitted uses. Where possible, the events should call attention to the resources of the Parkway and what they bring to enhance the event itself.

INCREASED RECREATIONAL USE

As the region grows and land uses adjacent to the Parkway become more densely developed, there will be greater numbers of Parkway users. Increased use could lead to detrimental impacts upon the natural resources and a less satisfying recreational experience. The amount and level of acceptable use for an area is often referred to as "carrying capacity." In ecology, carrying capacity is defined as the maximum number of individuals that a given environment can support without detrimental effects. Carrying capacity is addressed in Chapter 7 of the Parkway Plan as land use designations are the primary tool to address acceptable levels and types of use. Each land use category describes the size of the anticipated user group for that land use area, which sets expectations regarding the intensity of recreational use consistent with its natural resources. Land uses also define the recreational activities and facilities that are permitted.

Potential impacts associated with overuse can be reduced or avoided by implementing management actions. Use regulations and enforcement, user education, site investigations and monitoring, planning and proper design, and staff presence all contribute to minimizing the potential impacts visitors may have on park values.

Parkway Managers will require new resources and an increase in stable funding to implement these management actions as Parkway use increases over time. The recreational use policies in this chapter, along with the other policies in this Parkway Plan, provide a framework for ensuring that a balance can be attained between recreation and conservation without diminishing resource values. Robust implementation of the policies will need to include an effort to secure greater resources for the Parkway's operation and maintenance.

CHAPTER 6
NON-RECREATIONAL USE OF THE PARKWAY

NON-RECREATIONAL USE OF THE PARKWAY

Non-recreational Use of the Parkway

6.1 Commercial activities shall be permitted only if compatible with the goals of the Parkway, as determined by this Plan.

6.1.1 Commercial activities shall not be permitted solely for the purpose of raising revenue to fund the management of the Parkway.

6.1.2 All proposed commercial activities, whether on land or water, shall be subject to review by the Sacramento County Department of Regional Parks and the Recreation and Parks Commission. Final approval shall be by the Board of Supervisors.

6.1.3 The following criteria shall be considered during the review of commercial proposals:

- **a** Services or sales shall be necessary to the enhancement of permitted recreational activities.
- **b** Services or sales shall not attract customers who would not otherwise be Parkway users.
- **c** Services or sales shall be dependent upon the Parkway environment and be consistent with its stated purpose.

6.1.4 Commercial activities determined to be compatible with the goals of the Parkway shall only be considered for location in Developed Recreation areas and only as an auxiliary component to permitted recreational or interpretive/educational facilities.

6.1.5 Commercial activities in association with special events, including the sale of food and beverage from mobile day-use units, will only be considered in fixed locations in association with a special event permit. Staff shall review each special event permit request on an individual basis to assess potential adverse impacts on the Parkway such as litter and other nuisances.

6.1.6 Proposed commercial activities shall be designated on appropriate area plans

6.2 Caretaker facilities may be installed in Developed Recreation, Limited Recreation and Recreation Reserve Areas whenever lack of surveillance is a problem

Non-recreational Use of the Parkway

6.3 Caretaker facilities shall be accessible by vehicle, but should not be highly visible to Parkway users. Location, architectural design and screening shall be considered in the placement of the facilities, and such facilities shall conform to the Combining Zone Ordinance policies for architectural standards and consistent with the visual impact policies herein.

6.6 Agricultural activities that promote land stewardship, provide educational/interpretive services to Parkway users, or help to transition land to a restored state are consistent with the goals and policies of this Plan.

6.6.1 Agricultural activities in the Parkway should incorporate educational and interpretive programs. Sustainable, organic and wildlife-friendly farming practices are preferred.

6.6.2 Agricultural activities, as permitted per land use designation, may be used as a management tool on an interim basis to inhibit the spread of invasive species.

6.6.3 It is the preference of this Plan that lands previously leased for agricultural purposes be converted to uses that improve wildlife habitat and ensure a wildlife corridor.

Policy 6.4 and 6.5 are missing. Is this correct?

NON-RECREATIONAL USE

Although the American River Parkway is a public recreational area, certain activities and facilities occur which are not recreational in character. Some, but not all, of these activities and facilities are incidental to the recreational use of the Parkway. The purpose of this section is to identify non-recreational uses in the Parkway and to provide guidance in permitting or prohibiting those uses.

COMMERCIAL ACTIVITIES

Commercial activities in the Parkway are intended to augment and improve Parkway visitor's experience. The primary purpose of any permitted commercial activity should be consistent with the goals and policies of this Plan.

Commercial activities may be permitted in Developed Recreation areas as an auxiliary component of a permitted recreational facility or interpretive/educational facility. Commercial activities which occur on the Parkway are usually operated by private concession rather than by the County. A concession is a privately operated activity, usually for profit, which occurs on public domain by authorization of the responsible land use authority. A number of concessions have been awarded within the Parkway, including raft and canoe rentals, activities associated with the Ancil Hoffman Golf Course and operations of the Effie Yeaw Interpretive Center. Concessions are normally awarded when a desired activity or service can be accomplished more efficiently by a private entity than by the County.

Commercial activity by concession can be divided into two general groups: services and sales. Commercial services include such activities as garbage pickup, maintenance of grounds and structures, restoration planting and monitoring, professional instruction, and rental and boarding of horses. Commercial sales include food and beverages, recreation equipment, "convenience items" and other recreational or educational/interpretive merchandise. In the future, commercial sales could also include a stand for the sale of produce and/or plants at the proposed native plant nursery and farm (preferably organic farm) in Goethe Ranch.

These two groups, service and sales, may occasionally overlap. For example, a raft rental may include the sale of food and beverage. Recommended criteria to facilitate determinations on the establishment of commercial activities in the Parkway are included in the Implementation Measures section (Chapter 11) of this Plan.

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Commercial activities in the Parkway must be approved by the County Board of Supervisors. Vendor sales associated with special events may be approved by permission of the Parkway Manager as part of a special event permit. Further, while the sale of food and beverage in the Parkway may be considered for mobile day-use units in fixed locations as part of a special event permit, they shall not be permitted on a seasonal basis or as a regular facility or feature in the Parkway. Staff shall review each special event permit request on an individual basis to assess potential adverse impacts on the Parkway such as litter, nuisances, impacts upon the vegetation, wildlife or other permitted Parkway users.

CARETAKERS

Caretaker facilities currently exist at Ancil Hoffman Park. Caretakers reside in the Parkway, usually in mobile quarters, in exchange for specified maintenance and surveillance responsibilities.

The use of caretakers should be considered wherever lack of surveillance is a problem. Caretakers are not presently acting in an enforcement capacity. Law enforcement is the responsibility of the rangers and other law enforcement agencies.

AGRICULTURE

Various forms of agricultural production have been occurring along the American River Parkway for the last half century. At the time of the 2006 update of this Plan, active agricultural leases exist in the Goethe Ranch and Rossmoor Bar areas of the Parkway.

Once only valued for food production, farms now are increasingly recognized as open space resources that can be compatible with wildlife and educate the urban public about agriculture and ecology. As farmland continues to disappear in the Sacramento region, the maintenance of model agriculture within the Parkway can help preserve the agricultural heritage of our region and serve as a valuable interpretive tool that brings together environmental, stewardship and food production activities unique to our river ecosystem. Farming in the Parkway should include an educational component, such as interpretive signage or farm tours, as a part of the lease agreement.

Agriculture can also be used as a management tool to transition areas planned for restoration into a more naturalistic state. Actively farming the land can provide food for native wildlife and foraging species, while inhibiting the establishment of invasive non-native vegetation. Areas of the Parkway that are no longer in agricultural production should be restored in order to improve the habitat values of the area, in association with the land use designation.

PUBLIC UTILITIES

The Parkway, which extends approximately twenty-nine miles through an urban area, is crossed by electrical lines, sewer trunk lines, water lines, and other public utility facilities. Several pumping stations, including the Sacramento City Main Pumping Station, are located along the river. The use or modification of the existing facilities and the establishment of new facilities in the Parkway should be consistent with the goals and policies of this Plan. Public utilities can have a visual impact within the Parkway. Methods to reduce their visual impact are addressed in Chapter 7—Land Use, policies 7.19 and 7.20.

LOCAL DRAINAGE

The Parkway's primary role is to provide a natural drainage course for the American River. The American River not only carries run-off from the Sierra Nevada Mountains, but also accepts run-off from the urban areas that it flows through. Local run-off is carried to the river by way of natural streams, underground culverts and lined channels. Local drainage outfalls to the river can be described a number of different ways: drainage cascading down open rock slopes, flowing from protruding culverts through gate valves and sometimes drainage flows through vegetation so dense that flows cannot be seen, only heard. Any modifications to existing drainage facilities or any additional drainage facilities constructed in the Parkway should be done so in a way that is consistent with the goals and policies of this Plan.

ARCHITECTURAL STANDARDS FOR STRUCTURES

Whether intended for recreational or non-recreational use, structures of any kind affect the character of the Parkway. A structure can be as small as a garbage can enclosure, or as large as a freeway crossing, yet each significantly affects the Parkway. In order to minimize their potential negative impacts, all structures in the Parkway should be consistent with the goals and policies of this Plan.

CHAPTER 7
LAND USE

Land use designations provide the fundamental framework to regulate the types of use, location, level of facility development, or degree of natural resource protection throughout the Parkway. Land use designations create the broader vision of what activities may be permitted and locations where protection of the aesthetic, cultural, historical and natural resources of the Parkway are of utmost importance.

Specific direction is also provided in the policies to encourage a positive relationship with adjacent land uses while still protecting the Parkway from visual impacts from outside of the Parkway. This Plan recognizes the value of public access and connectivity to the Parkway from surrounding neighborhoods and districts. Vibrant pedestrian oriented districts and neighborhoods that are set back from the Parkway and provide pedestrian and bicycle access, offer the optimum interface with the Parkway. Jurisdictions are encouraged to provide for adjacent land uses, either publicly or privately owned, that are open and accessible to the general public. The use of master plans or other tools for planning and implementing contiguous stretches of public right-of-way, multi-use open space buffers or public parks immediately adjacent to the Parkway boundary is encouraged.

Land Use

7.1 Facilities and improvements shall not be installed within the Parkway unless consistent with an adopted Parkway area plan.

7.2 Portions of the Parkway may be temporarily closed to prevent overuse or to correct the effects of overuse.

7.3 Brush clearing, mowing of natural vegetation, fire breaks, or similar activities shall be permitted where necessary to protect the public's health, safety, or for the purposes of habitat restoration.

- **7.3.1** Clearing of dense brush, some removal of undesirable vegetation, mowing of natural vegetation and other similar measures for active recreation may take place in the Limited Recreation areas.

7.4 Human developments and facilities, including but not limited to, buildings, fences, trails, sprinkler systems, and gates shall be prohibited in Open Space Preserve Areas, except as necessary to protect the public health, safety, welfare, or for the purposes of habitat restoration.

7.5 Privately owned parcels may be developed consistent with local zoning. Parcels should not be rezoned to encourage further development.

7.6 Development in Nature Study Areas shall be strictly limited.

Land Use

7.7 Activities in the Nature Study Areas shall be limited to Nature Appreciation and Trails Recreation as limited to pedestrian use on designated trails. Trails in the Nature Study Areas shall not be surfaced with concrete, asphalt, or other impervious materials.

7.8 Facilities and other improvements in Protected Areas shall be limited to those which are needed for the public enjoyment of the natural environment. Extensive development is not appropriate.

7.9 Activities in the Protected Areas shall include all Nature Appreciation, all Trails Recreation and Aquatic Recreation. Recreational Enjoyment activities are restricted to limited family unit picnicking along trails.

7.10 Activities in the Limited Recreation areas shall include Nature Appreciation, Trails Recreation, Aquatic Recreation, agricultural activities and native plant nurseries. Recreational Enjoyment activities are restricted to picnicking.

7.11 Public accesses for equestrians, pedestrians, bicyclists, and vehicles are appropriate in all land use categories except in Nature Study Areas (excluding existing accesses) and Open Space Preserve Areas.

7.12 Activities and facilities in the Parkway which attract large numbers of users are to be directed to the less sensitive areas such as Limited Recreation and Developed Recreation areas so that the areas which are more environmentally sensitive can be protected.

7.13 Any permitted activity in groups: Recreational Enjoyment, Trails Recreation, Recreational Participation in Group Sports, and Aquatic Recreation may be permitted in the Developed Recreation areas.

7.14 Areas identified as Recreation Reserve may be reserved for recreation, restoration, habitat preservation, agriculture or native plant nurseries. However, no such amendments to this Plan shall take place unless the Board of Supervisors, following adequate study and public hearings, determine that the conversion of a Recreation Reserve Area to another land use designation is appropriate and submits the proposed land use designation change to the State legislature for approval.

7.15 Facilities in the Recreation Reserve Areas shall be limited to caretakers' quarters, local drainage and public utility facilities, emergency access roads and trails, fire hydrants, and facilities for agriculture or native plant nurseries, provided that the facilities do not conflict with the intent of this Plan.

7.16 Agricultural activities and native plant nurseries are permitted in Recreation Reserve, Limited Recreation and Developed Recreation areas.

7.17 Habitat restoration, local drainage, public utilities, and public flood control facilities, as determined to be appropriate to and permitted within a Wild and Scenic Rivers corridor, are permitted in all land use categories.

7.18 Adverse impacts on adjacent land, such as dust, traffic congestion or noise, caused by Parkway uses shall be eliminated or mitigated.

Land Use

7.19 Jurisdictions shall use their authority to reduce, eliminate, and/or mitigate potential adverse impacts upon the Parkway caused by adjacent land uses and activities.

7.19.1 Structures shall be located so that neither they, nor activities associated with them, cause damage to Parkway plants or wildlife.

7.19.2 Structures shall be located so that neither they, nor activities associated with them, impede the recreational use of the Parkway and such structures shall be consistent with the goals and policies of this Plan

VISUAL IMPACTS

The Parkway Plan's land use policies regulate uses within the Parkway including the location and type of activities, as well as facilities and structures associated with those uses. For uses adjacent to the Parkway, this Plan provides policy guidance for jurisdictions regulating uses outside of the Parkway. The purpose of this policy guidance is to ensure that adjacent uses are sensitive to the Parkway's naturalistic setting and scenic values, protect the Parkway from negative visual impacts, and encourage a positive relationship with adjacent communities. The Plan also recognizes the importance of aesthetic resources, which while difficult to define include those intangible perceptions experienced in a natural park setting including natural quiet, solitude, the experience of wildlife in a natural setting and the observations of changing seasons upon wildlife and vegetation.

Please provide a caption

Artificial lighting in wildlife habitats can mimic extended daylight conditions, which can impact public night sky aesthetics and diminish habitat function by acting as an environmental stressor. Effects could include loss and/or redistribution of nesting and shelter locations, decreased foraging and predation success, a shift in migration patterns, disruption of terrestrial and aquatic wildlife's circadian rhythms and behavior, and adverse impact to wildlife survival. When outdoor lighting in the Parkway is necessary (e.g. at access points and parking lots which are accessible to vehicles after dusk, and in association with planned meetings and events) it shall be carefully planned to provide essential human safety and security while minimizing impacts to wildlife and night sky aesthetics through the use of techniques such as optimizing foot candle ratios, shielding, re-aiming, non-glare lighting, full cut off optics (FCOs), short heights, timers, motion sensors, and adjacent native tree and shrubbery plantings.

At the same time, the Plan recognizes that the context for the Parkway's visual resources is different in the most highly urbanized areas in and near downtown Sacramento. The view from the Parkway between the confluence of the two rivers and the Capital City Freeway (Business-80) on both sides of the river includes views of downtown Sacramento's high-rise structures in the distance. Higher density uses, which will be visible from the Parkway, are planned in areas adjacent to the Parkway as part of the City of Sacramento's goal to create more vital urban neighborhoods, which in turn supports the goal of the Regional Blueprint to reduce urban sprawl by intensifying existing developed areas. This Plan supports these higher density uses in the Sacramento downtown area, provided that development immediately adjacent to the Parkway continues to respect the intent of the Parkway goals by minimizing visual impacts through context sensitive design and building structure.

VISUAL IMPACTS FROM USES AND FACILITIES WITHIN THE PARKWAY

Visual Impacts from Uses and Facilities within the Parkway

7.20 New public utilities or similar public service facilities should be placed underground and the area revegetated with native plantings. If new public utilities or similar public service facilities must be placed above ground, impacts shall be minimized by clustering the facilities with existing facilities and Parkway crossings. Facilities shall be camouflaged with native trees and shrubbery plantings, and if appropriate, soundproof pump stations, without compromising public safety.

7.21 New drainage outfalls, or improvements and expansions to existing outfalls shall be designed and built to minimize erosion, and to be visually unobtrusive and naturalistic in appearance. Culverts and gate valves, if necessary, shall be set back from the river if possible. If this is not possible, the outfall shall be integrated into a comprehensive grading and landscaping plan that screens the outfall with native vegetation.

7.22 Structures that are in the Parkway shall be of a design, color, texture and scale that minimizes adverse visual impacts within the Parkway.

- **7.22.1** Structures shall be located so that neither they, nor activities associated with them, cause damage to native plants or wildlife, without appropriate mitigation.
- **7.22.2** Structures shall be constructed of naturalistic materials which blend with the natural environment.
- **7.22.3** Colors shall be earth tones or shall blend with the colors of surrounding vegetation.
- **7.22.4** Structures may emulate authentic historic design, but shall be unobtrusive.
- **7.22.5** To the extent possible, structures shall be screened from view by native landscaping or other naturally occurring features.
- **7.22.6** Commercial advertising generally shall not be permitted within the Parkway. Signage associated with approved commercial activities shall be limited by the provisions governing visual intrusion but should be sufficient to provide visitors essential information regarding location and services.
- **7.22.7** Structures shall be of fire resistant construction and designed and located in a manner such that adequate emergency services and facilities can be provided.

VISUAL IMPACTS FROM USES AND FACILITIES ADJACENT TO THE PARKWAY

The County of Sacramento, City of Sacramento, and the City of Rancho Cordova each regulate uses adjacent to the American River Parkway through their land use designations and zoning codes, for example, the County's Parkway Corridor Combining Zone (PCCZ). These codes contain special development standards for structures, buildings and use permit requirements. Through these zoning codes each jurisdiction reduces potentially adverse impacts to the Parkway, encourages compatible development and uses, as well as regulating access into the Parkway. The intent of this section is to provide guidance about the goals of the Parkway Plan for local jurisdictions to consider in drafting or amending local ordinances. In addition, this policy guidance discusses the different adjacent land use contexts surrounding the Parkway and their relationship to the overall goal of reducing potentially adverse visual impacts upon the Parkway.

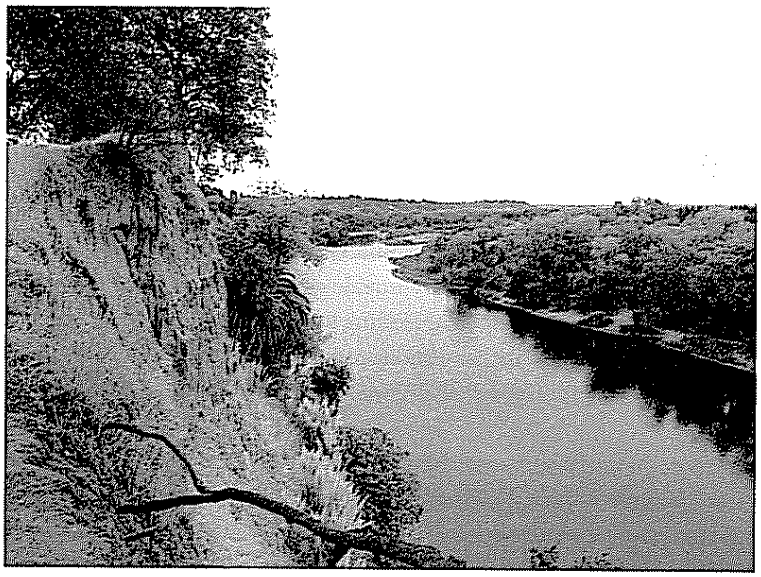
Accomplishing the goal of minimizing visual impacts upon the Parkway may be achieved through a variety of policy tools in local zoning ordinances, as discussed in policy 7.28, such as setbacks, stepping development away from the Parkway, limiting building scale, vegetative screening, use of appropriate colors and materials, and guidelines to discourage intrusive lighting and commercial advertising. The creation of public parks adjacent to the Parkway are encouraged, as these public spaces can provide additional Parkway access, additional recreational opportunities, and function as levee maintenance, operation and flood fighting areas. In addition, native plantings within the Parkway can provide a transitional buffer between adjacent land uses that also enhances the natural areas of the Parkway.

Much of the areas adjacent to the Parkway are residential, suburban neighborhoods. This type of development is often partially screened behind flood control levees, or is at roughly the same elevation as the Parkway. Development in this portion of the Parkway is regulated by zoning ordinances of Sacramento County, the City of Sacramento and the City of Rancho Cordova.

Downtown Sacramento

At the time of preparation of this Plan, the County of Sacramento, the City of Sacramento, and the City of Rancho Cordova are seeking to implement the principles of the Sacramento Area Council of Governments (SACOG) Regional Blueprint. The Blueprint calls for capturing a greater amount of regional employment, retail, and housing within or contiguous to the existing urban footprint to reduce urban sprawl and protect open space and agricultural land within the greater Sacramento region. Therefore, higher density urban development, particularly in the City of Sacramento between the confluence of the two rivers and the Capital City Freeway (Business-80) on both sides of the river, will be necessary to achieve this larger objective.

This area of the City of Sacramento provides a more urban context that is distinctly different than other areas of the Parkway. On the south side of the river is the downtown core of the Sacramento metropolitan region. Since views of downtown high-rise buildings and urban infrastructure already exist in this portion of the Parkway, the aesthetic values are different. Here, views of the river and the Parkway, juxtaposed against high-rises in the distance, remind the visitor of the Parkway's context—an open space greenbelt preserved in the urban core. Views from the Parkway toward adjacent land uses in this area are expected to include some visible urban structures. Here, there is a unique opportunity for functional and visual synergy between the Parkway, the river, and adjacent urban areas, to create public places with vitality and a sense of place. Development immediately adjacent to the Parkway should, however, continue to respect the intent of Parkway goals by minimizing visual impacts through context sensitive design and building structure.



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Riverside and Bluffs

Some of the most controversial aspects of adjacent land use have been development on parcels immediately fronting the river where there are not any levees and development is at the same grade as the Parkway, and on bluffs overlooking the Parkway. This type of development can have a more direct visual impact upon the Parkway and its users' experience given its height and proximity to the Parkway. Bluff development in particular can achieve the goal of reducing visual impacts through site and structural design, color, texture and scale.

The County's current zoning code requires development plan review and further regulates setbacks from the standpoint of erosion of bluffs. Additional zoning code regulations include: vegetative screening requirements, balancing views from development against screening for Parkway users; use of mid to dark earth tone colors; use of natural materials; limits on the scale and height of development; and limits on intrusive lighting, window glare, drainage and landscaping.

Continued use of regulatory mechanisms such as development plan/design review should be used to ensure the on-going appropriate regulation of this type of adjacent development.

Visual Impacts from Uses and Facilities Adjacent to the Parkway

7.23 Levees, landscaping, or other man-made or natural buffers should be used to separate, buffer or screen the Parkway visually from adjoining land uses, unless the adjacent land uses are indistinguishable from the Parkway.

7.24 In order to minimize adverse visual impacts on the aesthetic resources of the Parkway, local jurisdictions shall regulate adjacent development visible from the Parkway. These local regulations shall take into account the extent to which the development is visible from the Parkway. Regulations may include tools to address design, color, texture and scale, such as:

- a. Setbacks or buffers between the Parkway and the development.
- b. Structures to be stepped away from the Parkway or limits on building scale.
- c. Screening of structures visible from the Parkway with landscaping, preferably native vegetation or other naturally occurring features.
- d. Use of colors and materials including non-reflective surfaces, amount of glass, and requiring medium to dark earth tone colors that blend with the colors of surrounding vegetation, particularly in sensitive bluff or river's edge locations.
- e. Guidelines to discourage intrusive lighting and commercial advertising.

Visual Impacts from Uses and Facilities Adjacent to the Parkway

7.25 Between the confluence of the Sacramento and American rivers and the Capital City Freeway (Business-80) the Parkway context is the Sacramento downtown urban core for the Sacramento metropolitan region. Protection of the Parkway's aesthetic values in this reach should be accomplished within the context of creating a vital urban area. Development immediately adjacent to the Parkway shall respect the intent of the Parkway goals by reducing visual impacts through context sensitive site planning and building design.

7.26 Development of the bluffs within and adjacent to the Parkway shall be designed so as not to degrade the stability of the bluffs, while minimizing the visual impacts into the Parkway.

LAND USE DESIGNATIONS

Five general categories have been developed to describe land use suitability's within the Parkway. Together they form a continuum from non-developed land to the most intensely developed land. The five categories are: Open Space Preserve; Nature Study Area; Protected Area; Limited Recreation; and Developed Recreation. A sixth category, Recreation Reserve, sets aside certain lands for future recreational, habitat use, agriculture or native plant nurseries.

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Several criteria are used to place areas of the Parkway into these general categories. Environmental conditions considered include vegetation, topography, soils, wildlife, and drainage. Other criteria include the size of the tracts of land, location, relationships to adjoining uses, past usage, accessibility, and recreational demand.

The purpose of classifying areas into these six general land use categories is to guide the use of the land to achieve maximum recreational enjoyment in a manner sensitive to the capabilities and environmental qualities of each area. Each general land use category identifies the type of human use appropriate for the particular setting, and has a list of uses which may be permitted. All facilities and improvements shall be consistent with an adopted area plan. An area plan, as described in Chapter 10, is specific to an individual portion of the Parkway. Each area plan describes in detail the location, purpose, and features of a specific area, and details the permitted activities and facilities that are appropriate for that area.

To further guide future decisions on proposals for improvements and facilities, each land use category describes the size of the anticipated user-group for that land use area. These user-groups are individual

(one to two persons), family (three to ten persons), small group (eleven to twenty persons), medium group (twenty-one to forty persons), and large group (over forty persons). Large group facilities should be permitted only after a careful analysis of impacts and needs.

Intensity of use is often discussed in terms of the recreational carrying capacity. Carrying capacity refers to the maximum user density and frequency allowable without significant degradation of the environment or the recreational experience. It is difficult to measure the carrying capacity of a particular unit of the Parkway. However, the use of proper design criteria, control measures, and monitoring can provide a means of identifying and maintaining a level of visitor use within a sustainable carrying capacity. (See Chapter 5, Increased Recreational Use, for further discussion on carrying capacity.) If an area begins to show signs of overuse, such as damaged vegetation, change in wildlife species composition, erosion, or soil compaction; it is evident that the carrying capacity has been exceeded; and the number of people or type of use permitted in that area should be reduced and modified. Overuse may be addressed by temporarily closing an area to permit recovery, changing a land use designation, or law enforcement as it applies to illegal activity.

The six land use categories are defined herein. The locations of these six categories are shown on the Parkway-wide General Land Use Map and the area plans.

OPEN SPACE PRESERVE

DESCRIPTION AND PURPOSE

This designation is utilized for a few special areas along the face of the bluffs and a number of ravines, mostly in the communities of Fair Oaks and Carmichael that will be preserved as open space because they are valuable in their undeveloped state so that visual intrusion into the Parkway will not occur. The Open Space Preserve designation does not necessarily imply public ownership or use, but intends for the land to remain undeveloped, using measures necessary to accomplish its preservation. It is not the intent of this designation to regulate land uses allowed on private property in accordance with the regulations of the Parkway Corridor Combining Land Use Zone and the underlying zoning that may permit development. Current zoning that permits development should not be inhibited by the Open Space Preserve designation. Parcels that are currently zoned for open space should not be rezoned to permit development.

ACTIVITIES

Human activities in the Open Space Preserve Areas will be minimal, because of unsuitable topography, inaccessibility, private ownership, and other factors. It is the intent of this Plan to minimize human activity in these areas.

FACILITIES

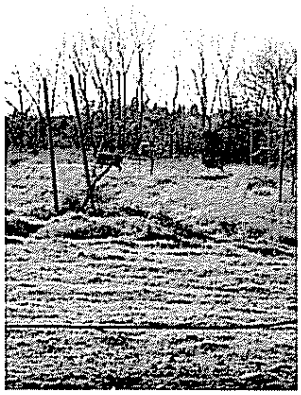
Human developments and facilities, including but not limited to, buildings, fences, trails, sprinkler systems, and gates in the Open Space Preserve Areas shall be prohibited except as necessary to protect public health, safety, and welfare, or for the purposes of habitat restoration.

NATURE STUDY AREA

DESCRIPTION AND PURPOSE

This designation is applied to the most environmentally sensitive areas of the Parkway, including those with the special characteristics of flora, fauna, topography, available surface water, or other characteristics, that

are appropriate for the interpretive education and other limited passive recreational activities. This category is the most restrictive of those that allow public use, and is intended to permit only those limited activities and improvements which would not be detrimental to the environmental qualities or features. Nature Study Areas are to be set aside for study of the natural environment, and any activities or facilities should be in accord with the interpretive educational policies of this Plan.



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ACTIVITIES

The predominant anticipated user group is the individual, but family groups and small and medium groups under careful supervision may also use these areas. Activities are limited to Nature Appreciation. Trails Recreation activities are limited to pedestrian use on designated trails. Existing equestrian trails that pass through Nature Study areas are a recognized exception and should continue to be maintained, although new equestrian trails are not permitted. Certain areas, such as the Nature Study area adjacent to the Effie Yeaw Nature Center, may be suitable for interpretive programs involving organized groups of participation.

FACILITIES

Development within these areas shall be limited to drinking fountains, portable restrooms, minor trail improvements, trail stops, observation points, and interpretive signs. Prior to the establishment of any new trails, consideration should be given to the protection of the natural habitat. Trail stops, observation points and interpretive sign locations shall be designed to discourage encroachment into sensitive plant communities while providing interpretive and educational information on the natural resources in that area. Strictly limited and controlled roads and auto parking areas to provide access to interpretive facilities may be provided if they cannot feasibly be located in a less restrictive land use area.

PROTECTED AREA

DESCRIPTION AND PURPOSE

Protected Areas contain tracts of naturally occurring vegetation and wildlife, which although capable of sustaining light to moderate use with minimal alterations to the natural landscape, would be easily disturbed by heavy use. Protected Areas differ from Nature Study Areas in that general access in Protected Areas is encouraged, and convenience-type facilities are permitted to accommodate the anticipated increase in users. However, facilities and other improvements are limited to those which are needed for the public enjoyment of the natural environment. Emphasis is on protection and restoration of large portions of relatively natural areas which stand a better chance of preservation than smaller pieces and provide better support for wildlife.

ACTIVITIES

The intended user groups in these areas range from the individual (one to two persons), to the family group (three to ten persons), although special events may occasionally attract larger groups. Activities in Protected Areas include all Nature Appreciation, all Trails Recreation, and Aquatic Recreation, other than motorized boating and motorized boat access. Recreational Enjoyment activities are restricted to limited family unit picnicking along trails, and in certain instances, limited educational or youth group overnight use may be appropriate as well. Caretakers are permitted at the Ancil Hoffman Park where facilities are already in existence.

FACILITIES

Permitted facilities and improvements include surfaced and un-surfaced trails, water fountains, occasional family unit picnic tables, and portable restrooms located at trail rest stops. Primitive group camps (no tables, electricity, or permanent restrooms) may be designated in Protected Areas, excluding the existing permanent restroom at the Goethe Day Camp.

LIMITED RECREATION

DESCRIPTION AND PURPOSE

The Limited Recreation designation is applied to lands on which active recreation may take place without development of extensive facilities. The Limited Recreation areas generally have characteristics of topography, vegetation, and wildlife habitat which are conducive to active recreation, but which are constrained from extensive development due to size, access, adjacent residential neighborhoods, or other special circumstances. In addition, Limited Recreation areas may serve as buffers between Developed Recreation areas and more restrictive land use areas.

ACTIVITIES

The predominant intended user-group in Limited Recreation areas is the family, although individuals and other groups of all sizes may be attracted to these areas as well. Limited Recreation areas may be appropriate for Nature Appreciation, Trails Recreation, and Aquatic Recreation. Recreational Enjoyment is restricted to picnicking, and in certain instances, limited educational or youth group overnight use may be appropriate as well. Commercial activities, caretakers, and agriculture may be permitted.

FACILITIES

Trails of all types, small developed rest-stops, water fountains, equestrian staging areas (trailer loading and unloading), and scattered picnic areas may be provided for the Parkway user in Limited Recreation areas. Primitive group camp facilities for educational or youth groups (no tables, electricity, or permanent restrooms) may be appropriate in certain places. A native plant nursery may be permitted.

DEVELOPED RECREATION

DESCRIPTION AND PURPOSE

The Developed Recreation designation is the most intensive land use category and is applied to areas able to withstand heavy use. The purpose of the Developed Recreation category is to identify areas appropriate for active recreational development so that more sensitive areas will be retained in their more naturalistic condition. The Developed Recreation areas are found within major parks such as Discovery Park and Ancil Hoffman, and at most vehicle access areas.

Developed Recreation areas are expected to attract the largest concentration of users. If too many people frequent these areas, it may be necessary at times to close or restrict use to avoid overcrowding, allow recovery and restoration; or to prevent permanent damage to vegetation and wildlife. To minimize the necessity for such actions, activities may be restricted to certain areas, or the number of users in a particular area may be limited. The intent is to provide the recreational opportunities for all users who can be safely accommodated, but not at the expense of destroying any portion of the Parkway or the enjoyment of the users.

The intended user-groups in the Developed Recreation areas are the family, the small group, and the medium group. It is anticipated that occasional large group and special events will occur as well, but facilities to accommodate large groups should not be provided unless thorough study and public hearings have been conducted to determine the impacts and needs.

ACTIVITIES

Any permitted activity as described in Chapter 5 may be considered in the Developed Recreation areas. Commercial activities, caretakers and agriculture, including the sale of produce cultivated on-site and plants from the native plant nursery, may be permitted.

FACILITIES

Any facilities permitted in a more restrictive land use area may also be considered in a Developed Recreation area. Additionally, interpretive centers, a native plant nursery and group picnic facilities may be considered. Play apparatus, permanent restrooms, horseshoe pits, non-exclusive game fields, parking lots, barbecue facilities, and similar facilities may be considered as incidental to picnic facilities, provided that they are so designated on the appropriate area plan, and installed in a coordinated manner with the picnic facilities. Boat staging facilities may be permitted in Developed Recreation. The Sacramento Valley Live Steamers Train is a recognized facility on the Cordova Recreation and Park District owned parcel east of Hagan Park.

RECREATION RESERVE

DESCRIPTION AND PURPOSE

The purpose of the Recreation Reserve category is to identify areas of the Parkway to be reserved for future recreational development, habitat restoration or education/interpretive programs. These areas should be thoroughly assessed in order to determine appropriate and desirable land use designation changes consistent with the overall goals and policies of this Plan. Land use designation conversions should be determined by evaluating the land conditions of geography, hydrology, and soil conditions, as well as balancing Parkway user need and demand. It is recognized that Recreation Reserve lands will be converted to other land use designations over time. These lands may be converted to any of the following categories: Nature Study Area, Protected Area, Limited Recreation, or Developed Recreation. At the time of the 2006 Parkway Plan Update, the only remaining Recreation Reserve parcel downstream of Hazel Avenue, is the parcel owned by the Sacramento County Regional Sanitation District in the Arden Bar area.

ACTIVITIES

Recreation Reserve areas include areas that may be used for caretakers, agriculture or native plant nurseries. Agriculture has the potential to play an important role in the use of and education about the Parkway and its resources. Once only valued for food production, farms are now recognized as important open space resources that additionally protect habitat, preserve view sheds, and educate the urban public. These areas may be managed on an interim basis as Nature Study Areas, including all activities permitted in the Nature Study Area land use category.

FACILITIES

Facilities in the Recreation Reserve Area shall be limited to caretakers' quarters; local drainage and public utility facilities; emergency access roads and trails (if they cannot be located in a less restrictive land use category); fire hydrants, and facilities for agriculture, provided that the facilities do not conflict with the intent of this Plan.

Table 7-1
RECREATIONAL ACTIVITIES

RECREATIONAL ACTIVITIES (See Chapter 5)	OPEN SPACE PRESERVE	NATURE STUDY AREA	PROTECTED AREA	LIMITED RECREATION	DEVELOPED RECREATION	RECREATION RESERVE
Nature Appreciation						
Sightseeing, study and appreciation of natural features, man-made features, people or event		X	X	X	X	X
Painting and Sketching		X	X	X	X	X
Photography		X	X	X	X	X
Reading and Writing for Pleasure		X	X	X	X	X
Recreational Enjoyment						
Picnicking—Family unit			1	X	X	
Group Picnicking				11	11	
Day Camping			X	X	X	
Overnight Camping by Individuals or Family Groups			4	4	4	
Group Overnight Camping			3	3	X	
Trails Recreation						
Walking, Hiking, and Running		X	X	X	X	X
Horseback Riding			X	X	X	
Bicycling			X	X	X	
Access						
Boating Access			2	X	X	
Recreational Participation in Group Sports and Athletics						
Team Gamefield Sports					9	
Outside Court Sports					X	
Golf					15	
Archery					15	
Aquatic Recreation			X	X	X	X
Anticipated User Groups						
Individual (one to two persons)	7	X	X	X	X	X
Family (three to ten persons)	7	X	X	X	X	X
Small Group (eleven to twenty persons)	7	10	X	X	X	
Medium Group (twenty-one to forty persons)	7				X	
Large Group (over forty persons)	7				X	

Table 7-2
RECREATIONAL FACILITIES

RECREATIONAL FACILITIES	OPEN SPACE PRESERVE	NATURE STUDY AREA	PROTECTED AREA	LIMITED RECREATION	DEVELOPED RECREATION	RECREATION RESERVE
Drinking Fountains			X			
Portable Restrooms			X	X	X	
Permanent Restrooms			14		X	
Trails surfaced with dirt, rock, gravel, wood chips, or other pervious materials		X	X	X	X	X
Trails surfaced with Concrete, Asphalt, or other impervious materials			X	X	X	
Interpretive Centers					X	
Interpretive Signs		X	X	X	X	X
Public Access Roads			X	X	X	
Public Parking Lots			16	X	X	
Picnic Tables Family Unit (3–10)			X	X	X	
Picnic Tables Small Group (11–20)				X	X	
Picnic Tables Medium Group (21–40)				X	X	
Picnic Facilities Large Group (41–150)					X	
Primitive Group Camps			X	X		
Equestrian Staging Areas				X	X	
Play Apparatus					8	
Horseshoe Pits					8	
Game Fields					9	
Barbecue Facilities					12	
Boat Launch Ramps and Staging Area					X	

Table 7-3
NON-RECREATIONAL ACTIVITIES AND FACILITIES

NON-RECREATIONAL ACTIVITIES AND FACILITIES (See Chapter 6)	OPEN SPACE PRESERVE	NATURE STUDY AREA	PROTECTED AREA	LIMITED RECREATION	DEVELOPED RECREATION	RECREATION RESERVE
Commercial Activities				X	X	
Caretakers			13	X	X	X
Agriculture and Agriculture Facilities				X	X	X
Aggregate Mining						6
Public Utilities/ Flood Control Facilities	X	X	X	X	X	X
Local Drainage	X	X	X	X	X	X
Habitat Restoration	X	X	X	X	X	X
Native Plant Nursery				X	X	X
Public Safety						
Mowing, Brush Clearing, Firebreaks	5	5	5	X	X	5
Service and Emergency Access Roads and Trails	5	5	X	X	X	X
Fire Hydrants/Stand Pipe Systems	5	5	X	X	X	X
Directional Signs			5	X	X	
Emergency Telephones			X	X	X	
Emergency Boat Launch Ramps			5	X	X	
Emergency Staging Areas			X	X	X	X

Key for Tables 7-1 through 7-3

LAND USE AREA NOTATIONS (Please see policies for further detail.)

1. Permitted as convenience along designated trails.
2. Motorboat launching is not permitted.
3. Limited to primitive camps, except in the Lake Natoma Unit of Folsom Lake State Recreation Area.
4. Permitted only in Lake Natoma Unit of Folsom Lake State Recreation Area.
5. Permitted only when a demonstrated need exists to protect the public or for the purposes of habitat restoration.
6. Aggregate mining has been phased out of the Parkway, except at Mississippi Bar, within the Lake Natoma State Recreation Area, where there is a possibility that the California State Parks and Recreation Department, per the Folsom Lake State Recreation Area General Plan, may permit the use for borrow material for the purposes of raising Folsom dam or for dam safety needs.
7. Open Space Preserves are intended for non-use. Many parcels in this designation are privately owned.
8. Permitted if incidental to picnic facilities, provided that they are so designated on an appropriate Area Plan, and installed in a coordinated manner with the picnic facilities.
9. Gamefields shall be multi-purpose in design, and shall not include goal posts, backstops, bleachers, lighting, sound amplification or other permanent structures.
10. Nature Study Areas are intended for very low intensity use, due to the sensitive natural features of the areas. However, certain areas, such as the Nature Study Area adjacent to the Effie Yeaw Interpretive Center may be suitable for interpretive programs involving organized groups of participants.
11. Permitted, provided that the facilities are designed and located so that they do not conflict with other picnic facilities designed for smaller groups.
12. Permitted if incidental to picnic facilities and installed in a coordinated manner with the picnic facilities. Barbecues shall be located only in areas of low fire hazard, such as turf or gravel.
13. Permitted only at Ancil Hoffman County Park where facilities are already in existence.
14. Permanent restrooms may be permitted at the Goethe Day Camp.
15. The Ancil Hoffman and Campus Common Golf courses, Discovery Park archery facilities and Sacramento County Regional Sanitation parcel in Arden Bar, are recognized non-conforming uses in the Parkway.
16. Existing parking lots in the Protected Areas in Sailor Bar and Upper Sunrise are permitted.

CHAPTER 8
PUBLIC ACCESS AND TRAILS

Public access and trails are essential to safely and conveniently bring people from adjacent communities and throughout the region into the Parkway to experience, appreciate and discover the natural values and recreational facilities of the Parkway. This chapter describes the appropriate design, location, and purpose of public access types and trails, and the facilities that support the recreational activities addressed in Chapter 5—Recreational Use of the Parkway. Trails and access should be designed to protect the Parkway's valuable natural resources and habitat that can be damaged by heavy human use. The Parkway Plan's land use designations (discussed in Chapter 7) provide the ability to protect the Parkway's valuable natural resources and habitat that can be damaged by heavy human use, by directing use away from sensitive resources to areas that are better able to support and sustain greater use. The policies in this chapter work in conjunction with the Parkway's land use regulations to ensure that access and trails are consistent with the Parkway's goal to both preserve naturalistic open space and provide for recreational pursuits in a natural environment.

Public Access

8.1 Public accesses for equestrians, pedestrians, bicyclists, and vehicles are appropriate in all land use categories except in Nature Study Areas, Open Space Preserve Areas, and Recreation Reserve Areas.

8.2 Access points and parking lots shall be located where there is the least potential environmental damage and adverse impact on the Parkway's environment and surrounding neighborhoods.

8.3 It is the preference of this Plan that jurisdictions adjacent to the Parkway plan for safe and convenient routes on local streets for bicyclists and pedestrians traveling to designated Parkway access points.

8.4 Parkway Managers shall encourage walking, bicycling, horseback riding, public transit and boating as forms of transportation to the Parkway. This is particularly important during peak use holidays and weekends to reduce traffic congestion and air pollution. In addition to its importance for recreational activities, the Jedediah Smith Memorial Trail is recognized and shall be maintained as an important bicycle transportation route in the Sacramento region.

8.5 Parking lots and public access roads should be designed and constructed using best management practices to ensure permeability and reduce run-off damage, and be buffered by native vegetation plantings. Pavement should be discouraged as a part of new projects.

8.6 New public vehicular roads shall not permit through passage between access points.

Public Access

8.7 Paved public vehicular roadways for visitor access within the Parkway shall be strictly limited and should be perpendicular to the river rather than parallel to it.

8.8 General public vehicular travel must remain on designated roads.

8.9 Existing unpaved and dirt roadways within the Parkway may be used for maintenance, emergency and management access. Unnecessary roadways shall be restored to a naturalistic condition appropriate to the area.

Trails

8.10 Three designated, continuous trails for pedestrians, equestrian/hikers, and bicyclists, shall be maintained along the full length of the Parkway.

8.11 Parkway trail connections to other local, regional and State trails shall be designed and located to support bicycle commuting and recreation with minimal damage to the Parkway's ecosystem.

Equestrian Staging, Boating and Fishing Access

8.12 Equestrian accesses should have unpaved staging areas (trailer loading and unloading) and parking to accommodate horse trailers.

8.13 Boat staging facilities shall be designed to minimize automobile contact with the river, or its immediate shore, in order to reduce visual and noise impacts and pollution of the water. Vehicle parking should be provided near these staging areas.

8.14 The design of the boat ramp facilities should be sensitive to the riparian habitat and features, and take into consideration the hydrology of the area, degree of possible erosion, amount and type of use, and protection of water quality in determining the most effective construction design. Boating access should be designed to minimize impacts on other Parkway users.

8.15 Boat ramp facilities should be designed to minimize dependence on regular, on-going maintenance operations, and avoid activities that would damage the environment in order to remain operational.

8.16 A variety of primitive and developed fishing accesses shall continue to be maintained.

Access for Persons with Disabilities

8.17 All new facilities and renovations or alterations of existing facilities, where applicable for the intended use and access of the facility, shall be accessible to persons with disabilities. Designated entryways for accessible trails shall be installed at several locations throughout the Parkway. All trails designated for persons with disabilities shall be appropriately signed to serve persons with disabilities.

Bridges

8.18 If new bridge crossings are constructed, they shall be designed and located in such a manner as to minimize negative impact to the Parkway environment, aesthetic values, and natural resources. Any additional bridge crossings should be located within Developed Recreation or Limited Recreation areas.

8.18.1 The Downtown-Natomas-Airport (DNA-RT) light rail project alignment, as approved by the Regional Transit Board of Directors in December 2003, is recognized by this Plan.

8.19 Bridge crossings should incorporate river themes and the Parkway context into its design and use muted, earth toned colors

8.20 If new automobile bridges are considered, expanding existing bridge capacity is preferred to constructing new bridges. If after careful study of all other alternatives, another crossing is required, a map amendment to the locally-adopted area plan(s) shall be required.

8.21 If new automobile bridges are to be constructed over the American River or existing automobile bridges enlarged, these facilities should provide a path for bicycles and pedestrians that is separated from vehicle lanes and include viewing platforms where appropriate.

8.22 New bridges for bikes, pedestrians, and equestrians may be considered when there is a need to improve Parkway connectivity, circulation and access, and shall require a map amendment to the locally-adopted area plan(s).

Informational and Directional Signage

8.23 Informational and directional signage shall be used to educate visitors about the Parkway's history, ecology, hydrology and cultural resources, to protect sensitive resources, to recognize Parkway stewardship, and to promote public safety.

8.23.1 Informational signage should alert visitors to avoid sensitive natural resources and habitat areas, such as redds (gravel areas where salmon bury their eggs).

8.24 Informational and directional signage shall be designed to protect the visual qualities and aesthetic values of the Parkway. Signage shall use natural colors and materials to blend in with the surrounding environment, while being strategically located to be easily seen. Ground pavement stenciling is an effective means of signing with minimal Parkway impact.

8.25 Informational and directional signage shall be placed at strategic trail access points that expressly state the permitted user groups, activities and right-of-way hierarchy. Periodic directional signage shall be placed on the trail between access points

8.26 Information and directional signage shall incorporate designs to serve persons with disabilities.

8.27 The Parkway Manager should partner with surrounding jurisdictions to create a consistent and uniform signage program that improves routing to the Parkway from throughout the Sacramento area.

PUBLIC ACCESS

Designating Parkway accesses requires balancing environmental preservation and recreational needs. A point by point selection of the types and locations of Parkway entries is illustrated on the Area Plan maps. They furnish convenient entries for the majority of users and funnel heavy use to areas capable of withstanding such use.

ACCESS TYPES

Five types of access to the Parkway have been provided:

Pedestrian

This access generally leads to hiking trails. Pedestrian accesses are found in five of the six land use categories. All land uses excluding Open Space Preserve. Parking is not normally provided.

Pedestrian and Bicycle

This access leads to pedestrian and bicycle trails. Pedestrian and bicycle access points are found in the Protected, Limited Recreation, and Developed Recreation Areas. Parking is not normally provided.

Equestrian and Pedestrian

This access leads to all types of trails. These are located in Protected, Nature Study, Limited Recreation, and Developed Recreation Areas.

Please provide a caption.

Vehicular and Boating Access

Vehicular access requires parking inside or outside the Parkway. Vehicle access roads are permitted in Developed Recreation, Limited Recreation and Protected areas. Equestrian, pedestrian, and bicycle entry points are also permitted.

Fishing Access

Fishing accesses are found at many locations along the river. Some have vehicle access and some can only be reached by foot. Many anglers prefer the less developed accesses where competition with rafters, swimmers and other recreationists is minimal. Since early mornings and late evenings provide optimal fishing conditions and reduce competition from other users, efforts should be made to ensure that the vehicle accesses are opened early and remain open in the evenings so that anglers can return to their vehicles and exit the Parkway.

ROADS, TRANSIT AND STAGING AREAS

To protect natural values and provide maximum recreational opportunities, vehicular travel in the Parkway shall be strictly limited. However, access roads for autos are appropriate to certain fishing and boat launching locations and in Developed Recreation areas. These roads should be hard-surfaced; constructed with permeable or structured materials; clearly marked and maintained to restrict vehicles to authorized routes. Permeable and structured materials provide a more porous surface that is able to absorb water, preventing a source for erosion and allows for natural ground water hydrology replenishment. With few exceptions, roads should not permit through passage between access points. Vehicular accesses should be perpendicular to the river rather than parallel to it and roads shall not cut through natural areas or dissect corridors important to wildlife species. The general public must travel on designated roadways.

Some non-public roads are necessary in the Parkway for maintenance, management and emergency access. (See Chapter 9, "Public Safety"). All unnecessary roads shall be eliminated and planted with native vegetation, consistent with the land use designation.

PARKING

Parking is provided at all vehicular accesses, either inside or just outside the Parkway. In those instances where parking at pedestrian and bicycle accesses is deemed desirable, the size of the lot shall be limited, and proper design considerations utilized. Parking within the Parkway must be consistent with approved area plans and constructed using best management practices to ensure permeability and reduce run-off damage and be buffered by native vegetation plantings. Pavement should be discouraged as a part of new projects.

EQUESTRIAN STAGING

Designated equestrian staging areas should be provided at several vehicle access points along equestrian/hiking trails. These staging areas provide convenient, safe locations for transferring horses in and out of vehicles. The areas should be large enough to permit on-site trailer parking, and should include facilities for tethering and watering horses where possible. Boundaries of the staging areas should be defined by post-and-cable or other similar means. Entrances and exits should be located so that vehicles can drive through without the necessity of turning around. Equestrian staging areas should be unpaved, as horses tend to lose their footing on hard surfaces.

TRANSIT AND NON-AUTOMOBILE TRANSPORTATION

Walking, bicycling, horseback riding, public transit and boating shall be encouraged as forms of transportation to the Parkway. These uses do not require roads and parking and help to reduce traffic congestion and air pollution. This is particularly important during peak use holidays and weekends, when weekend and holiday bus shuttles, utilization of outlying satellite parking, and special bus drop-off and pick-up facilities are needed.

Through cooperation with public transportation agencies, auto congestion and overcrowding of certain parking areas can be reduced and access to the Parkway can be enhanced. Special contract shuttle buses currently operate to serve raft rental customers and operate on a seasonal basis. Shuttle operations should continue to occur between the Sunrise Bridge Area and points downstream. It is important that such contracts assure convenient schedules, to encourage patronage and reduce the demand for parking in the high demand areas in the Parkway.

The preferred Downtown-Natomas-Airport (DNA-RT) light rail project alignment includes a crossing of the American River through the Discovery Park area. The approved alignment, adopted by the Regional Transit Board of Directors in December 2003, crosses the Parkway along the Truxel Road alignment. This area includes a most vibrant riparian habitat area, often referred to as the most pristine riparian area in the Parkway. The protection and avoidance of harm to the Parkway's sensitive habitat shall be of primary concern in the design and construction of the span crossing the Parkway. The alignment shall cross the entire Parkway and provide bicycle/pedestrian access into the Parkway at both levee sides. A bicycle/pedestrian bridge should be attached to the rail line structure and shall not include a station within the Parkway boundaries. A station should be placed in close proximity to the Parkway within reasonable walking distance to access the Parkway that would provide alternate modes of access to the Parkway.

BOAT STAGING AND LAUNCHING

Public boat staging areas are designated at several vehicle access areas along the river. These staging areas provide the opportunity for vehicles to load and unload boats and other equipment near the water. Boat staging facilities should be designed to minimize automobile contact with the river or its immediate shore, in order to reduce pollution of the water. Paved launching ramps accommodate the larger boats which must be trailered, as well as providing less contact between vehicles and water. Currently, boat launches exist in defined locations where the natural substrate and topography allow. In other locations, concrete ramps have been constructed to facilitate ease of access for trailered motorized and non-motorized boats. Concrete ramps also provide ease of access for car-top boat and inflatable launching by providing direct access to the water and stable footing. The surfaced ramp design is often easier to maintain, however, the more naturalistic unsurfaced ramps are preferred when feasible. The most important issues to consider in determining the most effective construction design are the hydrology of the area, degree of possible erosion, potential sedimentation, ease of maintenance, amount of use, type of use, potential for interaction with other Parkway users, vehicle contact with the river, and protection of water quality.

Some fishing boats on the lower American River are small enough to be carried from staging areas, and as such, launching ramps are not always needed. Care should be taken in the design of boat launching ramps and staging areas to avoid conflicts between vehicles, bicycles and pedestrians on the Parkway and to minimize visual impacts from the river.

TRAILS

Both the Sacramento County General Plan and this Parkway Plan envision the Parkway as a unit bound together by the river and a system of equestrian/hiking, pedestrian and bicycle trails. The Parkway trails are key elements in the County, regional, and State trails networks. Access and trails should enhance connectivity within the Parkway and to adjacent communities. Trail connectivity should be assessed to determine if trail segments should be added, consistent with land use designations, to enhance user safety and circulation within the Parkway. Trails recreation is permitted on designated trails only.

Area plan maps illustrate the general location of the equestrian/hiking, pedestrian, and bicycle trails. Access and staging facilities are also shown. In staging areas, the trails are necessarily close to one another and should be separated by vegetation or berms when necessary to prevent collisions. The trails may have to be temporarily closed to permit recovery of overused or damaged areas.

The needs of equestrian, pedestrian, and bicycle users cause two kinds of problems that must be considered in designing the trail system:

- Incompatibility among the three recreational trail activities from the standpoint of safety and peace of mind for full aesthetic enjoyment of the Parkway by all trail users; and
- Desired trail surfaces and widths differ for equestrians, pedestrians, and bicyclists.

To solve these problems, it is recommended that the system consist of three designated trails:

EQUESTRIAN/ HIKING TRAILS

Equestrians prefer narrow, scenic trails, with a dirt surface, on varied terrain for day outings. These trails should be six feet wide and kept separate from the pedestrian and bicycle trails to avoid conflicts between horses and other modes of transportation. Hikers and runners are permitted users on the equestrian/ hiking trails. Equestrian/hiking trails can be used to serve several purposes as a trail, maintenance access and fire break. New trail sections should avoid heavily vegetated areas and low floodplain locations subject to frequent inundation.

Please provide a caption

PEDESTRIAN TRAILS

The pedestrian trail must meet a wide range of needs including nature-hiking, "noon-hour" jogging loops, and cross-country jogging. Joggers generally use the pedestrian trail, which is generally adjacent to the bicycle trail, or the equestrian/hiking trail. Conflicts may arise between these different modes of recreation as increasing numbers of people use the trails. Locating the pedestrian trail near or adjacent to the bicycle trail enhances user safety, provides greater flexibility for disabled users, and reduces maintenance and patrol burdens. Pedestrian trails can be used to serve several purposes as a trail, maintenance access and fire break. New trail sections should avoid heavily vegetated areas and low floodplain locations subject to frequent inundation.

Separate pedestrian trails should not be paved; instead they should have a natural, compacted surface that is stable, firm and slip resistant. The pedestrian trail should be a minimum of 36" wide, preferably 48" where feasible. In areas where the pedestrian trail cannot be located immediately adjacent to the paved trail, if the separated section is longer than 200' in length, a 60" by 60" turnaround/passing area is required every 200' in order to support assistive devices for persons with disabilities.

BICYCLE TRAILS

The bicycle trail is a corridor for Parkway and non-Parkway destinations, providing access for bicyclists and in-line skaters between downtown Sacramento and points east. The Jedediah Smith Memorial Trail (bicycle

trail) has become a well established commuter route and vital recreational asset. Bicyclists require wide trails and a smooth surface to accommodate a large number of users, a wide range of speeds (up to 15 mph speed limit), and often, long distances. An all-weather, rubberized asphalt concrete (RAC) surface is preferred.

Off-pavement bicycle use may be permitted at the discretion of the Parkway Manager on existing or reconfigured maintenance and emergency roadways per the conditions listed in Chapter 5—Recreational Use of the Parkway.

BICYCLE COMMUTING

The Jedediah Smith Memorial Trail's importance as a bicycle commuter route was recognized by Sacramento County voters in the passage of Measure A in November 2004, which includes $1 million per year for the "American River Parkway/Bikeway Network Improvement Program," for a 30-year period commencing in 2009. As part of this program Parkway Managers will develop a schedule for non-routine maintenance of the trail, such as resurfacing and restriping, to prolong the integrity of the bike trail surface.

The needs of bicycle commuters are somewhat different than those of recreational users of the Parkway. Bicycle commuters often ride the bicycle trail before dawn and after sunset, especially in winter. Per County Ordinance, the Director of Regional Parks has the authority to establish reasonable operating hours for park facilities. Future decisions by the Parkway Manager about operating hours should always consider the needs of bicycle commuters. To safely use the trail bicyclists should have a white front light, a rear red reflector, side reflectors located front and rear of center, and pedal reflectors visible from front and rear.

Glare from lighting sources outside of the Parkway can affect the visibility for Parkway cyclists after dusk. In addition, bicycle commuters believe the 15 mph speed limit is slow and suggest that enforcement be based on speed that is unsafe for conditions. Implementation measure 5e in Chapter 11 addresses this concern.

Periodic flooding of the Parkway and bike trail can be an impediment to bicycle commuting. This 2006 Update of the Parkway Plan recommends constructing a trail to Class 1 construction standards along the north levee from Del Paso Boulevard to the Capital City Freeway, which will improve bicycle commuting options in that area.

When the bike trail is flooded, Parkway Managers, working with county and local city transportation staff, post locations of the flooding as quickly as possible on the County Regional Parks Web site (http://www.sacparks.net/), place barriers with signs directing cyclists and other trail users to detours, and notify local cycling groups of the flooding and detours. It is the responsibility of the California Department of Transportation to post signs notifying cyclists to use the shoulders of Interstate 5 when Discovery Park is flooded and to remove debris from the shoulders of the Interstate 5 crossing of Discovery Park for bicyclists.

One of the challenges in responding to Parkway flooding is that conditions often fluctuate, giving the Parkway Manager little warning. Water levels in the river sometimes change dramatically overnight. As a result, early morning bicycle commuters may become aware of flooding at the same time as the Parkway Manager. To address rapidly changing conditions, it is important to give cycling commuters access to the same information the Parkway Manager has. The County Regional Parks Web site in the future will include a link to the State Department of Water Resources web site that lists lower American River water levels and will include guidance for bicycle commuters to help them interpret whether flooding may be occurring.

The Parkway Manager should continue to work with the Sacramento City-County Bicycle Advisory Committee and other BACs that advise the jurisdictions within the Parkway regarding maintenance issues and promoting the trail as a safe, convenient and fun transportation route.

ACCESS FOR PERSONS WITH DISABILITIES

County Regional Parks is committed to providing access to the Parkway for persons with disabilities. Currently, the Parkway has access for persons with disabilities to the bike trail at several locations and access from a pier to the pond at the William B. Pond recreation area. Motorized assistive devices for persons with disabilities are also permitted on the bicycle trail. In recent years access improvements for persons with disabilities have been made to new and existing restrooms, the new building at the Effie Yeaw Nature Center, and the new Visitor Center at the William B. Pond area.

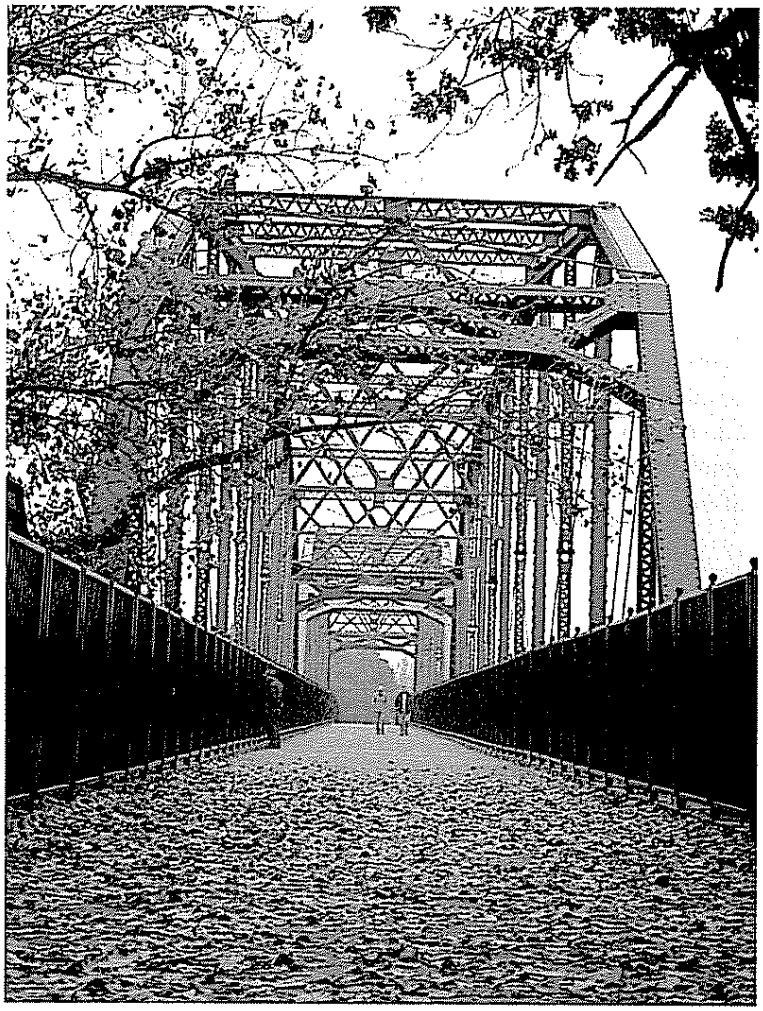
To continue to improve access for persons with disabilities in the Parkway, parking lots, the bicycle trail, constructed dock facilities, pedestrian pathways including curb ramps and detectable warnings, signage, restrooms, drinking fountains, picnic tables and other permanent public building facilities shall comply with the appropriate provisions as set forth in the California Code of Regulations (CCR) Title 24, Part II, Chapter 11B and Title II of the Americans with Disabilities Act, where applicable.

In particular, designated access trails should be installed at several locations within the Parkway in close proximity to public transportation. These trails would provide access for persons with disabilities to have opportunities for a range of recreational experiences, such as access to the river areas, Nature Study Areas, picnic facilities and game fields. Informational and directional signage should be designed to serve persons with disabilities. This Parkway Plan recommends as an implementation measure in Chapter 11 the development of a Parkway signage plan, which includes investigating alternatives for detectable warnings at points where the pedestrian trail intersects with vehicular traffic. Facility and trail improvements should integrate universal design elements whenever possible so that the Parkway's diverse recreational opportunities are available to the widest range of people.

BRIDGE CROSSINGS OF THE AMERICAN RIVER PARKWAY

The lower American River, between Folsom Dam and the Sacramento River is crossed by two freeways, nine local thoroughfares, two train bridges, five pedestrian/bicycle bridges, and one dam. The policies of this Plan are intended to provide guidance for careful and thorough consideration of the Parkway's natural and aesthetic resources when evaluating proposed expansions to existing crossings or new crossings of the river.

Proposed bridges that are identified on area plans as of the 2006 Update of the Parkway Plan are conceptual, showing approximate location of proposed bridge crossings and are not intended to dictate a specific alignment. A thorough study should be performed prior to constructing any new crossing to evaluate the impact upon the natural habitat so that the design results in the least impact to the Parkway environment, aesthetic values and natural resources. Evaluation of site conditions, project goals, environmental considerations and alternatives in preparation of detailed site plans will determine the exact alignment.



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AUTOMOBILE BRIDGES

In 1979, the voters of Sacramento County eliminated and denied a proposed automobile crossing (Route 143) at the present Harrington and Gristmill access sites. The idea of additional crossings of the river continues to generate considerable debate in the Sacramento community. Each automobile crossing degrades the aesthetic and cultural values of the Parkway, and adversely impacts the recreational user who experiences the effects of the bridge for some distance on either side. Adverse impacts include noise, visual and light intrusion, pollution, removal and damage of vegetation, degradation of wildlife habitat, and indiscriminate access. Automobile bridges at additional locations will not only further degrade the natural resources and aesthetic values of the American River Parkway, but may cause increased use and congestion on adjacent streets, degrading the quality of life in the vicinity of the Parkway. If new automobile bridges are considered, expanding existing bridge capacity is preferred to constructing new bridges. If after careful study of all other alternatives, which could include a tunnel, another crossing is required, a map amendment to the locally-adopted area plan shall be required

While all crossings can degrade the Parkway in some way, crossings designed for automobiles cause greater impacts than those designed for pedestrians, bicyclists, and equestrians in terms of noise, light, possible litter, quantity of use, duration of use throughout the day and night, and size and scale of the crossing itself.

There are currently automobile bridges that do not include separated sidewalks for bike and pedestrian crossings. Whenever possible, these automobile bridges should be retrofitted to include bike and pedestrian crossings with Parkway access.

NON-AUTOMOBILE BRIDGES

Non-automobile bridge crossings are for bicycles, pedestrians, equestrians or transit. As noted above, non-automobile bridge crossings can have less impact than vehicular bridges in terms of noise, light, possible litter, quantity of use, duration of use throughout the day and night, and size and scale of the crossing itself.

Crossings for pedestrian, bikes and equestrians are integral to providing good community access and a well-connected trail system. This is particularly true in areas where the bulk of the Parkway is on one side of the river.

INFORMATIONAL AND DIRECTIONAL SIGNAGE

Signage is an important communication tool to provide Parkway users with directional assistance, educate, interpret and promote stewardship of the Parkway's natural resources, and improve public safety by informing users about trail etiquette, permitted activities and use regulations.

Signage can be provided in various forms. For example, pavement stenciling on the bike trail is a more efficient way to communicate with cyclists and other trail users who are constantly in motion. Stenciling also does not require the building of additional structures within the Parkway. Other forms of signage include: kiosks, directional sign posts, access entryways, and trail head boards. Structures should not visually impact the enjoyment and experience of the Parkway.

Signage should blend in with the natural environment while being strategically located so that it can be easily seen. Structures shall be constructed with naturalistic materials and colors that blend in with the surrounding landscape and vegetation. They should not include any commercial advertising or lighting. Placement of any signage should be easily accessible to the various types of Parkway users and strategically located along trails and near access points.

This Parkway Plan recommends the development of a Parkway signage plan to implement this policy guidance regarding signage purposes, design, and accessibility (see Chapter 11, Implementation Measures).

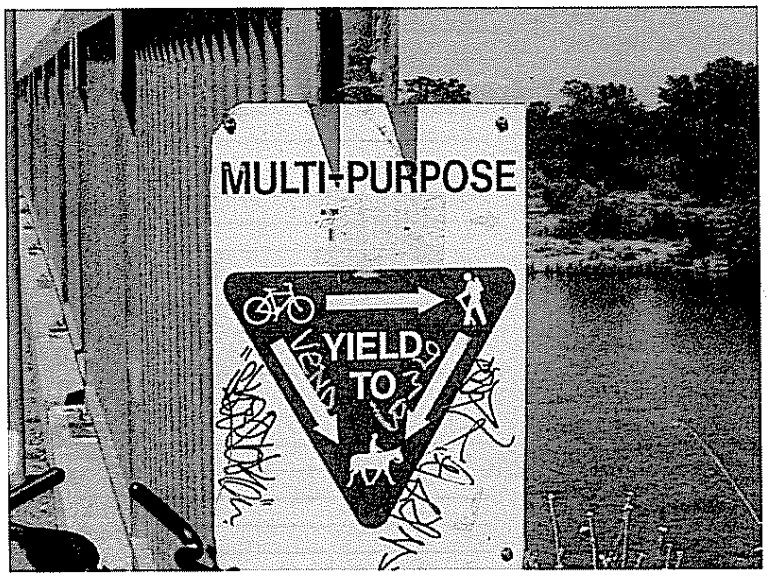

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Table 8-1
Access Key

	Pedestrian Access	Bicycle Access	Equestrian Access	Vehicular Access	Boat Launch Car-top Only	Boat Launch Ramp	Parking Within Parkway
DISCOVERY PARK AREA							
1. Jibboom St.	X	X	X	X	X	X	X
2. Bannon Island	X						
3. Garden Highway	X	X	X	X	X	X	X
4. Garden Highway	P	P		P			P
5. North Tenth St	X						
6. Northgate Blvd	X	X		X			P
WOODLAKE AREA							
7. Highway 160	X	X		X	P		X
8. North "B" Street	X	X					
9. Proposed City Park							
10. Lathrop Way	X	X					
CAL EXPO AREA							
11. Cal Expo	P	P		P			
12. Ethan Way	X	X			P		
PARADISE BEACH AREA							
13. Carlson Drive	X						
CAMPUS COMMONS AREA							
14. Northrup Avenue	X	X					
15. "H" Street Bridge	P	P					
16. CSUS / Guy West Bridge	X	X					
HOWE AVENUE AREA							
17. Howe Avenue / La Riviera Dr.	X	X	X	X	X	X	X
18. Howe Avenue	X	X					
19. University Ave	P	P	P				
20. Kadema Drive	X	X					
21. La Riviera Dr	X	X					
WATT AVENUE AREA							
22. Watt Avenue	X	X					
23. Watt Ave / La Riviera	X	X		X	X		X
SARA PARK AREA							
24. American River Dr	P	P					
25. Estates Drive	X	X					
26. North River Way	X	X					
27. Rio Americano High School	X	X					
28. Woodman Way	X						
29. Waterton Way	X						X
30. Rogue River Dr	X						X
31 Larchmont Park	X						
32. Rio Bravo Circle	X						
33. Mira Del Rio Dr / Kansas Way	X						
34. Mira Del Rio Dr / Gristmill	X	X		X	X		X
35 Jacob Lane	X	X					
36. Harrington Way	X	X	X	X	X		X
37 Sand Bar Circle	X	X					
WILLIAM B. POND PARK							
38 Arden Way	X	X	X	X			X
GOETHE PARK							
39 Rod Beaudry Dr.	X	X	X	X			X
40 La Loma Dr	P						
41. Rinda Dr.	P						
42. Chase Dr	X	X		X			
SARAH COURT							
43. Sarah Court	X			X			X
ANCIL HOFFMAN PARK							
44. Jarshes Dr	X	X	X	X	X		X
45. San Lorenzo	X	X					X
ROSSMOOR BAR AREA							
46. Ambassador Dr	X	X	X				
47. Rossmoor Dr	X	X		X	X		X
48. Ambassador Dr	X						
49. El Manto Dr.	X	X		X	X		X
SACRAMENTO BAR AREA							
50 Bannister Ave	X	X	X				
51 Pennsylvania Ave.	X	X	X	X	X		X
UPPER & LOWER SUNRISE							
52. Ambassador Dr.	X	X		X			X
53. Bridge St.	X	X					
54. Sunrise Blvd / South Bridge St	X	X	X	X	X		X
SAILOR BAR AREA							
55. Olive Ave	X	X	X	X			X
56. Kenneth Ave	X		X				
57 Emperor Dr	X						
58. Illinois Ave	X	X	X	X	X		X
59 Curragh Downs	X		X				
60. Curragh Downs Dr.	X		X				
NATOMA STATE REC.							
61 Hazel Ave	X	X	X	X			X
62. Hazel Ave	X	X		X	X	X	X
63 Willow Creek	X	X		X	X		X
64. Main Ave	X	X	X	X			X
65. Mississippi Bar Dr	X						
66. Snowberry Way	X						
67 Negro Bar Rec.	X	X	X	X	X		X
68. Greenback Lane	X	X		X			

CHAPTER 9
PUBLIC SAFETY

The intent of the Public Safety Chapter of this Plan is to establish minimum standards for the provision of safety within the Parkway and for those areas immediately adjacent to it. The issue of safety encompasses many facets of the Parkway, including flood events, law enforcement, and wildfires. The complexity of these issues derive from the American River Parkway's unique blend of landscapes ranging from Developed Recreation areas capable of accommodating millions of visits annually, to environmentally sensitive areas that are able to sustain only light visitation. This range of landscapes and associated visitor activities can create unique challenges for public safety. Additionally, wilderness elements of the Parkway that are highly valued by many, often have associated risks. The cold, deceptively swift-moving American River presents challenges for many swimmers, waders, and boaters. Large expanses of open space and dense vegetative cover can create a sense of isolation and insecurity in the minds of many. Valued riverine habitat can conceal a variety of illegal activities. Catastrophic wild land fires not only threaten public safety, but are capable of severely degrading the integrity and species composition of this riparian ecosystem for years to come. Wildlife encounters enjoyed and sought after by many, can be unsettling to others. Threats to public safety, real or perceived, can be a significant barrier to visitation.

PUBLIC SAFETY

Emergency Vehicle Access

9.1 Emergency vehicle access shall be accommodated at all public vehicle accesses. Emergency vehicle access to the Parkway may be provided at other locations approved by the County Recreation and Parks Commission and the Fire District having jurisdiction over the site

9.2 Emergency vehicle access within the Parkway may be provided via parking areas, service roads, levee crowns, equestrian/hiking trails, pedestrian trails, bicycle trails, and fire breaks Service roads shall be interconnected where possible to permit through travel by emergency vehicles only. Levee roads shall have access to lower levels at regular intervals

9.3 Emergency vehicle access routes shall be capable of supporting the imposed load of emergency vehicles. The routes shall have an unencumbered clear width of 20 feet, have turnarounds at intervals to the satisfaction of the local fire agency, and shall have a vertical clearance of 13 feet, 6 inches

9.4 Public parking shall be restricted by signs, painted curbs, or physical means so as not to obstruct emergency access or barricades. Illegally parked cars which obstruct emergency access shall be subject to citation or towing

Emergency Vehicle Access

9.5 Barricades shall be placed to prevent non-emergency vehicles from using trails, service roads, and emergency vehicle access routes. These barricades shall be of post-and-cable type, gate type, or drop-post types, shall have adequate width for emergency apparatus and shall take into account the need to make sharp turns near the gates. Barricades shall be vandal resistant, with locking devices to be used in locations requiring emergency access. Standard locks shall be consistent with County ordinances for security access.

9.6 Certain non-vehicular water access trails shall be maintained with a minimum of four feet clear width to accommodate hose line extensions in a rapid manner. These designated trails shall be mapped and distributed to fire service agencies as part of an emergency access plan of those agencies.

9.7 Should new motor vehicle bridges be needed within the Parkway for interior use, these bridges should be constructed to meet the imposed load of emergency fire apparatus.

9.8 Barbecue facilities, fire rings and permanent camp sites shall only be located where an adequate water supply is available or can be transported to, as determined by the responsible fire agency.

Emergency Boat Access

9.9 The design should allow rapid launching from a boat trailer by a two wheel-drive vehicle at any normal water level.

9.10 Launching ramps which are to be used for emergencies shall be a minimum of 12 feet in width, and have sufficient staging area for maneuvering equipment so that a boat can be launched quickly.

9.11 Launching facilities which are exclusively for emergencies shall be signed and physically restricted to prohibit public use. They shall not be constructed of concrete or another permanent surface that may generate demand for use by the general public. Landing mats or other temporary surfaces may be used where appropriate.

9.12 Public launching and staging areas which may be used for emergency response shall be signed so that access is not blocked by parked vehicles.

9.13 Launching facilities shall be located in proximity to open areas which can be used to land a helicopter for medical purposes.

9.14 Facilities shall be identifiable by water and by air with distinctive, but unobtrusive, markers. Where practical, existing structures or other features shall be used as a reference.

9.15 Installation of launching facilities shall be accomplished with a minimum of grading and minimal removal of riparian vegetation. Steep slopes or areas with inadequate vehicle access should be avoided.

9.16 Locations for emergency launching facilities shall be identified by the fire departments as part of a comprehensive access plan to be approved by the County Recreation and Parks Commission. The access plan should include site plans for each location.

Fire Breaks

9.17 Firebreaks shall be combined with emergency vehicle roads and trails, where practical, to eliminate unnecessary removal of vegetation.

9.18 Hanging branches or accumulation of dry materials that pose fire hazards may be trimmed or removed only as necessary as determined by the appropriate fire agency and/or by qualified staff designated by the County Department of Regional Parks, to maintain effective fire breaks or remove an immediate hazard. Careful consideration should be given to any pruning of vegetation to prevent fires from spreading from ground level into a crown type fire.

9.19 The responsible fire agency shall determine the width of all fire breaks.

9.20 The need for additional north/south oriented firebreaks shall be considered when designing new trails or maintenance roads. The appropriate fire agency should be consulted for both the need and the location.

9.21 The visual impact of firebreaks shall be minimized by combining them with other facilities such as roads, trails, parking lots, and turfed areas where feasible.

9.22 Parkway resource managers, designated by the County Department of Regional Parks, shall yearly provide fire department personnel with updated maps that designate high priority natural resources.

Public Use and Access

9.23 Activities such as digging and climbing on the bluffs, which would damage and cause collapse or sloughing shall be prohibited. These activities shall be citable offenses.

9.24 Paved parking lots in Discovery and Ancil Hoffman Parks and paved parking lots serving Parkway interpretive/educational centers shall meet Sacramento County zoning code lighting standards. All lighting shall be directed away from residential areas, public streets and surrounding natural areas of the Parkway, so as not to produce a glare into those areas, while still maintaining the general safety of other vehicular traffic and the privacy and well being of the residential areas. Due to the desire to minimize impacts to wildlife from introduced lighting, other parking lots are not subject to the zoning code lighting standards.

- **9.24.1** Nighttime lighting within the Parkway shall be minimized without compromising public safety.

9.25 Developed Recreation areas should provide security landscaping where sightlines are needed for enhanced patrol surveillance, including, but not limited to, low shrubs with a maximum height of 24 inches and trees pruned up to 6 feet.

9.26 Numbered mile markers shall be painted along the bike trail every half-mile to aid public safety agencies in responding to emergencies. The markings should be large enough to be seen from a helicopter.

9.27 Signage shall be properly placed, accurate, and easy to read. Such signage can help ensure that Parkway users are at minimal risk of getting lost or not finding trail heads and parking areas, and inform Parkway users about the importance of courtesy rules.

Public Use and Access

9.28 Stewardship programs should be encouraged to promote safety, responsible use of Parkway resources, and supplement existing Parkway resources

9.29 Park resource managers, working in partnership with stewardship groups, shall encourage the development and implementation of measures to help transition portions of the Parkway that have been impacted by illegal camping into a more appropriate use of the Parkway.

9.30 Call boxes should continue to be assessed for need, appropriateness and maintained for the public safety benefit of Parkway users.

COORDINATION AMONG PUBLIC SAFETY AGENCIES

Interagency coordination and cooperation is important in fulfilling the goal of a safe Parkway. The Sacramento County Park Ranger Unit is responsible for day-to-day patrol and law enforcement within the area of the Parkway from Hazel Avenue to the confluence of the American and Sacramento rivers. The City of Sacramento Police, the City of Rancho Cordova Police, and the Sacramento County Sheriff's Department have concurrent law enforcement responsibilities within their respective jurisdictions, where those jurisdictions overlap within the Parkway. Other public safety agencies that provide law enforcement within the Parkway on a less frequent basis include the California Department of Fish and Game, the California Highway Patrol, Cal Expo Police and the CSUS Police Department. Additional "eyes and ears" are provided by the American River Parkway Volunteer Equestrian Trail Patrol, a cooperating association, and may be augmented by additional stewardship groups working in partnership with the Parkway Manager. Emergency medical and fire protection is provided by the Sacramento City Fire Department and the Sacramento Metro Fire Department. The Lake Natoma area is under California State Parks jurisdiction and day-to-day patrol services are provided by State Park Rangers.

The American River Parkway Safety Coalition was formed to provide a communications link between user groups and law enforcement. An e-mail alert system is in place to pass along crime information on a timely basis to these user groups. The Safety Coalition also sponsors and funds a reward program for crime information on certain crimes committed on the Parkway.

Currently all city and county agencies are able to communicate with each other through a countywide radio system. Efforts should be made to include the state agencies within this system as a basic incident response tool where incidents or criminal activities flow from one jurisdiction to another.

SAFETY AND SECURITY

To provide for Parkway visitor safety, and enforcement of policies and regulations, Parkway patrol resources should be allocated for maximum visibility in areas that are unsafe, or perceived as unsafe. Allied agency collaboration, and augmentation of Sacramento County park ranger efforts should be considered when addressing safety and security issues that exceed the immediate availability of ranger staff

resources. Ordinances prohibiting consumption of alcohol and possession of shopping carts have been implemented to target specific problems. Other ordinances may be needed in the future to address safety and security issues.

Illegal campsites are occasionally found in riparian forest and woodlands throughout the Parkway, but illegal camping is especially common in the westerly five mile reach from Discovery Park to Cal Expo, with the largest concentration in the area of the Highway 160 crossing of the American River. This heavy concentration of illegal camping is due, in part, to the close proximity of homeless service providers to this area of the Parkway adjacent to Highway 160. Vegetative clearing and trampling, and harvesting woody materials for cover or firewood, cause disturbances to vegetation in and around illegal campsites. These disturbances, including litter, waste and debris, alter the structure and function of the riparian woodlands, may affect plant establishment, impact recreational experiences, degrade water quality, and discourage wildlife from using otherwise suitable habitat. The presence of this population undermines other Parkway visitors' sense of security and safety.

Significant efforts are underway to address illegal camping in the Parkway. Since 1999, the County Park Ranger Unit has participated in the Public Safety Sub-committee of the Sacramento County and Cities Board on Homelessness Task Force to address the problems and possible solutions to the illegal camping issue with the other members of this committee. Beginning in 2001 a County Regional Parks' illegal camping detail has been assigned to address illegal camping and its impacts in the Parkway. In fiscal year 2005/2006 County Regional Parks budgeted for three park rangers, one park maintenance worker and three full time equivalents of park ranger assistant and park maintenance assistant to patrol and clean up the area affected by illegal camping. County Park rangers, in coordination with other appropriate agencies, will continue as necessary to enforce rules and educate users about the impacts of illegal camping in the Parkway.

This Parkway Plan provides for enhanced recreation and trailheads to encourage more eyes in and on the Parkway from legitimate users such as bicyclists, walkers, and other recreationalists. Stewardship programs can also be an important tool in helping to transition impacted portions of the Parkway into a more actively used greenspace. Additionally, in December 2005 the Sacramento City Council and the Sacramento County Board of Supervisors adopted a ten year plan to address the problem of chronic homelessness, focusing on development of housing units as a general response to the homelessness issue.

EMERGENCY VEHICLE AND BOAT ACCESS

Effective law enforcement and fire protection in the Parkway are dependent upon quick response time, which in turn is dependent upon adequate access. However, the Parkway is a limited access recreation area and the design of the roads within the Parkway is intended to discourage motor vehicle use as a recreational activity. In order to accomplish the conflicting objectives of limiting public vehicle access and facilitating emergency vehicle access, it is necessary to designate emergency and service routes in some areas which are closed to public vehicle use.

It is also important that the boat patrol have access facilities for launching, evacuation and response to water-related emergencies.

FIRE BREAKS

Fire breaks are used to provide a protective separation between structures and grassland, and to divide large areas of open grassland, dense brush and trees. These fire breaks reduce fire danger to neighboring properties and protect Parkway resources. Fire breaks are created by disking or clear-cutting vegetation to reduce the fuel supply. These open swaths are viewed by some as detractions from the natural beauty, yet they can save many acres from unsightly fire damage. These two factors must be balanced in making decisions regarding firebreaks in the Parkway.

The Parkway encompasses many old growth groves of oak and other native flora, as well as numerous restoration and habitat mitigation areas of significant value. Aside from the intrinsic values that native riparian habitats possess, habitat restoration and mitigation projects represent significant long-term monetary investments. The ability to protect and save these valuable resources from catastrophic loss is directly related to the knowledge level of responding fire department personnel. The Parkway Plan provides for distribution of information to firefighters to inform them of particularly valued and sensitive habitats so that their response and strategy for fire prevention and suppression can strive to minimize impact on those areas.

Firefighters may occasionally need to fall large trees in order to be able to put a fire completely out. Blowing embers from an upright smoldering tree can ignite multiple fires in other locations. Other methods in lieu of felling trees, should be encouraged and explored if the tree is not severely burned and can survive. Ranger personnel are responsible for assisting firefighters in assessing conditions and possible solutions under these circumstances.

Prescribed burns provide a mechanism to manage both invasive non-native plants and fuel loads. Prescribed burns in the spring can be used to lessen the threat of large vegetation damaging fires that would occur later in the summer. Both the fire agencies and County Regional Parks have an interest in using prescribed burning as a tool to protect and enhance the Parkway.

The availability of water for fire suppression is important in limiting the size and severity of fires on the Parkway. Restoration projects that include bringing in a water supply should be designed so that overhead irrigation is available in case of a fire. Fire hydrants for refilling the fire department's grass rigs should be considered as well.

BLUFF AREAS

Some areas of the Parkway contain very steep terrain. In areas along the river, adjacent to Fair Oaks, that terrain is almost vertical. Measures should be taken to protect these and other bluffs from activities such as digging and climbing, which damage them and cause collapse or sloughing. Steps should also be taken to reduce the possibility of people falling from such surfaces. The Implementation Measures section of this Plan (Chapter 11) includes suggested measures pertaining to bluff regulations.

SAFE USE OF TRAILS

Trail safety is encouraged through the use of County ordinances and trail courtesy rules. Signage is located at trail access points along the Parkway with a listing of ordinances and trail courtesy rules. The Jedediah Smith Bicycle Trail Courtesy Guide includes ordinances and rules as well as safety tips and is available from the County Regional Parks Department. Efforts should be made to continue public outreach to trail user groups to educate users about the ordinance and rules that encourage safe trail use.

CHAPTER 10
AREA PLANS

The area plans of the American River Parkway Plan are intended to provide a comprehensive description of the individual sub-units of the Parkway. The area plans contain a description of current and/or proposed future activities, location of natural and man-made features, facilities, opportunities and constraints that are more detailed than the General Land Use map.

Area plans are intended to serve as a guide to implement a vision for specific areas of the Parkway. In particular, area specific policies are used to indicate what facilities, activities and uses may be permitted or encouraged for a given area. Unless facilities are specifically designated on the area plan map, they may not be constructed or installed. Area plans must be reviewed when a physical change is proposed in the Parkway, to determine the appropriateness of the change. An amendment to an area plan requires the approval by the County Board of Supervisors. Chapter 11 (Implementation) includes a detailed discussion of the approval process for amending an area plan. In short, it is the intent of the American River Parkway Plan that area plan maps, text and area plan specific policies may be modified locally as long as they remain consistent with the land use designations on the General Land Use Map, Parkway-wide policies and associated text describing the intent of those policies.

Area Plan Policies

10.1 Area plans shall be reviewed by the County Recreation and Parks Commission when a physical change is proposed in the Parkway, to determine the appropriateness of the change.

10.2 Facilities shall not be constructed or installed unless specifically designated on the Area Plan Map.

10.3 Adoption or modification of an Area Plan or any of its components shall be determined to be consistent with the County General Plan, provided that it is consistent with the goals, Parkway-wide policies, and General Land Use Map of this Plan, and approved by the County Board of Supervisors.

DISCOVERY PARK AREA

Discovery Park Area Plan Policies

10.4 Strengthen the Discovery Park Area's connections with the Sacramento Riverfront and with the surrounding urban neighborhoods in the Richards Boulevard and Natomas areas in ways that promote increased access and connectivity into the Parkway.

- **10.4.1** Construct the Two Rivers Trail to a Class 1 construction standard bike/pedestrian trail along the left bank (south levee) of the American River from Tiscornia Park to Sutter's Landing Park.
- **10.4.2** Support construction of a Two Rivers Trail extension to H Street that will provide direct connectivity from California State University Sacramento to downtown Sacramento. The trail should be constructed on top of the levee where feasible.
- **10.4.3** Support construction of a trail from Tiscornia Park to West Sacramento including a bike/pedestrian bridge across the Sacramento River.
- **10.4.4** Bike/pedestrian access shall be incorporated into future bridge construction or renovation projects affecting Interstate 5, Highway 160, and Regional Transit's Downtown Natomas Airport (DNA-RT) line.
- **10.4.5** If the DNA-RT light rail is constructed, the associated bike/pedestrian bridge shall span the American River and Parkway, providing good access into the Parkway by connecting to its trail system at either levee side while minimizing impacts to Parkway resources
- **10.4.6** The DNA-RT station shall not be located within the Parkway.

10.5 Acquire the Gardenland Sand and Gravel Mine (Urrutia) site

10.6 Following acquisition, reclaim and restore the Gardenland Sand and Gravel Mine (Urrutia) site to enhance its fish and wildlife habitat value, accommodate historical and cultural interpretive activities, with related minor interpretive facilities in Limited and Developed Recreation areas, including demonstrations of California Indian lifeways, and support picnicking, hiking and wildlife viewing.

- **10.6.1** Create a trailhead with an unsurfaced parking area, restrooms, and directional signage at the western end of the site. Trails may be realigned to reduce user conflict at the access road.
- **10.6.2** Create an unsurfaced parking area at the eastern end of the site, accessible from Northgate Boulevard.
- **10.6.3** Permit non-motorized boating in the pond for interpretive purposes only and in a manner that is consistent with the protection of restored habitats and wildlife use. Non-motorized boats shall only be allowed by permit at the discretion of the Parkway Manager.
- **10.6.4** Fishing in the pond shall only be allowed by permit for interpretive purposes at the discretion of the Parkway Manager.

10.7 Acquire the Riverdale Mobile Home Park site.

Discovery Park Area Plan Policies

10.8 Following acquisition of the Riverdale Mobile Home Park site, establish an interpretive/educational center for visitor enjoyment and interpretation of the Parkway. If the Riverdale Mobile Home Park site is determined to be infeasible, establish an interpretive/educational center at an alternate site within the Woodlake or Discovery Park areas.

- **10.8.1** The interpretive center should be accessible to all visitors, whether they are traveling on foot, bicycle, private vehicle, or public transit service.
- **10.8.2** To protect Parkway resources, as much parking as possible should be located outside of the Parkway.
- **10.8.3** Parking within the Parkway shall be available for all Parkway users.
- **10.8.4** Connect the interpretive/educational center to the Gardenland Sand and Gravel Mine site and to the left bank side (south side) of the American River through construction of a bike/pedestrian trail and bridge crossing attached to or in the vicinity of Highway 160.

10.9 Maintain the existing boat accesses in their current locations and in a manner that protects and improves water quality and bank stability.

10.10 Create short-term equestrian trailer parking and an equestrian staging area that includes appropriate facilities such as water, hitching posts, and manure bunker.

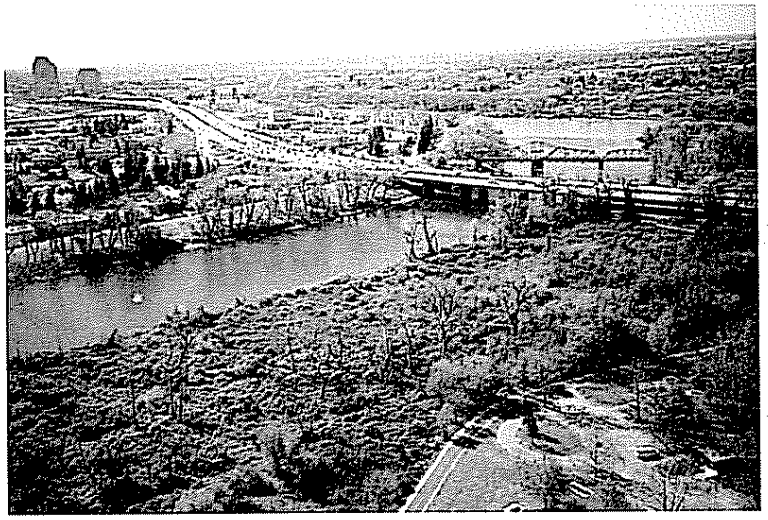
10.11 Any improvements in the park must be able to withstand inundation for one to several months each year.

10.12 Play apparatus, barbeque pits, and similar facilities are not permitted at Jibboom Street East.

DISCOVERY PARK AREA PLAN DESCRIPTION

LOCATION

The Discovery Park Area encompasses the portion of the Parkway that is downstream (west) from the Highway 160 bridge to the confluence with the Sacramento River. On the right bank (north side) of the American River, the Discovery Park Area includes Discovery Park proper, and several privately owned properties east of the park, referred to as Discovery Park East. On the left bank (south side) of the American River, the Discovery Park Area includes Tiscornia Park, which is downstream from the I-5 bridge, and a narrow strip of land, called Jibboom Street East, upstream from the I-5 bridge to the Highway 160 bridge.



Please provide a caption

The Discovery Park Area is a highly utilized regional recreation area providing unique recreational opportunities and amenities. The Discovery Park Area Plan supports its continued use in this manner, expanding its role through greater connectivity

to the surrounding communities and increased interpretive facilities. This will be made possible, in part, through the acquisition of parcels that are currently under private ownership and the welcoming of a new interpretive/educational center. Portions of the Discovery Park Area will also be managed and/or restored to increase their natural value and improve conditions for fish and wildlife.

FACILITIES AND NATURAL FEATURES

Bannon Island, a natural wildlife area and a designated Nature Study Area, is located at the northwest corner of the park and is separated from the main body of the park by Bannon Slough. A second natural area is located along the American River, east of the I-5 freeway bridge.

In addition, Bannon Slough and areas along the American River within this area provide elderberry habitat for the Valley Elderberry Longhorn Beetle (VELB). This species is listed as threatened by the Federal government. The eastern portion of Discovery Park is a planned restoration area for the threatened beetle.

A six lane boat access ramp and parking area, information kiosk, restrooms, and fish cleaning facility occupy the western end of the park. A large turfed picnic area for families and groups, with parking and restrooms, occupies the central portion of the park. A maintenance area is located under the I-5 freeway. A field archery range and target archery range are situated towards the easterly end of the park along with an equestrian staging area.

The Jedediah Smith Memorial Bicycle Trail and adjacent pedestrian trail, which begins at Discovery Park and continues to Folsom Lake, meanders through the area. A separate equestrian/hiking trail follows Bannon Slough, and also continues to Folsom Lake.

Discovery Park has excellent vehicle access from the I-5 freeway and the Jibboom Street Bridge. There are two entrances, one from Jibboom Street on the left bank (south side) of the river and one from Garden Highway on the north. Each entrance has a fee collection kiosk. This area is close to downtown Sacramento and the Sacramento River, making it a popular spot for boating, fishing, picnicking, and other water dependent recreational activities. The boat ramp is the only off-channel launch facility in the area, and is by far the most popular. The archery target range and the archery field range are unique facilities situated within the trees and bushes of a riparian vegetative community.

Discovery Park proper is substantially developed and is one of the most intensively used areas of the Parkway. Of the total 559.07 acres, 130.23 are designated for Developed Recreation, and 53.41 for Limited Recreation. The remaining acres are identified as Protected Area and Nature Study Area, and should be used in a manner that conserves and restores natural resources. Additionally, several archaeological sites are located in the Discovery Park Area.

The major constraint to development and usage of Discovery Park is the annual flooding of the area. Any improvements in the park must be able to withstand inundation for one to several months each year. Similarly, the costs of these improvements must be weighed against the restricted usage during portions of the year. Much of the park is open grassland which would be made more attractive by the planting of shade providing native trees. Care must be taken in planting trees to assure that periodic high waters do not drown them.

Discovery Park East

LOCATION

The Discovery Park East area is bounded by Discovery Park proper on the west and Highway 160 on the north. The privately owned properties within this area include the Riverdale Mobile Home Park, a Boy Scouts of America camp facility, and the Gardenland Sand and Gravel Mine (Urrutia) site. The remaining land is owned by the County. Trails crossing the private land are on established easements.

FACILITIES AND NATURAL FEATURES

The Discovery Park East area is currently dominated by a former open pit sand and gravel mine, which supports open water and is surrounded by steep, sparsely vegetated banks, as well as several permanent structures associated with the Boy Scouts of America camp and the Riverdale Mobile Home Park. Portions of the privately owned land provide habitat for the threatened Valley Elderberry Longhorn Beetle.

As a result of several factors, including modifications made by previous land uses, existing land use designations, proximity to the State Capitol, and the need for additional interpretive facilities within the Parkway, the Discovery Park East area provides a very unique opportunity to develop an interpretive/educational center. Creation of an interpretive/educational center would provide the basis for programs that build on and interpret: the history of the area, including demonstration of California Indian lifeways; restoration of native habitats that support important plant, fish, and wildlife species; human gathering places that have existed along the river over thousands of years and up to present day; and highlighting the connection between natural resources and human use. Interpretive/educational center facilities should be compatible with the aesthetic values of the Parkway and accommodate existing healthy woodland and tree canopy, sensitive habitat and wildlife, and the unique opportunity to restore still water habitats for important waterfowl species. Consistent with Parkway-wide policies, overnight camping may be permitted in areas designated as Developed Recreation in association with the programs at an interpretive center with permission from the Parkway Manager. The appropriate size and scale of an interpretive center will be determined through the local public hearing process as described in this Plan.

Tiscornia Park

LOCATION

Tiscornia Park is located on the left bank (south side) of the American River at the confluence with the Sacramento River. The park is bounded on the south side by the landward side of the levee, and on the east side by I-5. This small park (less than 10 acres) was donated to the City of Sacramento in memory of Captain Tiscornia, and is maintained and operated by the County Department of Regional Parks. The entire park is designated for Developed Recreation.

FACILITIES AND NATURAL FEATURES

Tiscornia Park is mostly comprised of a sandy beach, with mature cottonwood trees near the levee. It is easily accessible from downtown Sacramento and is a popular area for sunbathing, picnicking, and fishing. Access to the park is by way of Jibboom Street, which also provides access to Discovery Park. Facilities at Tiscornia Park should be limited, due to the small size of the park and the sandy composition of the area. A paved parking lot, with car-top boat access and portable toilets, has been installed, and County-operated bicycle trails provide an important connection to the Sacramento River and to Historic Old Town Sacramento. Improving the connection to the Sacramento Riverfront as well as adding amenities such as drinking fountains and picnic facilities would be appropriate additions to the park.

Jibboom Street East

LOCATION

Jibboom Street East is a narrow strip of land extending along the left bank (south side) of the river between the I-5 bridge and the Highway 160 Bridge, on the north side of downtown Sacramento.

FACILITIES AND NATURAL FEATURES

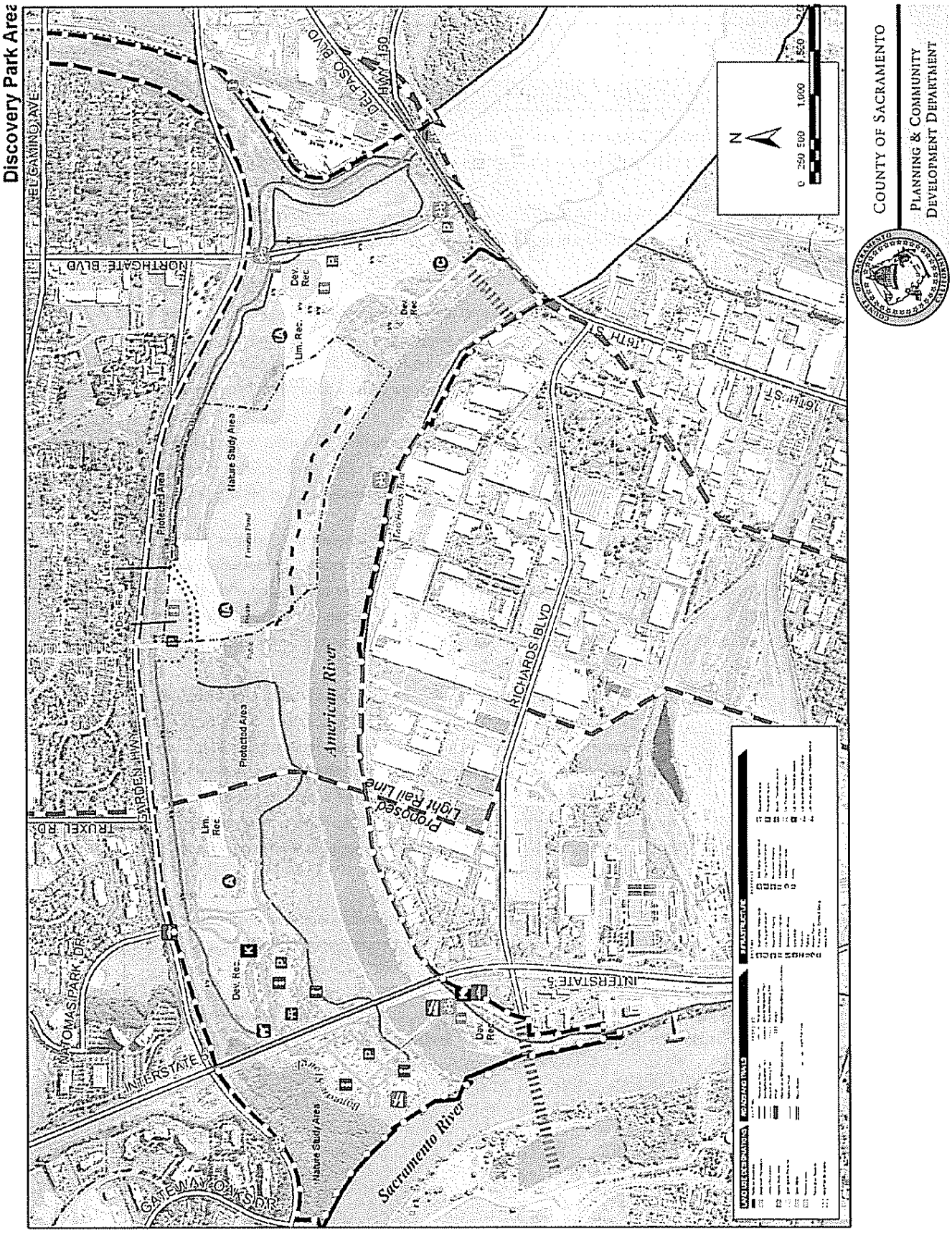
The area is host to a lush community of riparian vegetation, including numerous mature cottonwood trees. Although the riparian setting at Jibboom Street East is beautiful, the area is impacted by non-conforming activities. Greater connectivity to the surrounding community, including construction of the Two Rivers Trail, will provide access to these resources.

The river is much slower along this stretch than it is further upstream, giving it a much different character. Rapids and strong riffles give way to a uniformly sandy bottom and sandy beaches. These conditions and the proximity to boat access and mooring facilities on the Sacramento River, make this area popular for boaters who escape from the busy Sacramento River to the relative tranquility of the American River.

The river bank is popular for fishing and day use. A large sandy beach at the terminus of North 10th Street is a popular area for picnicking. Access potential to Jibboom Street East is very good. The downstream end is easily accessible from parking facilities at Discovery and Tiscornia Parks. North 12th Street crosses the area near its midpoint and several industrial streets terminate at the levee. The bank itself is a maze of informal trails used by anglers and other hikers.

The long, narrow strip of land that constitutes Jibboom Street East lends itself well to the formal installation of the Two Rivers Trail that could eventually extend to H Street. This trail, described more fully in Chapter 5, will provide a scenic location for walking, increase connectivity within the Parkway and to adjacent development, help relieve congestion on the main bicycle trail, and provide a direct access route on the left bank of the river.

Because of the limited available land area, if picnic facilities are considered, they should be sized to accommodate groups no larger than ten persons (family group). Drinking fountains and similar trailside amenities are acceptable, but play apparatus, barbecue pits, camping facilities, and similar facilities are not permitted.



COUNTY OF SACRAMENTO
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

WOODLAKE AREA

Woodlake Area Plan Policies

10.13 Strengthen the Woodlake Area's connections with the surrounding urban neighborhoods in the Woodlake and North Sacramento areas in ways that promote increased access and connectivity in the Parkway

10.13.1 Construct a bike/pedestrian trail to a Class 1 construction standard along the top of right bank (north levee) of the American River from Del Paso Boulevard to the Capitol City Freeway.

10.14 Create a Woodlake Gateway near the intersection of Highway 160 and Northgate Boulevard to serve as a major entry point to the Parkway providing a surfaced parking area and trailhead east of Highway 160, a boat access and ramp into the American River, restrooms, signage, and access to and parking for an interpretive/educational center at the Riverdale Mobile Home site west of Highway 160.

10.14.1 Maintain a suitable level of habitat connectivity between the Woodlake and Discovery Park East areas to provide a wildlife corridor. Key areas include the riparian corridor along the low flow channel and the area generally north of Northgate Boulevard.

10.15 Redesign and renovate the unsurfaced maintenance and emergency roadways in the Woodlake Area to reduce habitat fragmentation and degradation and create an interconnected system of roads providing improved access and adequate width for fire suppression and utility, recreation, and flood control facility maintenance. This system should also include several narrow maintenance trails that could provide more limited access for fire suppression and maintenance activities in more sensitive habitat areas and serve as firebreaks.

10.15.1 The unsurfaced maintenance and emergency roadways should be accessible to pedestrians and cross-country runners and, at the discretion of Parkway Managers, to bicyclists, provided that any segments of the system that are opened to bicycling have adequate buffers to protect habitat, have adequate sight lines and are appropriately signed to avoid conflicts with other users; and are subject to immediate closure to bicyclists in the event the Parkway Managers determine that bicycling on these trails poses an unacceptable maintenance and/or management burden, or begins to degrade natural resources.

10.16 Protect, enhance, and expand native habitats that benefit fish and wildlife species including creation of seasonal wetland habitat, grassland restoration for raptor foraging habitat, and restoration of riparian and woodland habitat.

10.17 Protect and enhance existing resources in the area including habitat for threatened and endangered species, such as Valley Elderberry Longhorn Beetle, and the state registered archaeological site.

WOODLAKE AREA PLAN DESCRIPTION

Please provide a caption.

LOCATION

The Woodlake area is bordered by the Discovery Park Area and Highway 160 to the northwest, and the Cal Expo Area and railroad tracks to the east. Land uses are Developed Recreation, Limited Recreation, and Protected Area on 373.41 acres.

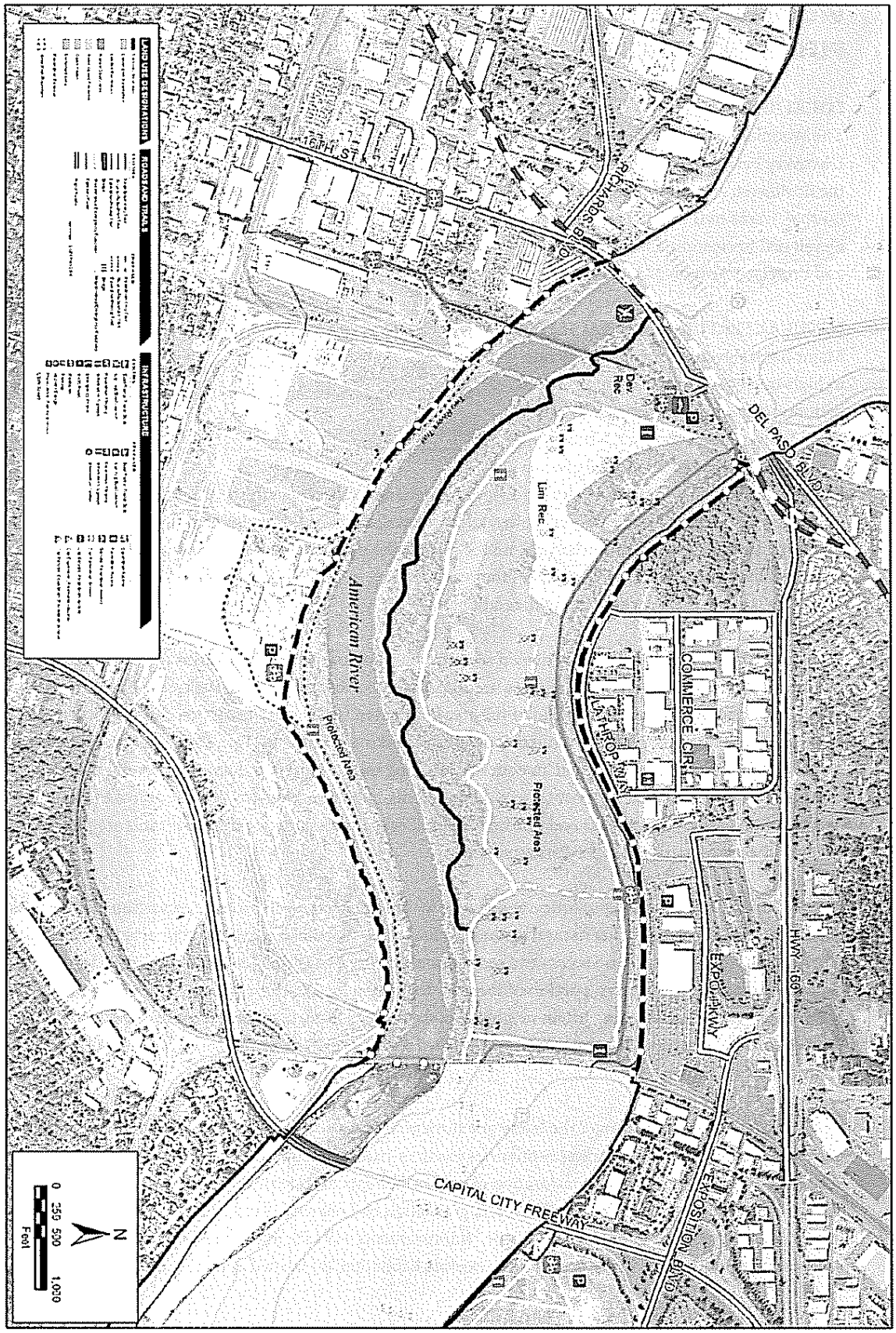
NATURAL FEATURES AND FACILITIES

Major natural features include moderate- to high-quality willow riparian scrub and cottonwood and mixed riparian forests along both banks of the river, a broad floodplain dominated by ruderal grasses and infested by many non-natives including pepperweed and yellow star-thistle, a seasonal wetland in a floodplain depression with degraded habitat, and a naturalized urban drainage channel running parallel to the right bank levee which discharges into the river at the upstream end of the area. The floodplain is substantially higher than the river most of the year, resulting in the river being bordered by steep banks. Some small beach areas do exist along the right bank.

The Woodlake Area became publicly owned after the adoption of the previous Parkway Plan, and therefore, has minimal developed recreation facilities in comparison to other areas in the Parkway. There are two public access points, one at the east end of the area with paved parking at the eastern end of Northgate Boulevard and the other centrally located and without parking off of Expo Parkway. The area is also traversed by a paved bicycle trail and an equestrian/hiking trail. The area is crossed by several major transmission lines and their support towers. Unpaved maintenance roadways provide access to the utility easements and serve as firebreaks and informal trails. Several unmaintained informal trails are present as a result of illegal campers and other Parkway users.

The Woodlake Area provides a unique opportunity within the Parkway to increase recreation opportunities while protecting and enhancing natural resource values. The Woodlake Area Plan supports the development of a formal Gateway to increase access and recreational activity by legitimate users. Implementing the Gateway concept in the western portion of the area designated for Developed Recreation will improve connections to the surrounding urban neighborhoods, provide needed amenities for Parkway users of the Woodlake and Discovery Park areas, and increase the level of activity contributing to a feeling of safety and security in the Parkway.

Despite previous manipulation of the landscape through mining and intensive farming, the Woodlake Area currently provides one of the largest contiguous pieces of natural habitat in the lower reach of the river. The Woodlake Area Plan supports the restoration of natural habitats to increase their value for fish and wildlife. This may include increased riparian vegetation, grasslands, and oak woodlands, including habitat for the threatened Valley Elderberry Longhorn Beetle. Improvements will take into consideration the state registered archaeological site located in the area and the existing habitat for threatened and endangered species.



Woodlake Area

COUNTY OF SACRAMENTO
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

CAL EXPO AREA

Cal Expo Area Plan Policies

10.18 Strengthen the Cal Expo Area's connections with the Cal Expo Fairgrounds and its surrounding urban neighborhoods in ways that promote increased access and connectivity in the Parkway.

- **10.18.1** Create a West Cal Expo Trailhead, including a trail overlook and access into the Parkway in the vicinity of the Cal Expo Parking Lot A.
- **10.18.2** Extend the bike/pedestrian trail constructed to a Class 1 construction standard on the north levee of the American River through the existing tunnel beneath the Capital City Freeway to connect with the trailhead, the Main Gate at Cal Expo and the existing Class 2 Bikeway that runs through the Cal Expo parking lot to Arden Fair Mall.
- **10.18.3** Connect the north levee trail to the Two Rivers Trail on the south side of the American River through construction of a bike/pedestrian bridge attached to or in the vicinity of the Capital City Freeway crossing.
- **10.18.4** Create a Bushy Lake Trailhead at the Cal Expo overflow parking area near Ethan Way. This trailhead should connect the north levee trail to a Parkway access point at Ethan Way via an improved roadway over the levee and provide walk-in boat access.
- **10.18.5** The existing overflow parking area should remain the same size, approximately 11 acres, unsurfaced, available for Cal Expo overflow events, and be moved slightly eastward to provide space for restrooms, horse trailer parking, and equestrian facilities and additional buffer area between the parking area and the proposed treatment wetland.

10.19 Operate and maintain Bushy Lake in a manner that maximizes its value to fish and wildlife. This may include periodic maintenance activities to provide suitable habitat, including adequate water depths and appropriate vegetation.

10.20 Consistent with Parkway-wide policies, restore and enhance seasonal wetland and riparian habitat around Bushy Lake that may include redirecting stormwater and dry season run-off from Chicken and Strong Ranch Sloughs into a treatment wetland and subsequently into Bushy Lake to reduce the need to pump groundwater that currently maintains lake levels.

10.21 Remove non-native weeds and create native grasslands to provide important foraging habitat for raptor species.

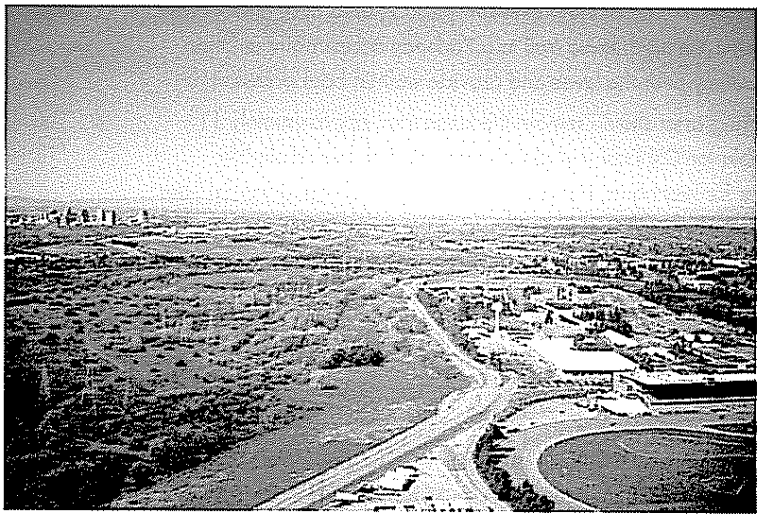
10.22 Establish interpretive facilities for interpretation of the Parkway's natural resources. Interpretive facilities should highlight restoration and stewardship efforts along the lower American River, and Bushy Lake in particular, while showcasing for California State Fair visitors and Parkway users the connectivity between the Bay-Delta and its tributaries.

10.23 Establish a network of interpretive features including trails and signage to educate users about the Parkway's historic, existing, and future natural environment.

Cal Expo Area Plan Policies

10.24 Redesign and renovate the unsurfaced maintenance and emergency roadways in the Cal Expo Area to reduce habitat fragmentation and create an interconnected system of roadways providing improved access to the area and adequate trail width for fire suppression and utility, recreation, and flood control facility maintenance. This system should also include several narrow maintenance trails that could provide more limited access for fire suppression and maintenance activities in more sensitive habitat areas and serve as firebreaks.

10.24.1 The unsurfaced maintenance and emergency roadways should be accessible to pedestrians and, at the discretion of Parkway Managers, to bicyclists, provided that any segments of the system that are opened to bicycling have adequate buffers to protect habitat, have adequate sight lines and are appropriately signed to avoid conflicts with other users, and are subject to immediate closure to bicyclists in the event the Parkway Managers determine that bicycling on these trails poses an unacceptable maintenance and/or management burden, or begins to degrade natural resources.



Please provide a caption.

LOCATION

The Cal Expo Area is located on 408.22 acres on the right bank (north side) of the river, between the Southern Pacific Railroad tracks on the west and the extension of Ethan Way and the outfall of Chicken and Strong Ranch Sloughs on the east. The Cal Expo floodplain is unique in that it is entirely within the boundaries of the American River Parkway, but is owned by the California Exposition and State Fair, an entity of the State of California. The Cal Expo Area is managed by Sacramento County Department of Regional Parks through an agreement with Cal Expo and consistent with the Parkway Plan and the Bushy Lake Preservation Act.

NATURAL FEATURES AND FACILITIES

The site is crossed in a north/south direction by the Capital City Freeway and in an east/west direction by SMUD (Sacramento Municipal Utility District) and PG&E (Pacific Gas & Electric) electrical power lines. The dominant feature of this area is Bushy Lake. The majority of the Cal Expo area was dry-farmed prior to transfer to the State, which resulted in the removal of most riparian vegetation. However, valuable riparian habitat does exist around Bushy Lake and along the river margin.

Bushy Lake is a body of water that has historically varied in size between 11 acres and 80 acres, depending upon rainfall, water pumping, and water table conditions. Over the years the lake, which was man-made, has undergone a gradual succession of ecological change to become a substantial community of riparian and marsh vegetation with associated wildlife, consistent with the purpose and intent of the Bushy Lake Preservation Act. This Act (California Public Resources Code, Chapter 9, beginning with Section 5830), adopted in 1976, designates 86± acres as a State Natural Preserve, with the primary intent of preserving important vegetation and wildlife species and their supporting ecosystems. Bushy Lake is a designated Nature Study Area in the Parkway Plan.

The remainder of the floodplain is dominated by native and non-native grasses and shrub species. Lower portions along the right bank and around Bushy Lake contain some high-quality alder and willow riparian scrub, and cottonwood and mixed riparian forest habitat adjacent to the river. Old growth cottonwood trees and a dense growth of willows border Bushy Lake. Elderberry shrubs, the host plant for the Valley Elderberry Longhorn Beetle, are found throughout large portions of the floodplain. This remaining portion of the Cal Expo floodplain is a designated Protected Area.

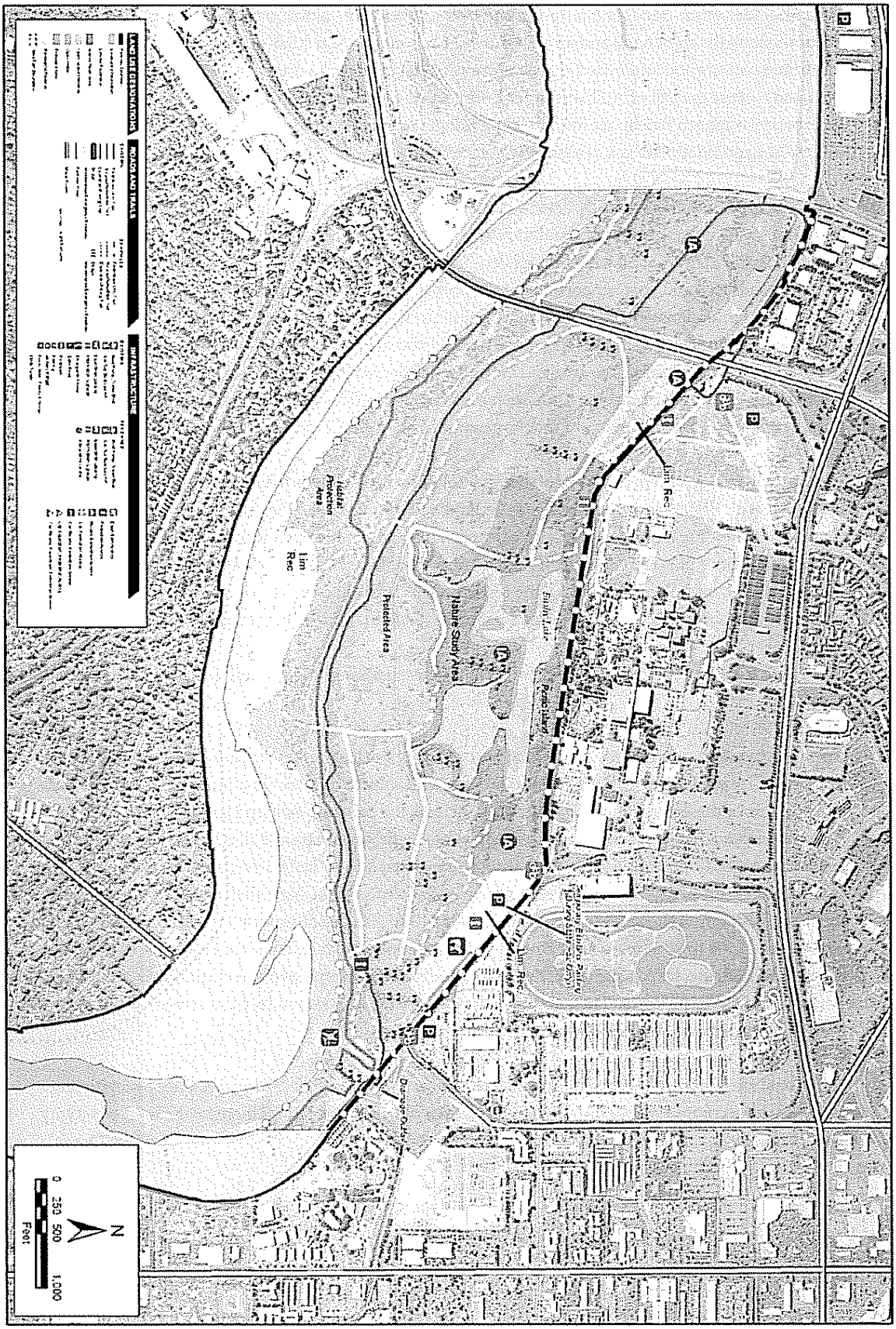
The Cal Expo floodplain is mostly devoid of man-made structures, although there are notable exceptions. In addition to the freeway crossing and the electrical towers already mentioned, the area is crossed by the Jedediah Smith Memorial bicycle trail and designated equestrian/hiking trail, both of which are located along the southern and western portions of the property. An equestrian access is located at the end of Ethan Way. Several undesignated and unimproved trails interlace the area. A well supplies water into Bushy Lake from the fairgrounds. Urban run-off enters the Cal Expo area at the outfall of Chicken and Strong Ranch sloughs at the eastern end of the area and at the City of Sacramento Pump Station No. 152 just east of the Capital City Freeway. Cal Expo maintains an unsurfaced overflow parking area measuring approximately 11 acres in the northeastern portion of the property adjacent to the levee.

The Bushy Lake Preservation Act states that the Cal Expo floodplain is to be maintained in a manner consistent with a State park. According to the Public Resources Code, the purpose of a State park is to preserve outstanding natural, scenic, and cultural values, and indigenous aquatic and terrestrial flora and fauna. Man-made physical changes that do not directly enhance the public's enjoyment of the natural, scenic, cultural, or ecological values of the resource, which are an attraction in themselves, or which are otherwise available to the public within a reasonable distance outside the park, are not permitted.

The area is popular for nature viewing, bicycling, equestrian use, hiking, picnicking, and informal access to the river.

The Cal Expo Area provides several unique restoration opportunities due to its existing landscape and proximity to physical features such as Cal Expo and substantial sources of urban run-off. Major components of these restoration opportunities include: the enhancement and restoration of riparian forest, seasonal wetland, and oak woodland savannah habitats; the construction and operation of a treatment wetland to provide suitable quality water from urban run-off into Bushy Lake; natural channels to carry water to and from Bushy Lake; and a trail system and interpretive displays that highlight the aforementioned features. Restoration should result in approximately 10 to 20 acres of water surface in the summer and approximately 60 to 90 acres in the winter. These components will enhance the aesthetics of the area, increase wildlife use, help control fires, and provide extensive interpretive and educational opportunities for Parkway and Cal Expo users. These restoration components may also reduce the amount of groundwater pumping necessary to support Bushy Lake.

Additional and improved access points will also increase access and recreational activity by legitimate users, improve connections to the surrounding urban neighborhoods, and increase the level of activity contributing to a feeling of safety and security in the Parkway.



Cal Expo Area

COUNTY OF SACRAMENTO
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PARADISE BEACH

Paradise Beach Area Plan Policies

10.25 Permanent structures and any other physical changes that would attract groups of users should not be introduced to the area.

LOCATION AND DESCRIPTION

The Paradise Beach area is on the left bank (south side) of the river, between the Capital City Freeway bridge and the "H" Street bridge. The Cal Expo floodplain area is across the river to the north, and the River Park residential area is to the south, across the levee. The area consists of 106.13 acres of Protected Area and 2.22 acres of Developed Recreation that are comprised of a large sandy beach which has been created by the sharp bend in the river. Vegetation is a mixture of riparian, grassland, and shrub grassland communities, interspersed with sparsely vegetated sand. This area contains many elderberry bushes and provides excellent habitat for the Valley Elderberry Longhorn Beetle. Large cottonwoods dominate the northernmost tip of the area.

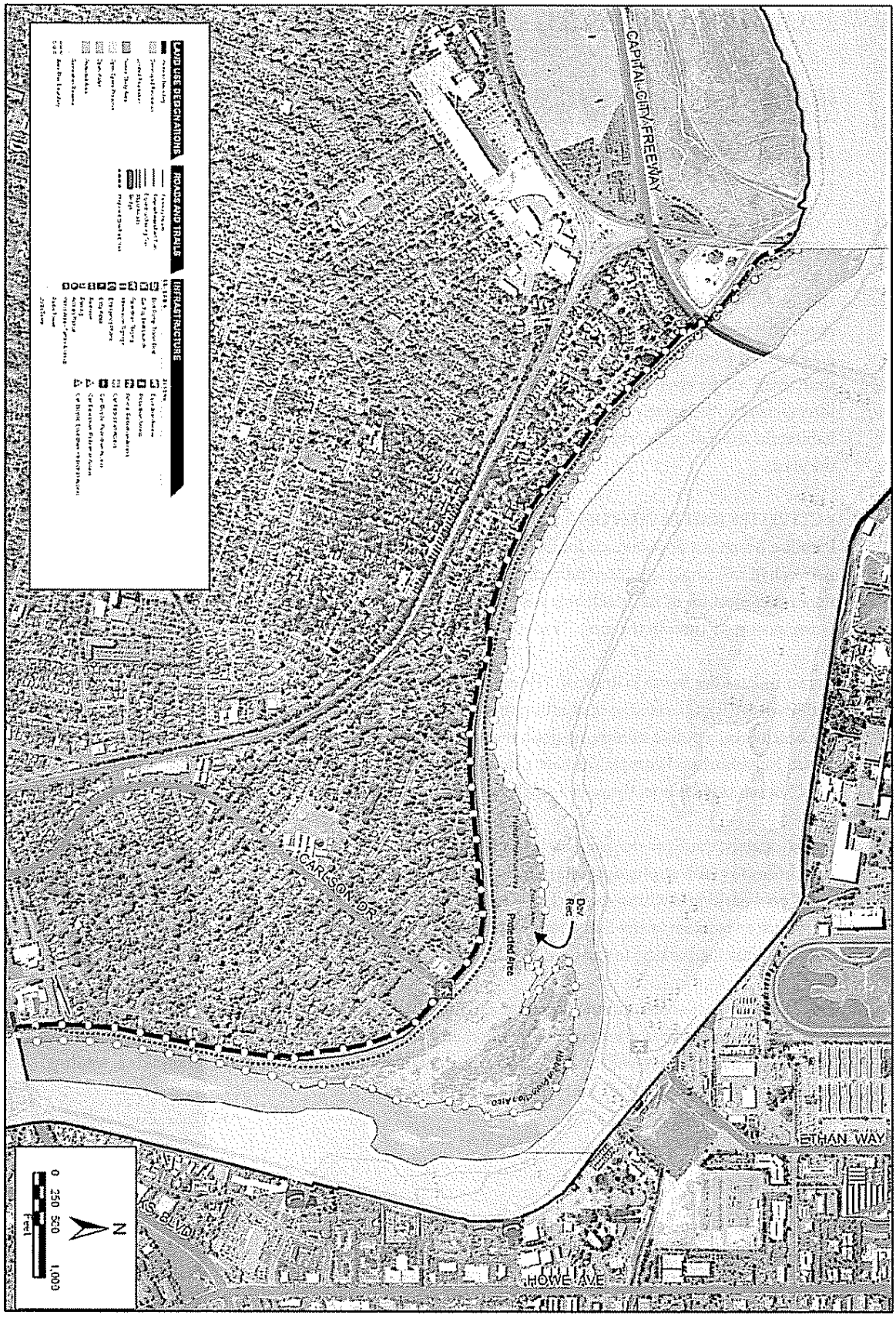
ACTIVITIES AND FACILITIES

Paradise Beach is a popular area for fishing, wading, sunbathing, volleyball, and similar beach activities. A network of informal trails interconnects popular sunbathing spots in the area. A narrow channel cut through the easternmost tip of the beach area has been used on occasion as a slalom course for kayakers. There are no permanent structures in the area. Trash cans and portable restrooms are placed at strategic locations.

Access to Paradise Beach is limited. The entire area is served by one parking lot which is located at Glenn Hall Park, a City-operated park abutting the Parkway. The parking lot, which has about seventy stalls, serves the beach area, a public swimming pool, two tennis courts, and two softball fields, as well as general use turf areas. Neighborhood complaints have prompted on-street parking restrictions for several blocks around the park. Beach users funnel through a single access point and fan out to the various use areas.

Unfortunately, there are no simple solutions to the access situation. Past attempts to enlarge the parking lot have been met with strong opposition from the users of Glenn Hall Park. The only other available space for additional parking is within the Parkway itself. This location has likewise been opposed because it would introduce a visual intrusion and potential pollution source into the Parkway, and is contrary to the Parkway policy of limiting parking in the floodplain.

Due to the limited access, annual flooding, and unstable sandy soil, Paradise Beach should remain an informal recreation area. Permanent structures and any other physical changes that would attract groups of users should not be introduced to the area. Acceptable activities include fishing, kayaking, wading, sunbathing, hiking, volleyball, and related beach activities.



Paradise Beach Area

COUNTY OF SACRAMENTO
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

CAMPUS COMMONS AREA

LOCATION AND DESCRIPTION

The Campus Commons, an 152.2 acre area, includes the area on the right bank (north side) of the river between Howe Avenue and the extension of Ethan Way and the area on the left bank (south side) of the river between the "H" Street Bridge and the Howe Avenue Bridge.

The downstream section of the right bank (north side) of the river has abundant dense riparian vegetation. This area contains a section of the bicycle trail which is one of the most attractive in the Parkway.

The middle section of the right bank (north side) of the river is composed primarily of the Campus Commons golf course.

The upstream section of the right bank (north side) of the river has abundant riparian vegetation along the river's edge, but most of this area is sparsely vegetated grassland. The Guy West bicycle/pedestrian bridge crosses this section. When the Regional Sanitation trunk line was installed, the natural habitat of the area was disrupted. Sycamore trees have been planted to mitigate the damage with some success; although unfortunately, some exotic non-natives have also established themselves. The area has been designated as a Native Plant Restoration Area.

The left bank (south side) of the river is adjacent to the California State University, Sacramento (CSUS) campus. The dominant feature in this section is Alumni Grove which is maintained by the CSUS Alumni Association. It provides a spot for meeting and quiet study.

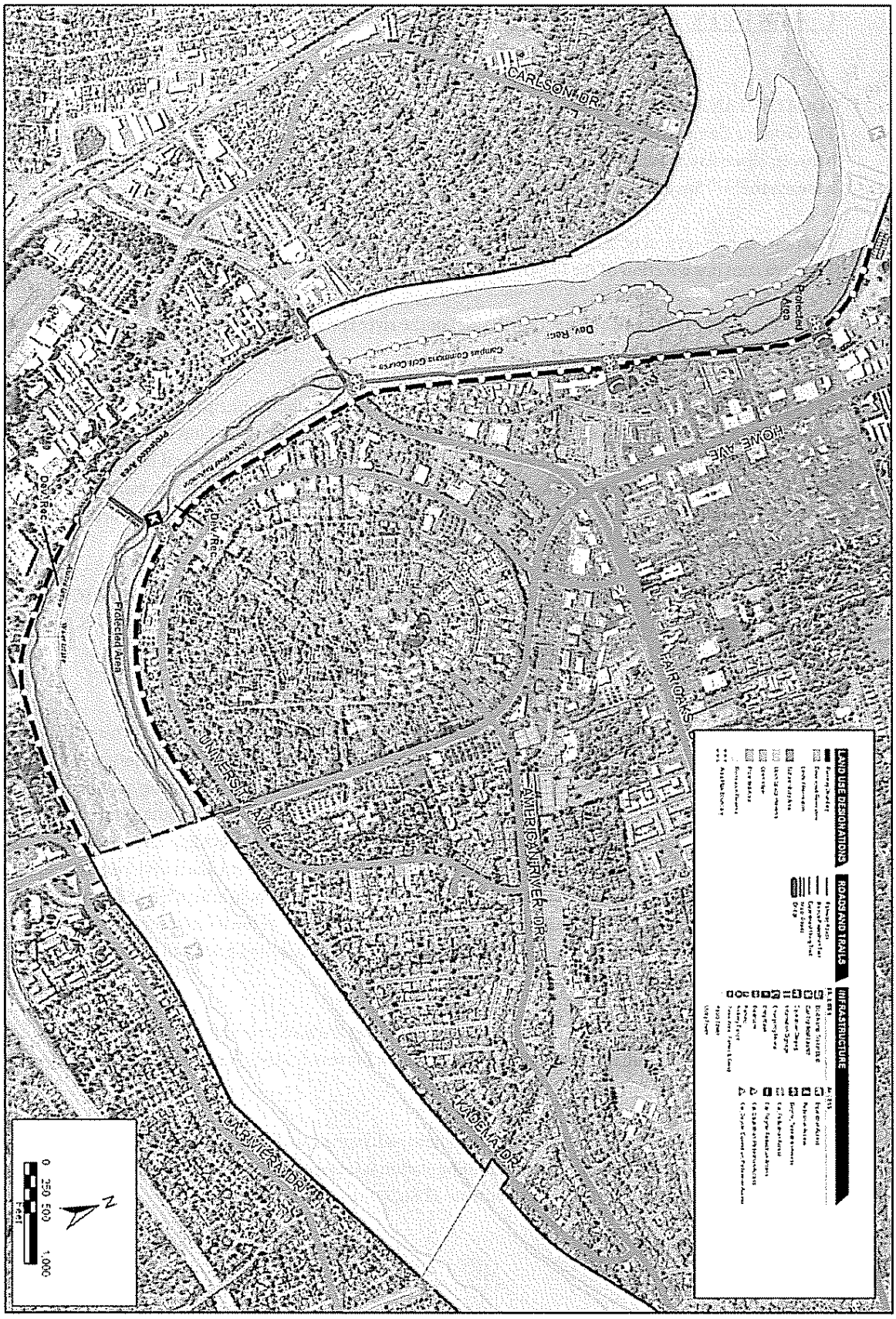
ACTIVITIES AND FACILITIES

The Campus Commons Area has relatively little development, aside from the golf course. This private golf course is a non-conforming use in the Parkway and is on a twenty-year lease with the County, which expires in 2012. The remainder of the area contains trails which are popular for walking, jogging and bicycling. There are two alignments of the bicycle trail in the downstream section. The lower route winds through the trees and bushes, with occasional views of the river, but is subject to annual flooding. The other alignment of the trail is at the base of the levee. This section is on higher ground and remains usable year-round. An equestrian/hiking trail is also aligned in this section. In the middle section, the bicycle and equestrian/hiking trail occupy a narrow strip between the golf course and the base of the levee. In the upstream area, the bicycle trail is located along the boundary between the riparian and grassland communities. An unpaved trail runs along the base of the levee.

A few picnic tables and an information kiosk are located along the bike trail near the Guy West Bridge. The northernmost section, with its heavy vegetation, is popular for nature study, bird watching, and as a bank fishing access point.

Development in the Alumni Grove includes a concrete pad, barbecues, lights, and turf under the trees. The City of Sacramento water intake and pumping station is located immediately upstream of the Alumni Grove. An access ramp has been constructed onto H Street from the levee trail.

Campus Commons



COUNTY OF SACRAMENTO
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

HOWE AVENUE

LOCATION AND DESCRIPTION

The Howe Avenue area is located on 159.43 acres, on both the left and right banks (north and south sides of the river), between the Howe Avenue Bridge on the west and the northern extension of Occidental Drive on the east.

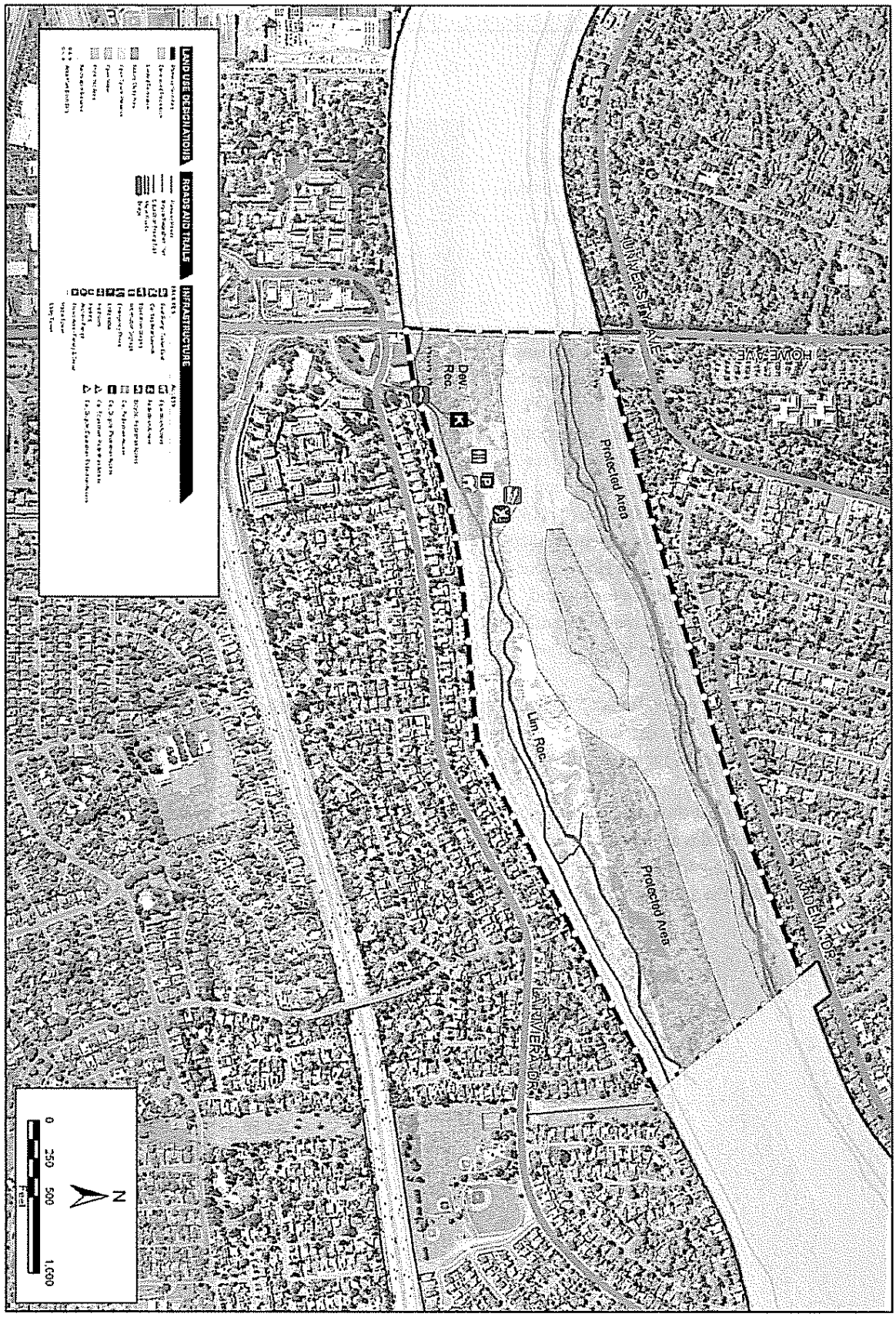
Please provide a caption

ACTIVITIES AND FACILITIES

The downstream section on the left bank (south side) of the river is fully developed with a fee collection kiosk, information kiosk, drinking fountains and restroom facilities. Paved parking is provided for automobiles, vehicles with trailers and motorcycles. Vehicular access to the Howe Avenue area is at the Howe Avenue Bridge, from La Riviera Drive. The Howe Avenue access area provides both a car top and trailered boat launching ramp. Use of the launching ramp is dependent upon water level.

Except for the developed area on the east side of the Howe Avenue Bridge, this area is relatively undeveloped. Three trails cross the right bank (north side) of the river with scattered picnic tables near the water. The left bank (south side) of the river is heavily vegetated and is traversed by bicycle and equestrian/hiking trails.

There is little that should be done to increase the physical development of the Howe Avenue area. The downstream end is already developed to its best use, and the upstream portion is too narrow and far away from the parking lot for intensive development. Any further development in the Howe Avenue area should be limited to the addition of picnic tables and trash cans near the bridge.



Howe Avenue

COUNTY OF SACRAMENTO
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

WATT AVENUE

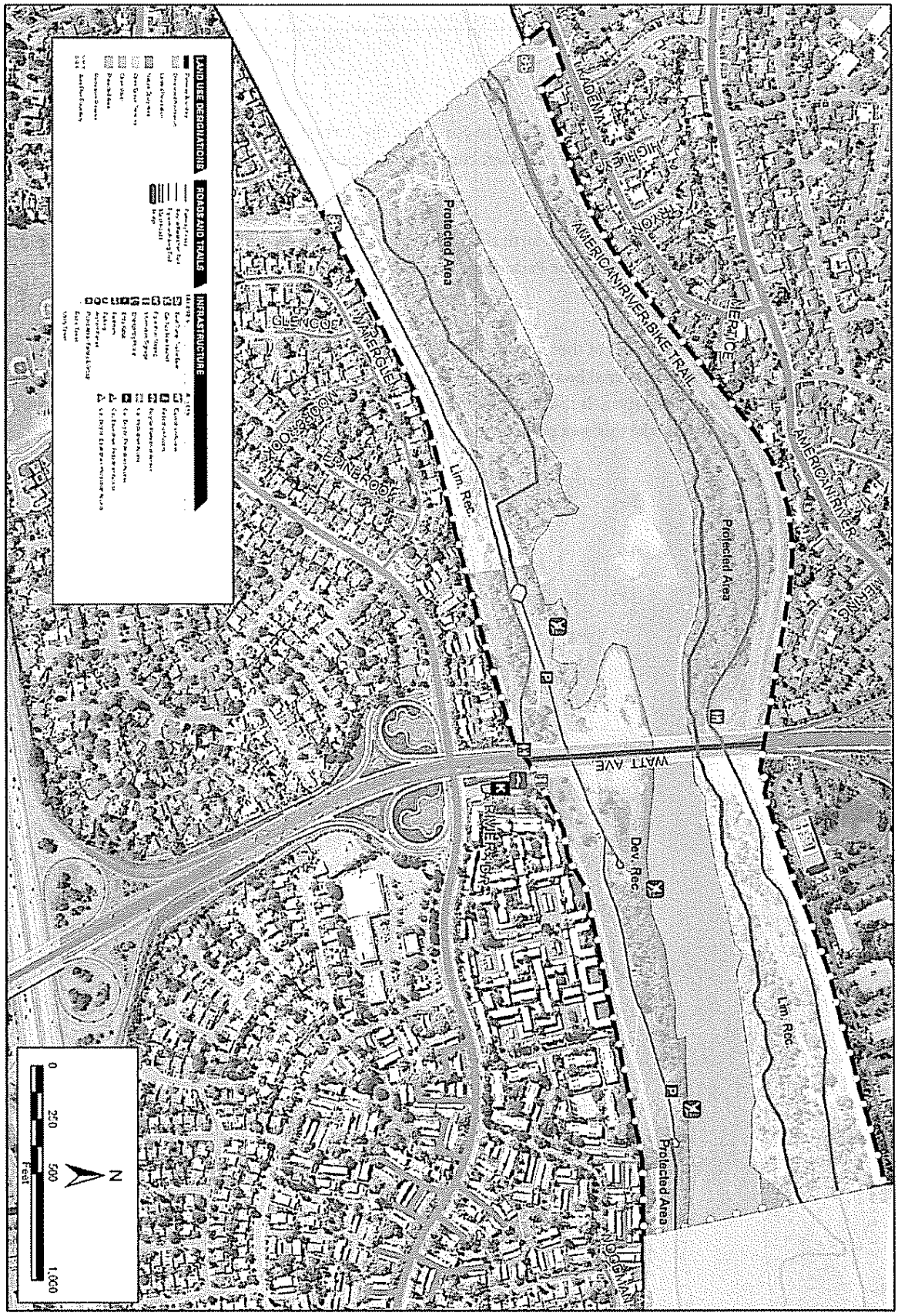
LOCATION AND DESCRIPTION

The Watt Avenue access area is the 136.43 acre portion of the Parkway which immediately surrounds the Watt Avenue bridge on both the right and left banks (north and south sides of the river).

ACTIVITIES AND FACILITIES

The development on the right bank (north side) of the river includes three trails (bicycle, pedestrian, and equestrian/hiking) with access to the Parkway for bicycles and pedestrians, and a restroom facility and interpretive kiosk.

The left bank (southern side) of the river is a heavily used Developed Recreation area. There are restroom facilities, a car-top and trailered boat launching site, and paved parking for automobiles. The site is one of the more popular on the river. It is utilized as both a put-in and take-out point for rafting. The riffles at this location on the river make this area popular for fishing.


LAND USE DESIGNATIONS
ROADS AND TRAILS
INFRASTRUCTURE
Protected Area
Lim. Rec.
AMERICAN RIVER BIKE TRAIL
WATT AVE
Dev. Rec.
GLENCOE
N
0
250
500
1,000
Feet

Watt Avenue

SARA PARK AREA

The SARA Park Area, is located between the Watt Avenue Area and the Arden Bar Area, including portions of the Parkway on both the right and left banks (north and south sides of the river), and totals 254.36 acres. The western boundary is a line drawn between and including, the Manlove drainage sump on the left bank (south side) and the American River pumping plant drainages on the right bank (north side) of the river. The eastern boundaries are the Harrington access road on the north side of the river and the private property line about ¾ mile east of the Gristmill entrance on the south side of the river. The SARA Park Area includes several subareas: SARA Park, Gristmill and Rio Americano.

SARA Park Area Plan Policies

10.26 The SARA Park site shall not be further developed.

10.27 The Rio Americano wetland/lagoon area should remain undeveloped and protected.

10.28 Any development or use of the Rio Americano area shall be consistent with the intent to reestablish the Oak-grassland biotic community.

SARA PARK SITE

LOCATION AND DESCRIPTION

The original SARA Park site, located along the left bank (south side) of the river, downstream from the Mayhew drain is named after the Save the American River Association, which was instrumental in the establishment of the American River Parkway. This area is characterized by dense riparian growth and numerous small beaches.

ACTIVITIES AND FACILITIES

Public access and off-Parkway vehicle parking are available at Waterton Way, Rogue River Drive, and Rio Bravo Circle. A pedestrian and equestrian/hiking trail runs the length of SARA Park, connecting Howe Avenue with the Gristmill Access Area. The area shall not be further developed.

Gristmill

LOCATION AND DESCRIPTION

The Gristmill Access area dominates the upstream portion of the south side of the SARA Park Area and is located between the Mayhew Drain and the private property line on high ground about ¾ mile east of the Gristmill entrance. The Gristmill area is named for the John Sutter gristmill dam thought to have been built at the site. The Gristmill Access Area may be accessed by way of Mira Del Rio Drive. Most of the area is riparian habitat, but the eastern side rises to a bluff above the flood zone. Numerous plant communities flourish in this area, including grasslands and areas with trees of varying canopy densities. Most of the area is designated Protected Area. The Gristmill Access is located off of Mira Del Rio Drive between Stoughton and Linda Rio. The access road is paved near the entrance, but is gravel thereafter. The road leads to a parking lot and a gravel bar at the river. This area is designated Developed Recreation.

ACTIVITIES AND FACILITIES

The Gristmill Access area is primarily used by hikers, anglers, rafters, and boaters. A cobblestone bar, which is accessible by vehicle, protrudes into the river. This area provides a convenient takeout for rafters, as well as a good car top launching area for fishing boats. The site is also used by equestrians. An equestrian/hiking trail begins at Howe Avenue and terminates a short distance upstream from Gristmill, making the area a popular rest stop. Hikers enjoy the varied terrain and vegetation, as well as the many isolated waterfront areas in the vicinity. Current development of the site is limited to trash cans, portable restrooms and an informal unpaved parking area.

The Gristmill Access Area is primarily designated as Protected Area and as such, some limited development to accommodate less intensive recreational use may be permitted. However, due to the sensitivity of the surrounding riparian habitat and its associated wildlife, the area is not appropriate for large scale activities. A primitive picnic area comprised of scattered family picnic tables could be installed adjacent to the parking lot, but barbecue facilities shall not be installed except in open areas where fire hazard is minimal. Turf and other landscaping which requires irrigation shall not be installed within any areas vegetated by oak trees. Drinking fountains and permanent restroom facilities may be installed near the parking area.

Rio Americano Area

LOCATION AND DESCRIPTION

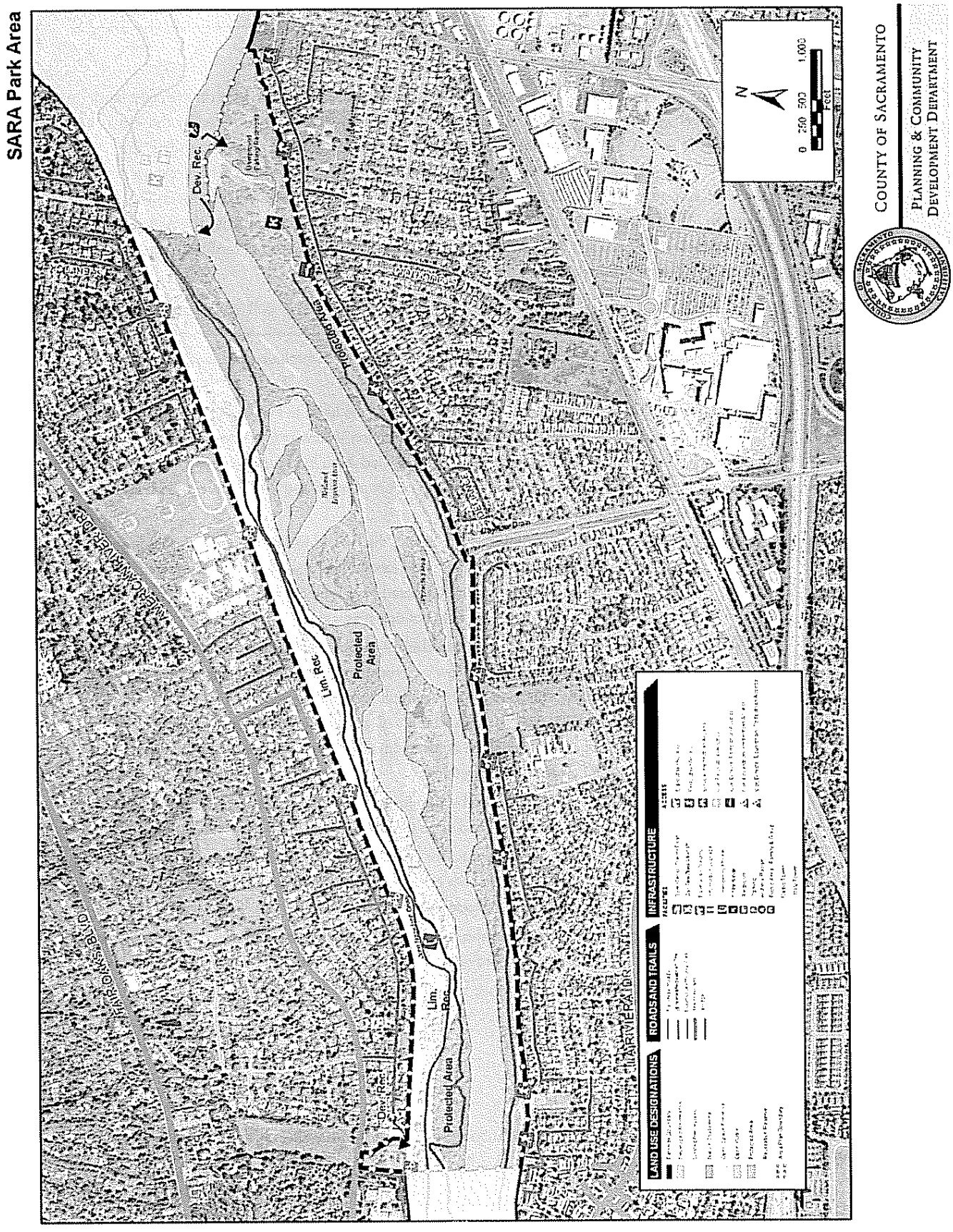
The Rio Americano area includes the portion of the SARA Park area that is north of the river. The northern boundary is adjacent to predominantly single family residential neighborhoods and Rio Americano High School.

The Rio Americano Area is characterized by two distinctly different vegetative groups. The northerly portion is predominantly grassland. It is through this area that the bicycle trail is constructed. The southerly portions of the river bank are dense in riparian vegetation. An equestrian/hiking trail winds its way through this area. A string of islands mark historic channels of the river. These islands create a habitat for many land animals, as well as protected lagoon and wetland areas for waterfowl. This wetland/lagoon area should remain undeveloped and protected.

ACTIVITIES AND FACILITIES

There is no public vehicular access to the Rio Americano area. Four designated bicycle access points provide ingress and egress for nearby residents. Occasional rest stops with picnic tables and trash cans are located along the river near the trails. Otherwise, the area is undeveloped.

The potential for future development in the Rio Americano Area is limited. Although it is within the Developed Recreation land use category, the area is constrained by a lack of vehicular access, proximity to residences, sensitive riparian habitat, and a limited availability of large areas of land that would be suitable for developed recreation. In light of these constraints, the most logical location for developed recreation would be the large grassland field, upstream from Rio Americano High School. Vehicular access could be obtained by way of the Harrington access, but any development of recreational facilities must be sensitive to potential disturbance to nearby residences. Furthermore, this area is identified as an "Oak Grassland Restoration area", indicating the desire to reestablish the Oak-grassland biotic community. Any development or use of this area must be consistent with this intent.



COUNTY OF SACRAMENTO
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

ARDEN BAR AREA

The Arden Bar Area is located on 36.25 acres, approximately midway along the Parkway on the right bank (north side) of the river. It is bordered on the south and east by the river, on the southwest by the Rio Americano portion of the SARA Park area, on the west by a levee and residential property, and on the north by private riverfront residences. The Sacramento County Regional Sanitation District owns a large portion on the western boundary and the Harold Richey Memorial Bicycle Trail Bridge connects the eastern end of the area with Goethe Park across the river. Two popular recreation areas comprise the Arden Bar Area, Harrington Access Area occupies the downstream portion and the William B. Pond Recreation Area occupies the upstream portion of Arden Bar.

Arden Bar Area Plan Policies

10.29 The following specific measures should be taken to improve the overall use and enjoyment of William B. Pond Recreation Area and its environs:

- **10.29.1** The "buffer area" between the park road and the levee to the west excluding the area around the American River Parkway Foundation Volunteer Center and the equestrian staging area, shall be retained in the Protected Area land use category to provide a buffer between nearby residences and potential noise and disruption caused by active recreational activities.
- **10.29.2** The area north of the vehicle entrance and the Harold Richey Memorial Trail Bridge shall be designated Protected Area and managed as a "buffer area" to protect nearby residences, which are not separated from the park by a levee, from noise and disruption caused by active recreational activities.
- **10.29.3** The eucalyptus trees along the levee shall be retained to provide visual screening for nearby residences. However, a row of screening native trees shall be planted parallel to the eucalyptus. The eucalyptus trees shall be removed once the row of native trees have matured to create their own screen. All other non-native trees and shrubs should be phased out and an extensive native planting program initiated to speed restoration of the riparian woodland environment.
- **10.29.4** Public safety shall be improved by stabilizing those banks surrounding portions of the fishing pond that are determined to be unstable.
- **10.29.5** Abandoned haul roads, now used for emergency access and service vehicles, shall be reduced in number and width with an approved Parkway emergency access plan to lessen visual impact in the Protected Area.
- **10.29.6** Plantings of native trees and shrubs in the Developed Recreation and Limited Recreation areas shall be designed to provide protective linear greenbelt corridors for wildlife use when crossing the areas.

Harrington Access Area

LOCATION AND DESCRIPTION

The Harrington Access Area is located on the right bank (north side) of the river at the end of Harrington Way across from the Gristmill Access Area.

ACTIVITIES AND FACILITIES

Improvements at the Harrington Access Area include a paved parking lot, a loading area for raft or car-top boat launching, and a restroom. Bicycle and equestrian/hiking trails are easily accessible from the parking lot. A fee collection kiosk is at the vehicular entrance.

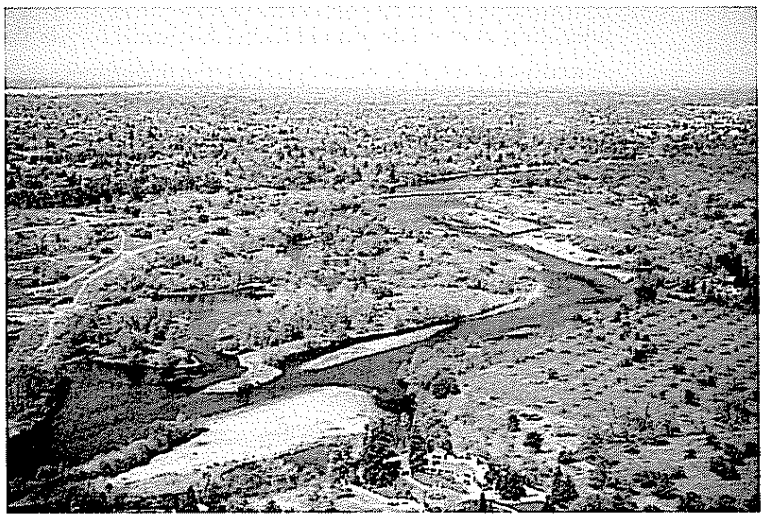
The Harrington Access Area is increasingly popular as a take-out for rafters. River currents allow easy landing at the beach, and the parking area is relatively close to the take-out. The area is popular for fishing as well. Informal picnicking occurs in the area, although there are no picnic facilities in the immediate vicinity. The closest picnic facilities are upstream in the William B. Pond Recreation Area. The area east of the Harrington parking lot and west of the bicycle trails is suitable for additional picnic facilities.

As usage increases at the Harrington Access Area, it will be necessary to add improvements such as drinking fountains and picnic facilities. However, the vehicular access to the area is through residential neighborhoods that could be detrimentally affected by heavy traffic. Any expansion of the facilities must consider the effect of traffic on the surrounding neighborhoods.

William B. Pond Recreation Area

LOCATION AND DESCRIPTION

The William B. Pond Recreation Area is located at the eastern terminus of Arden Way. The site occupies a gravel mining quarry, abandoned in 1976, which has since been partially reclaimed for recreational use. This reclamation has created two distinctly different types of areas. The eastern portion is overgrown with riparian vegetation and a large pond has been created from the large quarry. This pond, separated from the river by a gravel dike, supports warm-water fish which reproduce naturally and has been periodically stocked with trout since the early 1980s. Further north, a portion of the river flows slowly through a series of intermittent backwater ponds and depressions that provide habitat for local fauna and migratory birds. Numerous informal trails weave throughout these ponds and wetlands. This portion of the William B. Pond Recreation Area is in the Protected Area land use category.



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ACTIVITIES AND FACILITIES

The western portion of the William B. Pond Recreation Area includes a parcel owned by the Sacramento County Regional Sanitation District on the west (leased to the Sacramento County Sheriff's Department at the time of drafting this Update) and a large, relatively flat area to the east which is partially developed with picnic and parking facilities.

The County has installed a paved road, three parking lots, a collection kiosk at the park entrance, a restroom, picnic tables, barbecues, and several drinking fountains in this area. An expansive area of turf and trees has been planted. An equestrian staging area is located just past the entry kiosk. The American River Parkway Foundation has built a single story office and volunteer center on the site of the former gravel

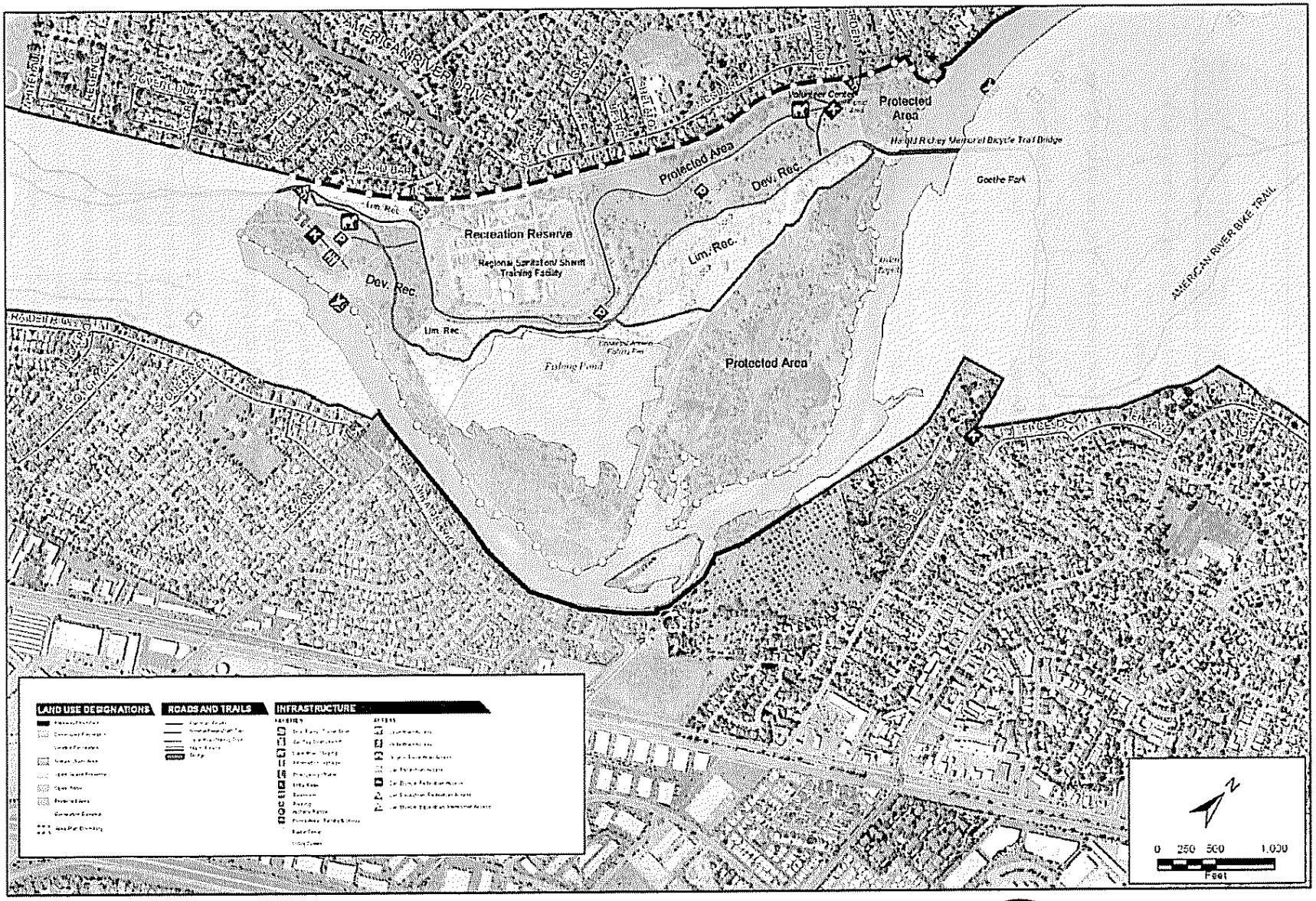
operations office at the park entrance. This western portion of the William B. Pond Recreation Area is in the Developed Recreation area and is appropriate for intensive recreational use.

The eastern boundary of the Developed Recreation area is demarcated by the Jedediah Smith Memorial bicycle trail. The equestrian/hiking and pedestrian trails are located further to the east. These three trails converge at the northerly end of the William B. Pond Recreation Area and cross the river to Goethe Park via the Harold Richey Memorial Bicycle Trail Bridge. A fourth, paved, trail begins at the main parking lot and provides access to the fishing pond for persons with disabilities. An accessible fishing pier for persons with disabilities is located on the northwest side of the pond and has a small covered picnic pavilion nearby.

The area generally bounded by the bicycle trail and the equestrian/hiking trail is a designated Limited Recreation area. This area has some varied terrain and seasonal ponds, as well as trees and shrubs which have been established subsequent to the closure of the quarry. This area serves as a transition between the Developed Recreation and the Protected Area.

The William B. Pond Recreation Area is easily accessible to vehicles, pedestrians, and equestrians; and it can be reached from the right bank (north side) of the river via Arden Way, and from the left bank (south side) of the river via the Harold Richey Memorial Bicycle Trail Bridge. These advantages, as well as its central location on the Parkway, render the opportunity for the William B. Pond Recreation Area to be a focal point of the Parkway. The area's location also contributes to its suitability as a site for an interpretive center. In addition, it has the distinction of having an accessible fishing area for persons with disabilities, in a naturalistic setting, and in close proximity to parking and developed picnic facilities. New facilities and activities should enhance the relationship between these two distinctly different recreation use areas.

Arden Bar Area



COUNTY OF SACRAMENTO

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

GOETHE PARK

Goethe Park Area Plan Policies

10.30 In order to protect the Nature Study Area, those uses established in the Protected Area should be compatible with, or directed away from, the Nature Study Area.

10.31 New picnic sites in Developed Recreation areas shall not be created by turfing land under oak trees.

10.32 A demonstration farm and native plant nursery may be developed in the Limited and Developed Recreation areas located at the eastern edge of Goethe Park.

10.33 The use of organic farming procedures is strongly encouraged in connection with the demonstration farm.

10.34 A bicycle/pedestrian trail should be constructed from the end of Chase Drive to connect with the existing Jedediah Smith Memorial Bicycle trail.

LOCATION AND DESCRIPTION

The Goethe Park area is located on the left bank (south side) of the river southwest of the Rossmoor Bar Area and across the river from the Arden Bar Area. The park is 453.05 acres in size and is the largest park on the left bank (south side) of the river. Goethe Park and the Arden Bar Area are connected by the Harold Richey Memorial Bicycle Trail Bridge. Goethe Park is bordered on the south and east by a residential community, and on the north and west by the river.

Due to its size, general central location for County residents, amenities such as the large natural area, picnic areas, camping facilities and good access conditions for bicyclists and equestrians, Goethe Park is a popular Parkway area. As a result of the area's popularity it is important that continued use or any increase in use not occur to the detriment of the park's natural features, including state registered archaeological sites.

The vegetative types located at Goethe Park include oak grassland, shrub grassland, riparian habitat and associated leased agricultural lands. A sand bar is located between the park and the river frontage, extending for most of the length of the park. The park provides habitat for the threatened Valley Elderberry Longhorn Beetle and has been declared by the Federal government as "critical habitat" for this species.

ACTIVITIES AND FACILITIES

Access to the Goethe Park Area from Folsom Boulevard is possible via Rod Beaudry Drive. An unimproved parking facility is located near the park entrance and adjacent to the picnic areas. There is another unimproved parking facility located near the day and overnight group camping area.

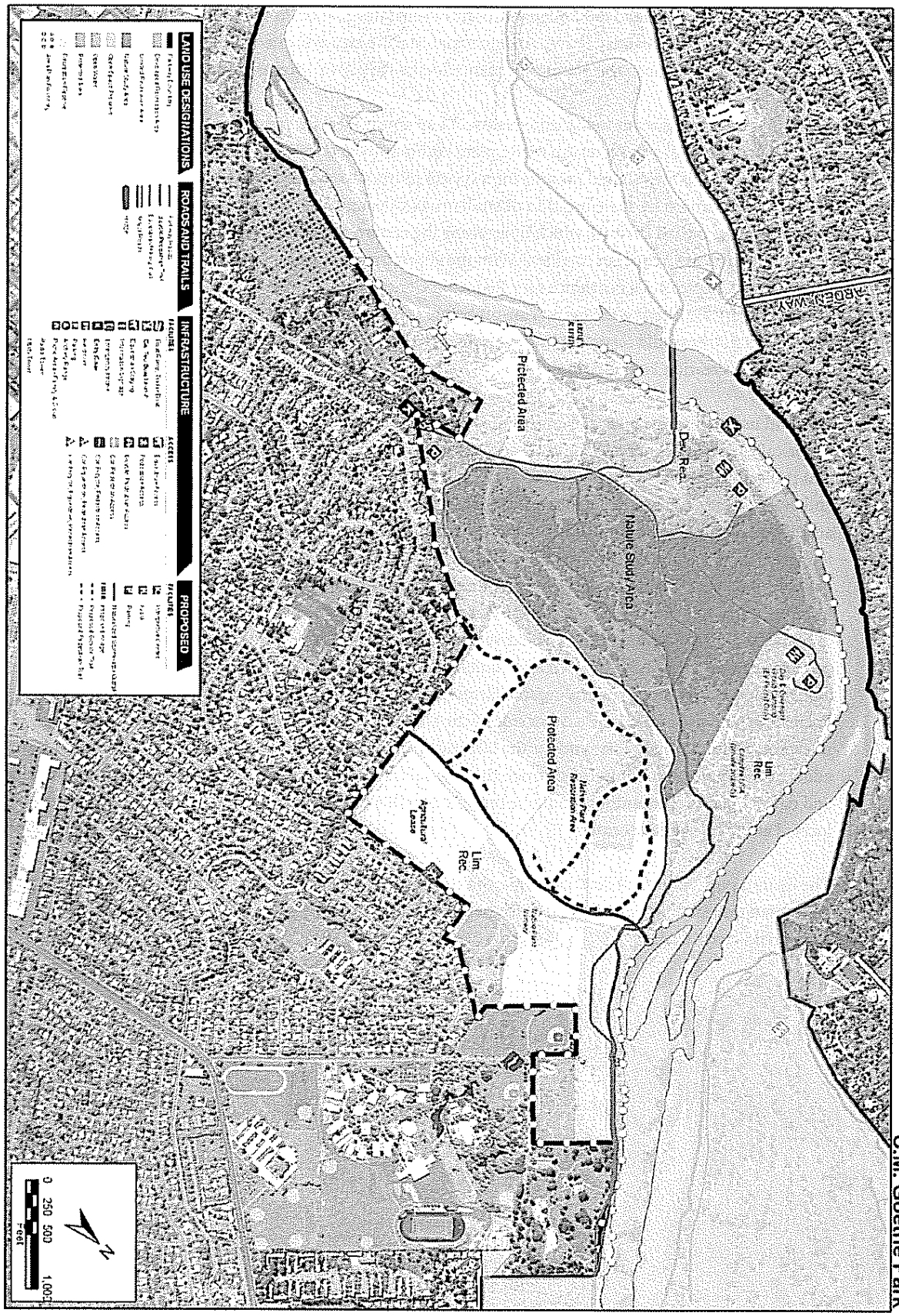
Goethe Park consists of two distinct areas, the western portion, which is heavily vegetated, and the area to the east, which is presently being leased for agricultural uses. The two areas are divided by the existing bicycle trail. A variety of activities take place in the western portion of the park including picnicking, day camps and overnight group camping, fishing and equestrian use. In addition, the area is a popular take out point for rafters. Private property owned by Campfire U.S.A. is located at the northern end of the park. There is a County pump station located at the northeast end of the park adjacent to the Rancho Cordova Community Park (Hagan Park). The western portion of Goethe Park consists of Developed Recreation

and Limited Recreation land use designations, three separate areas of Protected Area and a large Nature Study Area off of Rod Beaudry Drive. An equestrian staging area is located off of Rod Beaudry Drive in the Nature Study Area. Due to the popularity of the Goethe Park Area, increased use should be anticipated.

The Protected Area adjacent to the large Nature Study area is ideal for restoration and mitigation uses, offering an opportunity to recreate a native plant community and riparian habitat area. The overall arrangement of this area should provide for a system of trails to accommodate walking tours, providing an outdoor classroom for the education of students, both young and old, in biology, botany, ecology, etc. The stormwater outfall channel, which flows along the eastern edge of the Protected Area land use should be restored to create a riparian corridor. With the appropriate design and the adherence to the procedures described in Chapter 4, Opportunities for Reducing Contaminants in Urban Runoff, it could also provide an opportunity for filtering the urban run-off before it empties into the American River. The restoration of the Protected Area would serve as a buffer between the Nature Study Area to the west and the Limited and Developed Recreation land uses to the east.

The land uses east of the bike trail consist of Developed and Limited Recreation areas. These areas have historically been leased for agricultural use. Recognizing that farms are important as open space resources that protect habitat, preserve view sheds and can serve to educate the urban public, a native plant nursery and demonstration farm (preferably using organic farming methods) would be appropriate in the 77.83 acre Limited Recreation land use designation east of the outfall channel. This area has historically been used for agricultural purposes. The demonstration farm should encourage organic farming methods as much as possible to protect the habitat and waters of the American River. The purpose of the native plant nursery is to provide a supply of native plants for the Parkway, which are grown in climate and conditions equivalent to that of their final planting site. The native plant nursery and demonstration (organic) farm would provide a site for school age children and adults throughout the region, to learn the techniques of plant cultivation and care, tree pruning, organic farming and other horticultural techniques. The Developed Recreation land use area on the eastern side of the Goethe Park Area Plan is an appropriate area for an interpretive/educational center and for the historic operational facilities of the nursery/farm. The outdoor educational opportunities offered through the demonstration garden, native plant nursery, riparian habitat and natural plant communities, would be brought together and enhanced through indoor classrooms located at the interpretive center.

The eastern portion of the bike trial within the Goethe Park Area Plan should be improved with a bicycle/ pedestrian trail leading from the end of Chase Drive and connecting to the existing Jedediah Smith Memorial Bicycle trail.



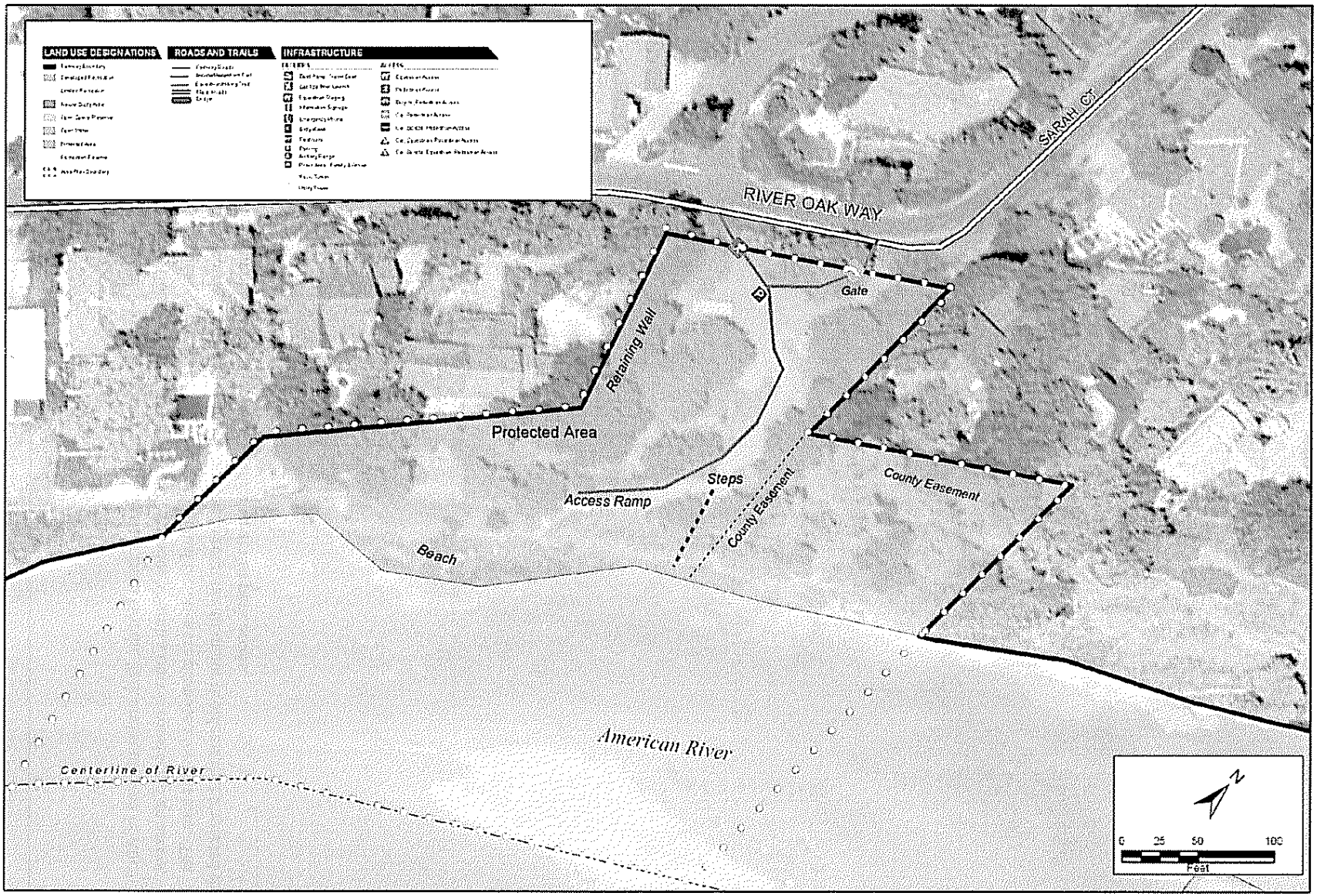
C.M. Goethe Park

SARAH COURT ACCESS

LOCATION AND DESCRIPTION

The Sarah Court access point is located directly across the river from Goethe Park and southwest of Ancil Hoffman Park. The Sarah Court area is 1.62 acres in size. Although Sarah Court is considered an access, it is a limited access. Because of the limited access no additional facilities are proposed for this area. The parking lot is closed to vehicles during the summer season in response to major problems that impacted the park and surrounding neighborhood. Alcohol is prohibited at this park access.

Sarah Court Access



COUNTY OF SACRAMENTO
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

ANCIL HOFFMAN COUNTY PARK

Ancil Hoffman County Park Area Plan Policies

10.35 The maintenance building and caretaker's residence shall be brought into conformance with architectural standards for Parkway structures.

10.36 Any replanting in the golf course maintenance yard and along the entry road should be done with native trees and shrubs. Plants used in landscaping along the entry road and around the corporation yard shall eventually be removed and replaced with native vegetation. The area around the caretaker's mobile home shall be considered a priority for revegetation, using plants native to the American River Parkway.

LOCATION AND DESCRIPTION

Ancil Hoffman County Park is located on the right bank (north side) of the American River across from Rossmoor Bar to the northeast and Goethe Park to the southwest. Encompassing 385.82 acres, it is situated on an alluvial floodplain surrounded by the bluffs that formed the ancient river bank. The bluff slopes average 45%.

The site for Ancil Hoffman Park was acquired and development was planned for a community park before establishment of the American River Parkway and adoption of the first Parkway Plan in 1968. The land was owned and farmed by the Deterding family. Approximately 300 acres that had been orchard and pasture were developed into a golf course, picnic area and playing field. About 90 acres that had remained undisturbed as a buffer against winter flooding was set aside as a Nature Study Area. Portions of the park provide habitat for the threatened Valley Elderberry Longhorn Beetle.

The 1.8 mile river frontage includes a flat easily accessible gravel area and low bluffs making this a popular spot for bank fishing and raft launching and take-out.

Carmichael Creek is a natural drainage course that runs through the park and golf course into a pond before flowing into the American River.

ACTIVITIES AND FACILITIES

Park access is through relatively narrow residential streets from California Avenue and Tarshes Drive. Exit is possible via both Tarshes Drive and San Lorenzo Way to Palm Drive.

The park contains a championship 18-hole golf course and associated clubhouse, coffee shop, trophy room, driving range and pro shop. The golf course has been voted among the top 50 public courses in the nation. Golf courses, in this Plan, are considered to be an incompatible use of the land. The Ancil Hoffman Golf Course is, however, considered a permanent element of the Parkway.

A turfed area between the river and golf clubhouse of approximately 22 acres serves as a group and family picnic site with adjoining parking lots. This site includes restrooms, barbecues, and an open turfed area which serves as a spot for informal games. The remainder of this area is heavily wooded with native oaks.

A large turfed playing field occupies the site northeast of the golf course and west of the Nature Study Area. Restrooms and an adjoining parking lot with horse trailer parking and an overflow lot make the location

suitable for group events. An equestrian staging area and arena are located west of the game field, adjacent to the equestrian/hiking trail.

The Nature Study Area includes 103.38 acres of riparian woodland, grassland, oak woodland and a gravel beach that may be reached by 3 self-guided trails. The Effie Yeaw Nature Center in the Developed Recreation area, with office space, exhibit area, workrooms and restrooms serves as headquarters for interpretive programs in the Parkway. A separate classroom building has been added to the west of the nature center. A small parking lot serves this facility. A service road goes through the nature area to the site of an old lodge. This area is designated as a Protected Area.

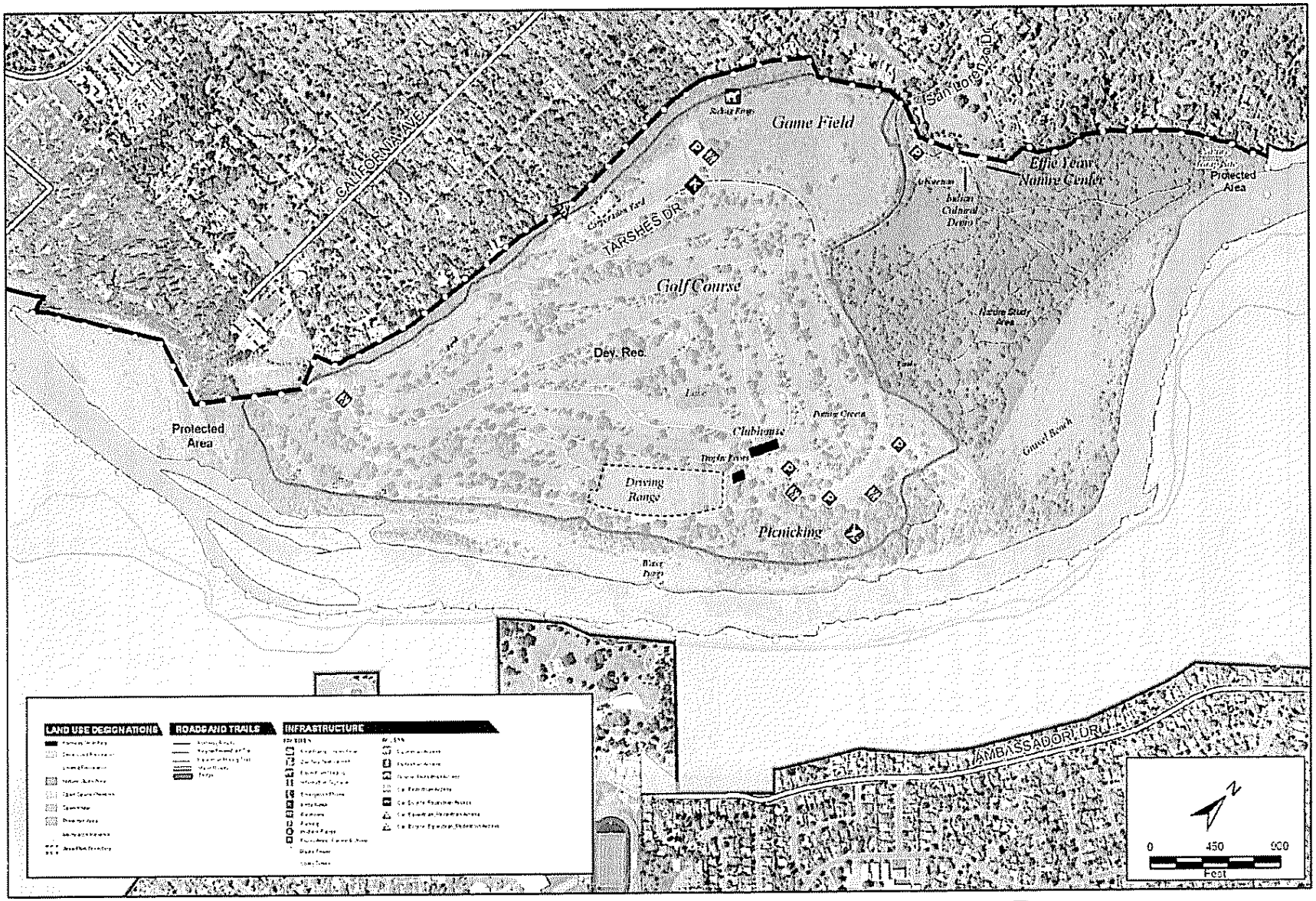
The bluffs to the north of the Nature Study Area are privately owned. To protect the Nature Study area from the visual impacts that could result from development of this property, acquisition of the land for the Parkway should be given high priority.

There are 3 miles of a combined equestrian and hiking trail that forms a loop within the main park area. The trail parallels the bluffs at the western edge of the park and follows the edge of the picnic area adjacent to the river. It turns inland to parallel the western boundary of the nature area and then back to the bluffs. Tarshes Drive is marked with a roadside bicycle/pedestrian trail.

A maintenance yard and building are located in the park on the north side of Tarshes Drive at the base of the bluff. Adjacent to the maintenance yard is a mobile home used as a caretaker's residence. These structures are highly visible, particularly the mobile home. The maintenance building is less obtrusive due to screening by ornamental trees. A groundwater treatment facility is proposed to be located adjacent to the maintenance yard. These facilities shall be made to conform to architectural standards for Parkway structures.

Much of the landscaping of the golf course, the maintenance building and along the entry road consists of ornamental trees and shrubs. Any replanting in these areas should be done with native trees and shrubs or ornamentals that duplicate the form, texture and color of approved native plants for the Parkway. Plants used in landscaping along the entry road and around the corporation yard shall eventually be converted to native plants. The area around the caretaker's mobile home shall be considered a priority for revegetation with plants native to the Parkway.

Ancil Hoffman County Park



COUNTY OF SACRAMENTO

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

ROSSMOOR BAR AREA

Rossmoor Bar Area Plan Policies

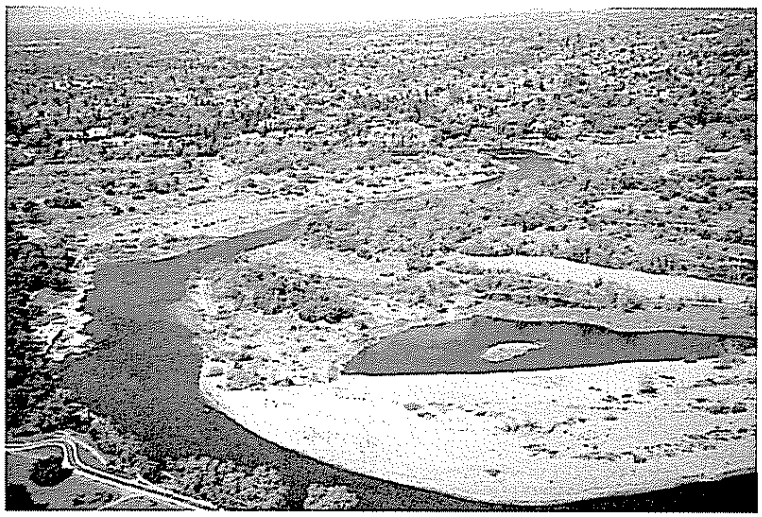
10.37 Pavement, whether for roads or parking, and other constructed facilities should be prohibited in the northern end of the Rossmoor Bar area.

10.38 An arboretum may be developed east of Hagan Park in the western reaches of the Rossmoor Bar area plan in the Limited Recreation area.

10.38.1 Plantings in the arboretum shall be consistent with Parkway Plan policies and approved by the Parkway Manager in consultation with subject matter experts.

10.38.2 Simple shade structures constructed from natural looking materials may be developed in the arboretum. No additional structures are allowed.

10.39 A kiosk used for educational/interpretive purposes may be placed at the Rossmoor Drive or El Manto entrances to the Parkway.



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LOCATION AND DESCRIPTION

The Rossmoor Bar Area is located on the left bank (south side) of the river between the Goethe Park Area to the west and the Lower Sunrise Recreation Area to the east. The Rossmoor Bar Area is bordered on the south by the City of Rancho Cordova and on the east, west and north by the river.

The Rossmoor Bar Area has two points of access from the south. Access from Coloma Road is possible via El Manto Drive at the eastern end of the area and Rossmoor Drive (becomes Park Road at the Parkway entrance) located further west. Parking facilities are not located at the access points but are located adjacent to both El Manto Drive and Park Road further into the Parkway. El Manto Road and Park Road do not connect within the Parkway. Near the river, Park Road forks with the eastern fork leading into a partially paved parking lot and the other fork becoming an unpaved portion leading a few hundred feet closer to the river to a spot used for taking out boats and rafts. El Manto Road leads past a paved parking lot above the "Upper Rossmoor" stretch of the river and continues on to a second parking area. Access roads for County and emergency vehicles parallel the river to a point near the San Juan Rapids.

At least half of the Rossmoor Bar Area's 553.49 acres show the effects of past dredging operations. Portions of the bar at a slightly higher elevation consist of large open areas with few trees.

The area rises along its southern edge. The eastern end of the Rossmoor Bar boundary is approached by the river in the Clay Pool section where oaks dominate the high ground upstream toward the Lower Sunrise Recreation Area to the east.

The oaks growing along the river at the James C. Mullaney Grove on the high ground above the Clay Pool area are the most significant natural feature in this area. Vegetation, much of it native, has returned to portions of the dredged area where the soil conditions have made this possible. Elderberry bushes and the threatened Valley Elderberry Longhorn Beetle also occur in the area. There is one medium sized pool and a number of small, possibly intermittent pools surrounded with dense vegetation located within the dredger tailing area. These pools appear to be a favorable habitat for certain species of waterfowl. In the fall, many migrating king salmon can be observed here as well. In the shallow area in the reach of the river below the Clay Pool and before the San Juan Rapids, the salmon utilize the gravels for spawning.

Boating and fishing uses are similar to those along the entire upper river. The "Lower Rossmoor" stretch near the water district intakes is favored holding water for shad and attracts many anglers during the May–June shad run. The San Juan Rapids is the most significant rapid on the lower American River and attracts additional kayakers to the Rossmoor Bar area.

ACTIVITIES AND FACILITIES

The Carmichael Irrigation District owns land along the river at the lower Rossmoor stretch. The district's large water collection structures are prominent features in this area.

Developed Recreation areas consume 105 acres, while 51 acres located at the western edge of the Rossmoor Bar Area Plan are designated Limited Recreation. An arboretum may be an appropriate use in this area. This land use is bounded on the east by the stormwater outfall channel and on the west side by the Hagan Park portion of the Sacramento Valley Live Steamers Railroad Museum (SVLSRM). The railroad train is a recognized use on the Cordova Parks and Recreation District owned parcel within the Parkway, designated as Developed Recreation.

The arboretum may be developed east of Hagan Park in the western portion of Rossmoor Bar. The goal of the arboretum would be to focus on interpreting and enhancing the natural beauty of the existing Parkway. Trails winding through the arboretum would be constructed of decomposed granite and benches would be placed in significant places for resting and viewing the native plants and trees. No significant structures, only minimal structures for shade, would be constructed.

The stormwater outfall channel creates a boundary between Limited Recreation and the 398 acres of Protected Area land use. With the appropriate design the outfall channel could also provide an opportunity for filtering the urban run-off before it empties into the American River.

Land use designations east of the stormwater outfall channel are Protected and Developed Recreation Areas. Any future use of this area, such as recreational use or restoration to a naturalistic condition, should be designed to prevent any impact on the state registered archaeological site located in this area.

In areas designated Developed Recreation, development such as equestrian staging areas should be encouraged. The agricultural area located in the western portion of Rossmoor Bar offers an opportunity to test the workability of restoring a large area to a condition approximating native riparian habitat and providing in the long term a native riparian habitat for enjoyment on the left bank (south side) of the river. This area would be a suitable site for oak tree restoration.

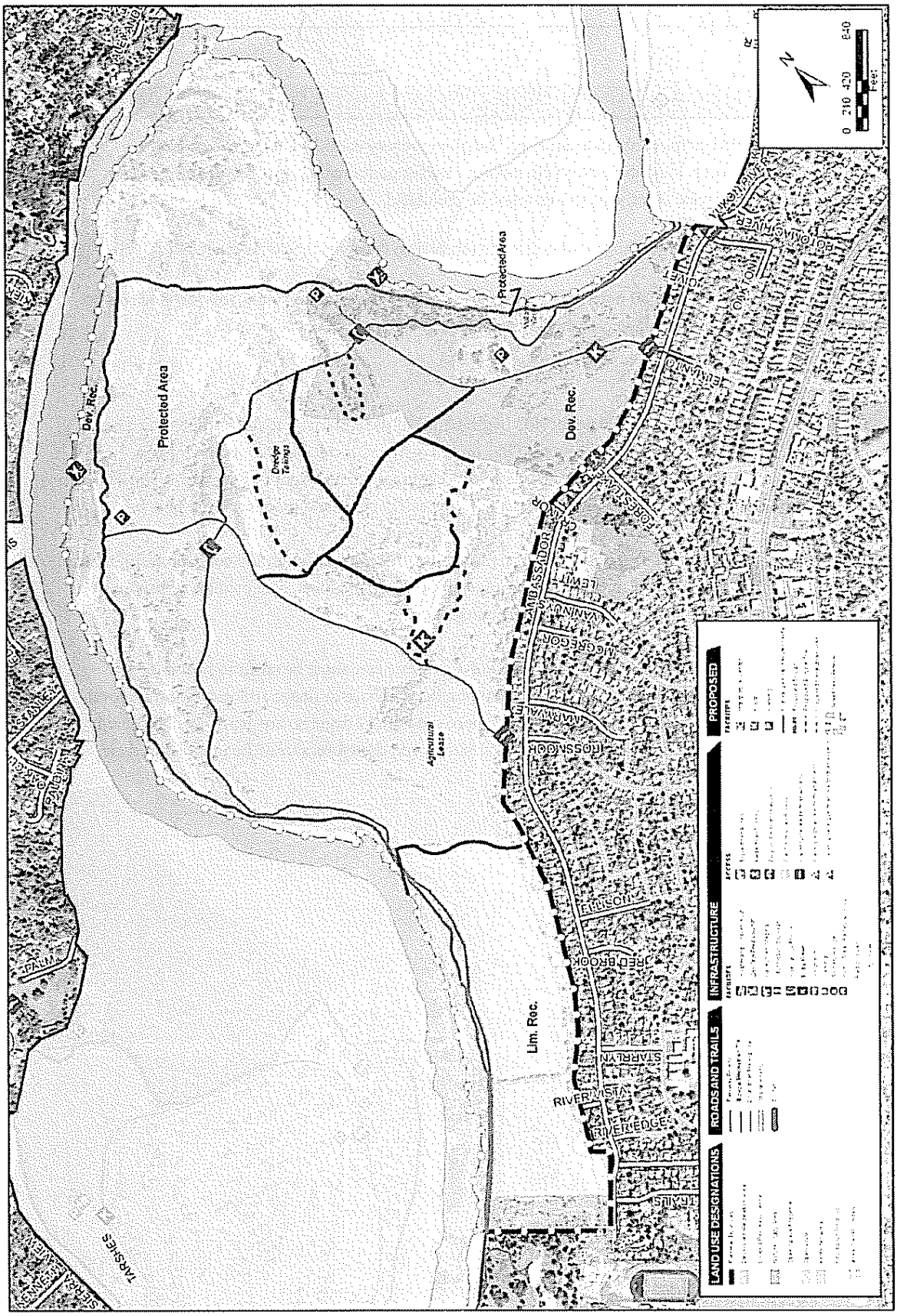
The dredger tailings are a historically significant part of the Rossmoor Bar area. It would benefit the area to identify this significant site with a small kiosk explaining the history of dredger mining on the American River. To create additional limited access for the public to view the rich and diverse wildlife, which exists

in the dredger tailings, a limited system of decomposed granite trails would be appropriate. In addition, to support the existing wildlife and provide for its enhancement, native revegetation should be considered.

Although most existing ponds are small, heavily vegetated, and should not be altered, one small pond in a barren dredger tailing area near the San Juan Rapids might be suitable for future dredging to provide a warm water fishery.

At high flows water cuts across the northern end of the bar. Pavement, whether for roads or parking, and other constructed facilities should be kept out of this lower zone. Their destruction is not only costly but creates "litter" which is difficult to remove from the Parkway.

Rossmoor Area



COUNTY OF SACRAMENTO
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

SAN JUAN BLUFFS

San Juan Bluffs Area Plan Policies

10.40 The erosion potential of these areas shall be given primary consideration whenever land use decisions concerning these areas are made. If studies performed by the County indicate that erosion potential exists, development shall be prohibited.

10.41 Irrigation, surface drainage and vegetation removal on the bluffs should be controlled.

10.42 Slopes greater than 30 percent (17 degrees) are generally considered unsuitable for structures or human activity and therefore, should be retained in their natural state.

LOCATION AND DESCRIPTION

The San Juan Bluffs are located on the north side (right bank) of the American River, bordered by Ancil Hoffman Park on the southwest and Sacramento Bar on the east, and located across the river from Rossmoor Bar. The bluff area is 23 acres in size with slopes averaging 70 percent (35 degrees). The San Juan Bluffs are in the Open Space Preserve category. Land in this category must remain undeveloped.

The San Juan Bluffs are subject to erosion which is affected by the river processes, soil conditions, influences of the underlying strata, elevation, and slope. This erosion potential must be given primary consideration whenever land use decisions concerning this area are made.

As a result of the erosion potential of the San Juan Bluffs, extreme care must be taken to prohibit development from occurring on the bluffs. Irrigation practices, surface drainage and vegetation removal must be controlled. Slopes greater than 30 percent (approximately 17 degrees) are generally considered unsuitable for structures or human activity such as climbing, and therefore, should be retained in their natural state.

San Juan Bluffs Area

SACRAMENTO BAR AREA

Sacramento Bar Area Plan Policies

10.43 The Sacramento Bar area contains natural vegetation and wildlife which should be protected from intensive intrusion.

10.44 The Nature Study Area along the western border of Sacramento Bar should be left in its natural state.

LOCATION AND DESCRIPTION

The Sacramento Bar Area is located on the right bank (north side) of the river across from Lower Sunrise and west of Sunrise Boulevard on 290 acres. It is bordered on the south and west by the river and on the north by Waldorf School, Bannister Park, and a residential area. The bluffs in this area average 45% slope.

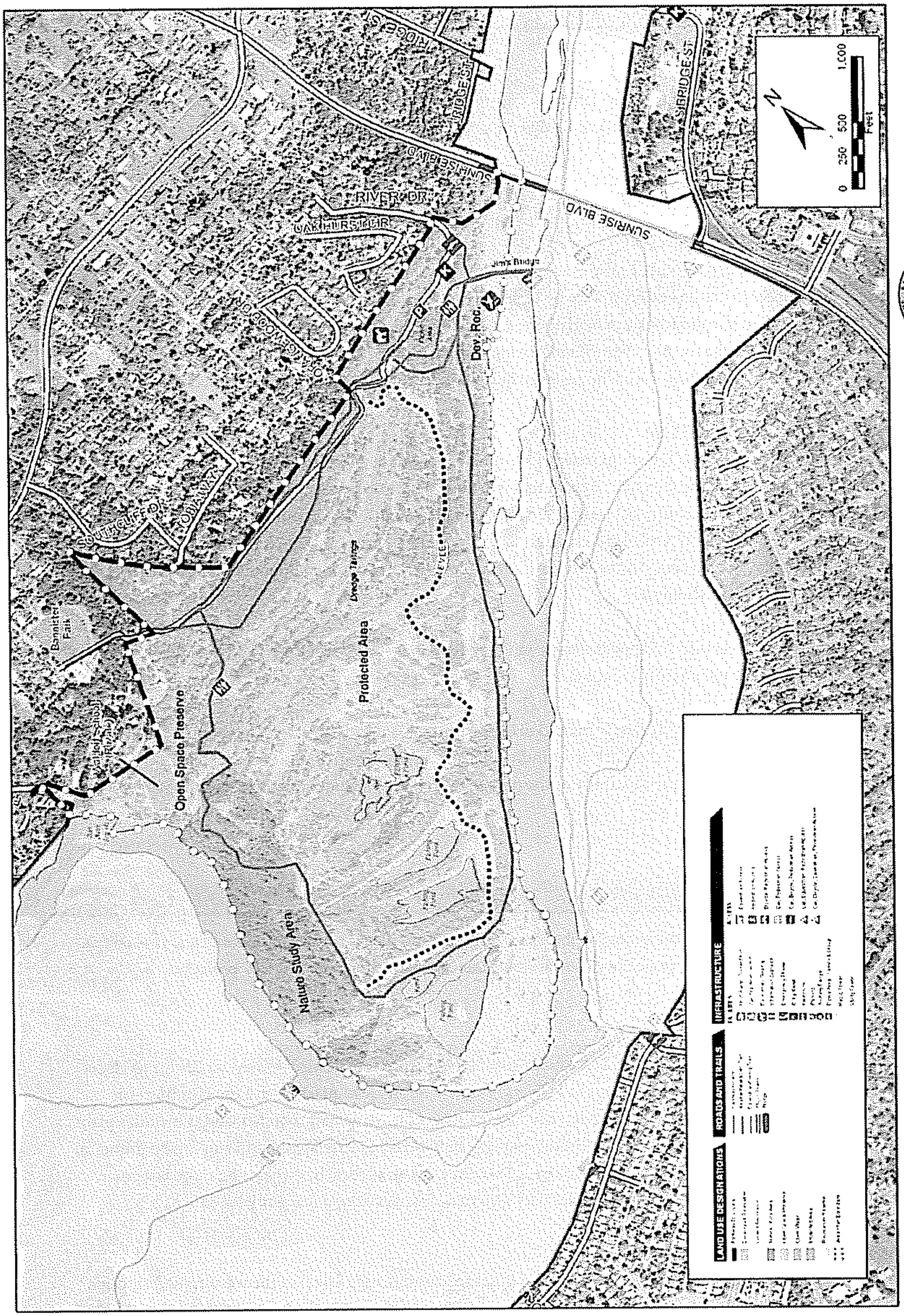
ACTIVITIES AND FACILITIES

The Sacramento Bar Area has two points of access to the north. Access from Fair Oaks Boulevard is possible via Bannister Avenue and Pennsylvania Avenue at the eastern end of the area. Bannister Park is located along the eastern edge of Bannister Avenue with the access road to Sacramento Bar located within the boundaries of the park. Although there are parking facilities at both access points, the parking lot at the Bannister Avenue access point is not within the Parkway. Additional facilities at the Pennsylvania Avenue access area include restrooms, a picnic area, and an equestrian staging area. There is a raft launch area located near the picnic area at the river shore and a low level bridge just east of the launch area. This bridge provides access to the lower Sunrise Recreation Area of the Parkway.

The Sacramento Bar Area has a very serene character because of the natural features present in the area. The Protected Area of Sacramento Bar extends from the Nature Study Area on the west to the Developed Recreation area at the eastern portion of Sacramento Bar. This area contains naturally occurring vegetation and wildlife which should be protected from intensive intrusion.

The Nature Study Area along the western border of Sacramento Bar is a heavily wooded region consisting of riparian woodland and grassland vegetation. This area should be left in its natural state.
Recreational features located throughout Sacramento Bar include an equestrian/hiking trail and a bicycle trail. There is a service road that extends from approximately the middle of Sacramento Bar, encircles the Protected Area and terminates near the picnic area to the east. Development of an emergency access dirt road will have a minimal impact on the Nature Study Area. There will be a gate at the terminus of the road at the Waldorf School so that its use will be strictly limited to emergency use.

Sacramento Bar



COUNTY OF SACRAMENTO

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

SUNRISE RECREATION AREA

The Sunrise Recreation Area is on the left bank (south side) of the river extending both upstream and downstream from the Sunrise Boulevard Bridge for a total of 3 1/2 miles in length.

Lower Sunrise Area

LOCATION AND DESCRIPTION

The Lower Sunrise Area is located on 159 acres, between the Rossmoor Bar Area and the Sunrise Boulevard Bridge and bordered on the landward side by Gold River, a large residential development. The area includes a state registered archaeological site, wooded areas, a grove of oaks and a landmark cottonwood tree. There are also grasslands and a marshy area which provide varied wildlife habitat. Although the river bank drops sharply to the river, a gentle slope at the eastern end of the park provides a good raft launch site.

ACTIVITIES AND FACILITIES

Access at the western end of Lower Sunrise is via Ambassador Drive. Access at the eastern end is off of Bridge Street located on the east side of the Sunrise Bridge. This access exits east of the bridge. There is a fee collection kiosk at the entry off of Bridge Street that serves both Upper and Lower Sunrise. Parking is provided in a small lot off Ambassador and in a large paved lot at the eastern end, with an additional unpaved lot and a parking area reserved for horse trailers. There is an informational kiosk near the trails, parking lot and raft launching site.

Jim's Bridge, a low level bridge for pedestrians and bicycles connects the eastern end of the Lower Sunrise Area with Sacramento Bar across the river.

Lower Sunrise is developed with restrooms and drinking fountains near both entrances. A turfed area with picnic tables near the center of this park serve individual and family groups. Additional facilities for picnickers could be provided, although the proximity of the park to residences precludes intensive development.

Upper Sunrise Area

Upper Sunrise Area Plan Policies

10.45 More intensive development in the Upper Sunrise Area should not be considered due to the unique quality of the vegetation and the cultural resources which should remain fully protected.

LOCATION AND DESCRIPTION

The upstream portion of the Sunrise Recreation Area extends from the Sunrise Boulevard Bridge to Hazel Avenue, excluding the State Department of Fish and Game Region Headquarters and the Nimbus Fish Hatchery. Situated on 397 acres, it is a relatively narrow strip of land, heavily wooded, and it includes plant species not found lower on the Parkway. Additionally, a state registered archaeological site can be found in this area. The river bank drops sharply in most areas with a few small beaches where the slope is gentler. The landward side of the Upper Sunrise Area backs up to a large developed residential area.

ACTIVITIES AND FACILITIES

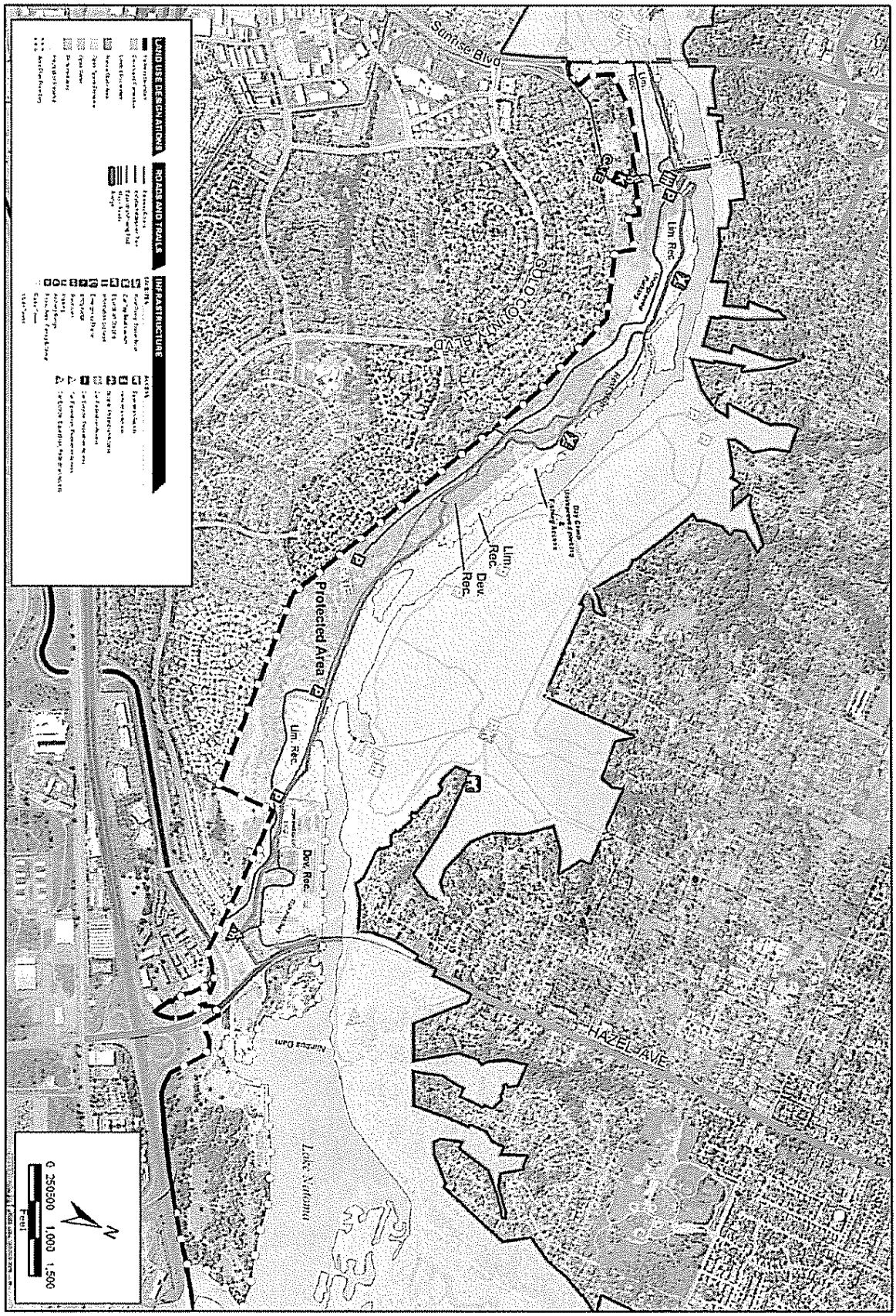
Access to the Upper Sunrise Area is off of Sunrise Boulevard and Bridge Street at the western end through the same entry that serves Lower Sunrise. Access to the eastern end is near Nimbus Fish Hatchery. Parking

is provided at a paved lot at the western entry. Small unpaved lots are scattered along the access road that goes east into the park and two gravel lots serve the eastern end.

Bicycle, pedestrian and equestrian/hiking trails go through the area. The old Fair Oaks Bridge links the trails in the Parkway to Bridge Street in Fair Oaks.

A car-top boat launching facility is located near the western entrance; another is located further upstream.

A primitive day camp site is located midway in the park. The site includes an amphitheater and picnic tables. Near the day camp are old stone walls providing evidence of early gold mining activities. The Upper Sunrise Area has one permanent restroom near the Old Fair Oaks Bridge. More intensive development should not be considered because of the unique quality of the vegetation and the cultural resources which should remain fully protected.



Upper Sunrise Area

COUNTY OF SACRAMENTO
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

SUNRISE BLUFFS

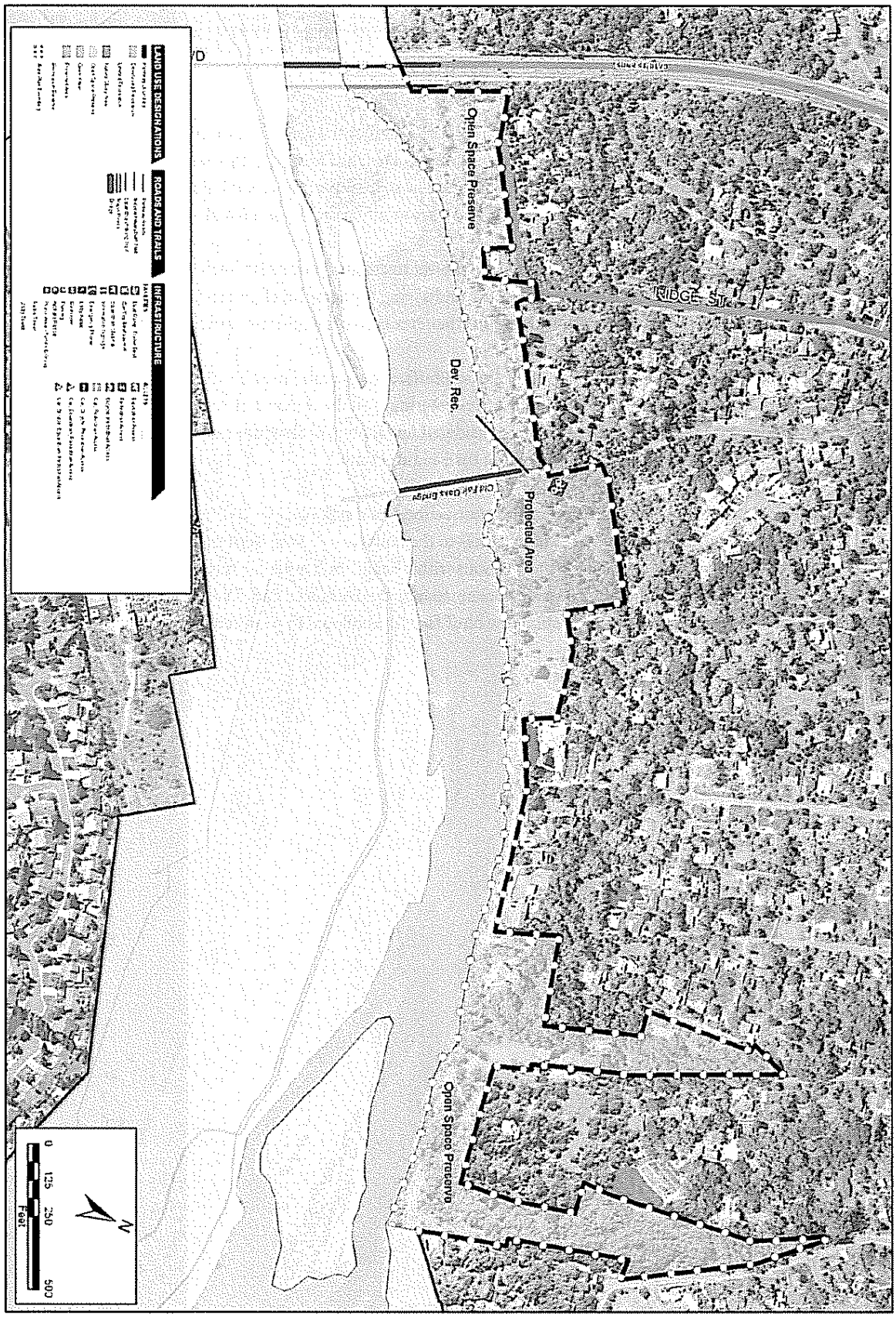
LOCATION AND DESCRIPTION

The Sunrise Bluffs are located on the right bank (north side) of the American River, bordered by Sunrise Boulevard on the west and Natoma Avenue on the east. The bluff area encompasses 26.5 acres with slopes averaging 100 percent (45 degrees) or over. The narrow strip of park land between Bridge Street and the base of the bluff that includes a paved turnaround and a sewer lift station is designated as Developed Recreation.

The Sunrise Bluffs, like the San Juan Bluffs, are subject to erosion processes which are affected by the river patterns, soil conditions, influences of the underlying topography, elevation and slope. This erosion potential must be given primary consideration whenever land use decisions concerning this area are made.

As a result of the erosion potential of the Sunrise Bluffs, extreme care must be taken to prohibit development from occurring on the bluffs, over-watering, and the removal of vegetation. Slopes greater than 30 percent (17 degrees) are generally considered unsuitable for structures or human activity such as climbing, and therefore should be retained in their natural state.

The Fair Oaks Bluffs were purchased in two transactions that took place in 2001 and 2002 protecting the 3.6 acres from potential development. Public access to the bluffs is by a steep foot trail from Bridge Street (at the Old Fair Oaks Bridge) and access for persons with disabilities is available through a controlled gate at the southern end of Main Street (permission coordinated by the Fair Oaks Park District). A wrought iron fence delineates the public property. Climbing the bluff face is prohibited to protect against erosion.



Sunrise Bluffs Area

COUNTY OF SACRAMENTO
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

SAILOR BAR AREA

Sailor Bar Area Plan Policies

10.46 Any development of the Sailor Bar Area should consider activities which have minimal impact on natural vegetation, wildlife, and adjacent residential properties.

LOCATION AND DESCRIPTION

Sailor Bar is located on the right bank (north side) of the American River, between the Hazel Avenue Bridge to the east and a point upstream from the old Fair Oaks Bridge. The area is 375 acres in size. Bluffs as high as 100 feet above the river provide the north boundary, while the river provides the south boundary. Ravines throughout the area cover over 115 acres and dredge tailings provide the greater part of the ground cover. Natural vegetation is found mainly along the river, on the bluffs and in the ravines. A series of grinding holes are visible along the shoreline just west of the boat ramp. Several parts of the area are bisected by roads. Some of these roads provide access to the river for fishing and boating and can be used for emergency access. Posts and cables have been used throughout the area to define roadways and prevent unlawful use by vehicles.

Please provide a caption.

Illinois Avenue is the eastern vehicular entrance to Sailor Bar. To the north of the first parking area is a man-made pond that provides an opportunity for warm water fishing. Further north are 37.3 acres designated as Nature Study Area. At the present time there are four access points for hiking and horseback riding: Curraugh Downs Drive, Emperor Drive, Oak View Drive and Kenneth Avenue. Further west is a third entrance to the Sailor Bar Area originating at Kenneth Avenue. This entrance is used by both equestrians and pedestrians. A day camp site is located south of the entrance, although it is infrequently used. Near the west end of the Sailor Bar Area is an empty, unused excavation which had been intended for a lake. Near the excavation is a series of steps leading to a flag pole. These are remnants of the implementation of a plan developed prior to the County's acquisition of Sailor Bar.

Olive Avenue is the western vehicular entrance to the area. Two surfaced parking lots are located on each side of the access road. Foot trails from the western parking lot lead to the river. A public works sewage pump station is located north of the entrance road.

The Sailor Bar area was once the site of extensive gold dredging and currently provides limited recreation opportunities for hikers, equestrians, anglers, boaters, small picnic groups and day campers.

ACTIVITIES AND FACILITIES

Existing facilities at Sailor Bar include a day camp, equestrian/hiking trails, pedestrian trails, a turfed picnic area, a paved parking area, unimproved access roads to the river (including informal parking), a paved

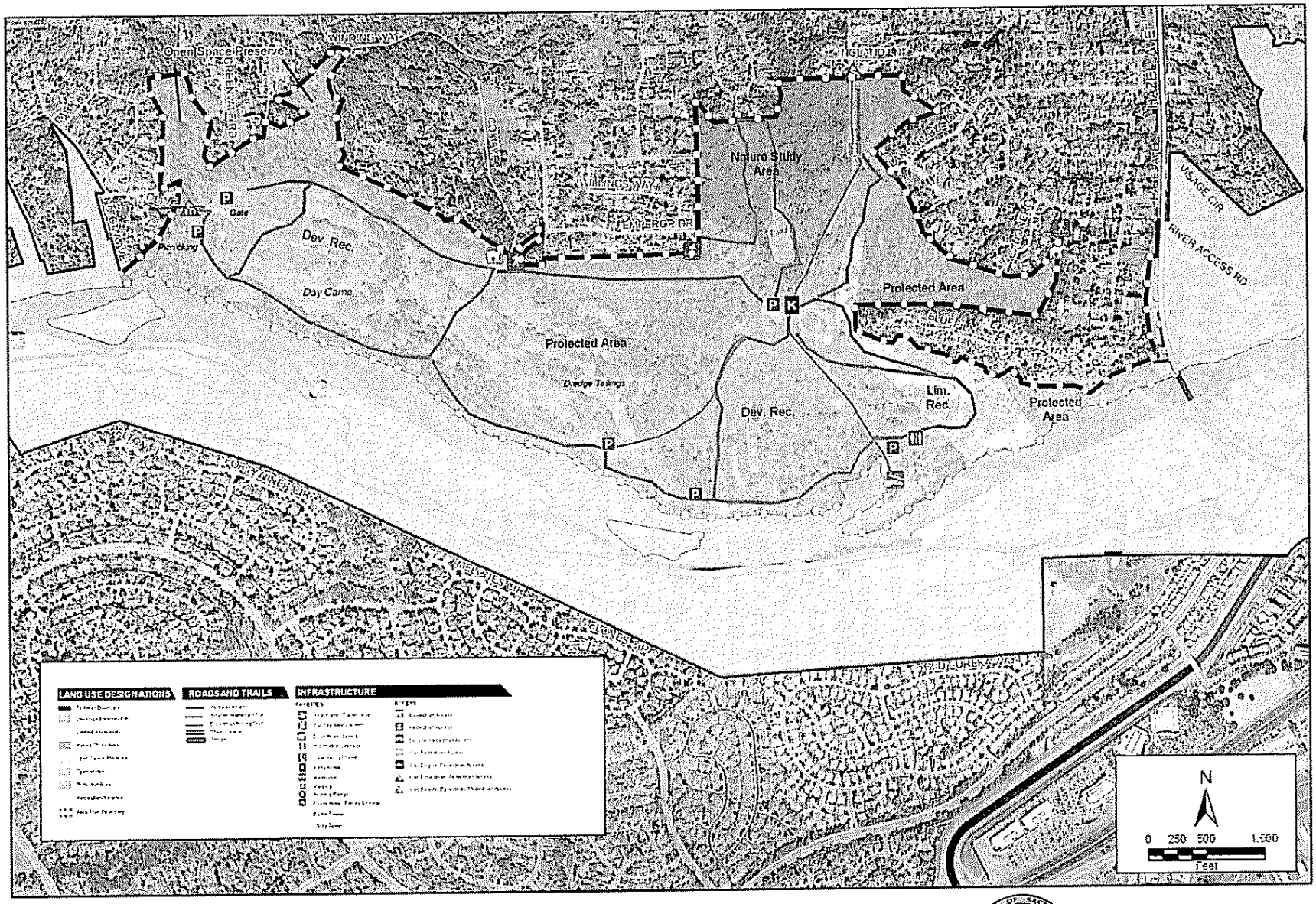
road leading to the concrete boat ramp and vault restroom, a picnic area, and a portable restroom facility. Activities which currently take place at Sailor Bar include day camping, horseback riding, running, nature study, fishing, boating, and picnicking.

Activities which are encouraged for the Sailor Bar Area include the existing activities described. Trails for persons with disabilities would supplement the existing activities. Additionally, those portions of Sailor Bar which are designated for Developed Recreation may be considered as potential sites for a native plant nursery.

Placer mining as well as gold dredging operations took place on Sailor Bar in the late 1800's. Since this is a major part of California history, some consideration should be given to educate the users of the Parkway about this history.

The warm water fishing pond near the Illinois Avenue entrance provides a natural quiet setting for nature study as well as fishing. This area should be considered as a potential location to enhance access for persons with disabilities.

Natural vegetation and wildlife have returned among the tailings and any major "improvements" could reverse this process. In addition, access conditions are not very good, since the Olive Avenue vehicular access winds through an established neighborhood to the west. Sailor Bar is bordered by developed residential areas to the east, west, and north. Any development of the Sailor Bar Area should consider activities which have minimal impact on natural vegetation, wildlife, and adjacent residential properties.



COUNTY OF SACRAMENTO

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

NATOMA STATE RECREATION AREA

LAKE NATOMA SUB-UNIT OF FOLSOM LAKE STATE RECREATION AREA AND FOLSOM POWERHOUSE STATE HISTORIC PARK

Location and Description

The Lake Natoma sub-unit of the Folsom Lake State Recreation Area (SRA) is located between Hazel Avenue and Folsom Dam upstream from the County-operated portion of the Parkway. The area encompasses approximately 500 surface acres of water and 1,600 acres of land. Most of the land immediately adjacent to Lake Natoma is federally owned land administered by the U.S. Bureau of Reclamation (Reclamation) and managed by the California State Parks as part of the Folsom Lake State Recreation Area through an agreement with Reclamation. In addition to the federal land, the California State Parks has acquired fee title to additional lands around Lake Natoma that are also part of Folsom Lake SRA and Folsom Powerhouse State Historic Park (SHP). Folsom Powerhouse SHP is a small unit (35 acres) located on the south side of Lake Natoma which was classified as a separate State Park unit in 1995. Both Folsom Lake SRA and the Folsom Powerhouse SHP are administered and managed by the Gold Fields District of California State Parks. The current Folsom Lake State Recreation Area General Plan was adopted by the State of California in 1979, and is incorporated by reference into this American River Parkway Plan. California State Parks and Reclamation are currently developing a new combined General Plan/Resource Management Plan for both the Folsom Powerhouse SHP and Folsom Lake SRA, including the Lake Natoma sub-unit. The two agencies anticipate this new plan will be finalized and adopted during the winter of 2006–07. When finalized and approved, this new plan will be adopted by reference into the American River Parkway Plan. The summary of management direction provided below is derived from the direction that will be part of the new General Plan/Resource Management Plan

Purpose

Under the California Public Resources Code, State Recreation Areas are "...selected and developed to provide multiple recreational opportunities to meet other than purely local needs. The areas shall be selected for their having terrain capable of withstanding extensive human impact and for their proximity to large population centers, major routes of travel, or proven recreational resources such as manmade or natural bodies of water (PRC § 5019.59)." The Public Resources Code also states that each unit in the State Parks System must have its own Declaration of Purpose that describes the purpose of the unit, as determined by its prime resource values and opportunities, and the significance it represents to California and the State Park System (PRC § 5002.2 (b)).

The purpose of Folsom Lake State Recreation Area is:

> To preserve and make available to the people for their enjoyment and inspiration the outstanding recreational opportunities provided by Folsom Lake and Lake Natoma on the American River system, including aquatic and upland recreational activities and facilities ranging from high-use areas in developed settings to low-use areas in primitive settings, and to provide for the protection, restoration and interpretation of natural and cultural resource values. These resource values include the oak woodlands and savanna, riparian woodlands, chaparral, vernal pool and other characteristic habitats of the foothills and plateaus surrounding these reservoirs and the rich number and diversity of pre-historic archaeological and historic gold mining and settlement sites and resources along the American River system. The reservoirs, river canyons and surrounding rolling foothills, bluffs and uplands all form an important open space and scenic resource for the region.

To accomplish this purpose, resources in the park will be managed by balancing recreational opportunities with the protection and management of its natural, cultural, and scenic resources. Diverse opportunities for high-quality outdoor recreational activities will be provided while promoting a visitor experience that benefits from and promotes stewardship of the park's natural and cultural resources.

The purpose of the Folsom Powerhouse State Historic Park is:

> To preserve and protect for the public the educational, inspirational, and recreational benefits of the complex of historic features associated with the production of electrical energy in 1895 and the first long-distance transmission of hydropower west of the Mississippi River. The complex is listed on the National Register of Historic Places, is a California Historical Landmark (No. 663), is designated a National Historic Civil and Mechanical Engineering Landmark, and includes the original facility's generating equipment and transformers, forebay and penstocks, and portions of the canal and transmission lines. Other important features are the bedrock mortars and oak woodland habitat on the site.

To accomplish this purpose, resources in the park will be managed by balancing visitor use with the protection and management of cultural, natural, and scenic resources. Visitor experience will be enhanced by improved facilities and aesthetics.

Activities and Facilities

Lake Natoma is a regulating afterbay to Folsom Dam and Reservoir and fluctuates in elevation only about five feet. The 500-acre Lake is the primary attraction in the Lake Natoma sub-unit. Lake Natoma is a long, narrow and highly scenic waterway. The lake and surrounding lands support a wide variety of recreation uses including: rowing, kayaking, canoeing, swimming, fishing, sailing, picnicking, hiking, running/jogging, equestrian/hiking trail use, mountain bike trail use and paved trail use.

The primary recreation use areas and facilities include Nimbus Flat, California State University Sacramento (CSUS) Aquatic Center, and Negro Bar. The Nimbus Flat visitor area, located on the southern shore of the lake just above Nimbus Dam, includes two small beaches, landscaped picnic areas, low docks for small watercraft and restrooms. The neighboring CSUS Aquatic Center, which is operated by Sacramento State University under agreement with State Parks, is the base for the University's rowing teams and offers a full range of public courses and programs in watercraft instruction and aquatic safety. Facilities here include an administrative building with offices and classrooms, equipment storage buildings, launch docks with mooring areas, and a small beach area. Located on the northern shore, Negro Bar includes a full range of visitor facilities including a swim beach, landscaped picnic area, group campground, boat launch ramp, canoe/kayak concession, restrooms, and an equestrian staging area.

A system of trails encircles Lake Natoma including a paved trail loop around the Lake that links to the American River Parkway below Nimbus Dam and to Folsom Lake. The Jedediah Smith Memorial Bicycle Trail runs from Discovery Park to Beal's Point on Folsom Lake and follows along the north side of Lake Natoma. A paved trail along the south side of Lake Natoma provides a loop trail around Lake Natoma for trail users. Other unpaved trails are located within the area as well.

Secondary visitor areas on Lake Natoma include Willow Creek, Lake Overlook, and Mississippi Bar, each of which currently has limited facilities, but provides water and trail access. Located on the eastern shore, the Willow Creek area includes a small picnic area, canoe and kayak concession, informal boat launch, vault toilets, and a small parking area. On the northern shore high above Nimbus Dam is Lake Overlook. The Overlook provides sweeping views of Lake Natoma, the Sierra Foothills, and the Sacramento Valley, and includes a paved parking lot and trailhead. Mississippi Bar is a flat, river terrace along the western shoreline

of the lake between Lake Overlook and Negro Bar. The area is undeveloped, but has been highly modified by past mineral extraction activities. Significant portions of the area are covered with dredge tailings left over from early gold exploration and more recent aggregate mining. The area also includes several lagoons and ponds, some of which are accessible by canoe or kayak from Lake Natoma, as well as a heron rookery. Mississippi Bar represents a significant area of opportunity for future recreation and/or preservation.

Also located on Lake Natoma is the Folsom Powerhouse State Historic Park (SHP). Folsom Powerhouse SHP is a separate unit in the State Parks system that is managed by the Folsom Sector. Folsom Powerhouse SHP is a premier cultural and interpretive attraction and is one of the oldest hydroelectric facilities in the world. The SHP includes the main powerhouse and associated buildings, picnic area, restrooms, and a small parking area. Currently approved and pending construction is a small 5,000 square foot visitor center to be located on the SHP property adjacent to Riley Street. Along with the development of the visitor center, improvements will be made to the existing parking lot.

Land Use

Management of the Folsom Lake State Recreation Area is directed by a hierarchy of mandates, the most general of which is the mission of the Department of Parks and Recreation, which is to: *Provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.*

The classifications of Folsom Lake as a State Recreation Area and the Powerhouse as a State Historic Park continue to be the most appropriate classifications for these units and consistent with the Public Resource Code and Department policies, public use and acceptability, and unit management flexibility. These classifications also best accommodate the range of recreational uses, resource protection and resource restoration proposed in the Plan.

Management Zones

The creation of management zones represents the first and most general attempt to spatially define the management scheme for Folsom Lake SRA including Lake Natoma. Thirty-four management zones have been tentatively established in the new General Plan/Resource Management plan, including twelve management zones at Lake Natoma. The management zones reflect the consideration of a number of factors, including existing and potential type and intensity of land use and visitor experience, existing and potential resource values, and the practicalities of day-to-day management and operations. The zones generally represent areas of the park that share common physical and use characteristics and should be managed as identifiable components or sub-areas.

The management zones are further used to designate each area of the park with one of four broad land use designations: Recreation; Conservation; Preservation; and Administration. The intent of the land use designations is to reflect the varying physical, social, and management attributes throughout the park and to provide a framework for making future management decisions. The physical attributes of an area include the degree of, or proximity to, development and the degree of resource modification. The social attributes of an area include the degree of visitor presence and concentration, recreation diversity, and visitor comforts. The management attributes of an area include the degree of management presence, the degree of recreation facilities and public access, and the degree of resources present. In this way, a desirable range of recreation uses, resource values, and visitor experiences throughout the park are recognized and managed differently despite the overall classification of the park as a State Recreation Area. The general definition for each land use designation is presented below.

- **Recreation.** Areas that can accommodate more intensive recreational use in a developed and structured setting. These areas accommodate the highest levels of visitor use in the park, provide easy access to a full range of recreational and interpretive activities and facilities, and are of a sufficient size to locate the parking, utilities, and infrastructure needed to support the visitor use. The focus of resource management in these areas is to minimize or avoid additional impact to resources and to restore resource values where appropriate. The Recreation designation is further classified by intensity of use. High Intensity Recreation represents the most extensively-developed areas in the park and the major gateways for visitors, such as Nimbus Flat. Medium Intensity Recreation areas are somewhat less developed and offer fewer facilities, although these areas remain significant visitor gateways. Medium intensity recreation areas in the park include Negro Bar.
- **Conservation.** Areas whose natural and cultural resource values will be protected and restored while accommodating lower intensity recreation and interpretation that is compatible with and dependent on the resource values. These areas offer opportunities for more challenge- and adventure-based recreational activities in a more natural setting. Facilities in these areas (if provided) tend to be more primitive than in Recreation areas and direct vehicle access may not always exist. Resource management in Conservation areas emphasizes protecting and restoring natural processes with only minor modification of non-sensitive resources permitted to accommodate additional visitor use as appropriate. Conservation areas in the park generally represent the shorelines between recreation areas on Lake Natoma.
- **Preservation.** Areas with unique, fragile or important natural and cultural resource values that need to be protected and preserved. Access, management, and use of these areas are controlled to protect the resources for which the area was designated. In natural preserves, any manipulation of habitat will occur only as necessary to preserve or restore species or associations representing the basis for the Preservation designation. Limited interpretive facilities and activities may be provided as appropriate to the observation, understanding and protection of the key preserve resources. At the State Historic Park, interpretive facilities will not be located in the historic core of the park. Preservation areas include the Folsom Powerhouse State Historic Park.
- **Administration.** Areas with facilities associated with the operation and maintenance of Folsom Lake and Lake Natoma for the purposes of flood control, water supply, and power generation, or of the park itself. Interpretive and visitor information facilities and activities may be provided as appropriate. Access to these areas is generally restricted to staff and related personnel associated with facilities operations. Resource management in Administration areas generally emphasizes the operation and maintenance of related facilities over natural processes. Administration areas in the park include Nimbus Dam and the fish hatchery. Facilities in these areas are administered by the U.S Bureau of Reclamation (Reclamation), the California Department of Fish and Game (CDFG) and the California Department of Parks and Recreation (State Parks).

The table below provides a summary of the land use area associated with each land use category for Lake Natoma.

Management Zone Land Use Summary—Lake Natoma

Management Zone	Land Use Category (acres)			
	Recreation	Conservation	Preservation	Administration
LAKE NATOMA				
1. Nimbus Flat/Shoals	119			
2. Nimbus Dam				96
3. Lake Overlook		53		
4. Mississippi Bar		684		
5. Negro Bar	143			
6. Natoma Canyon		263		
7. Folsom Powerhouse			35	
8. Natoma Shore North		263		
9. Natoma Shore South		127		
10. Alder Creek/Pond		17		
11. Lower Lake Natoma (AQ)	234*			
12. Upper Lake Natoma (AQ)		256*		
Total (acres)	496	1663	35	96

*these areas are water, figures are surface acres.

Unit-wide Management Goals and Guidelines

The new General Plan/Resource Management Plan for Folsom Lake SRA and Folsom Powerhouse SHP will provide an extensive array of management direction for the full range of resources and uses within these two park units in the form of goals and guidelines which apply to both units in their entirety. This includes direction for the protection and management of natural and cultural resources, the management of recreation and facilities, interpretation and many other areas regarding visitor services and park operations. Instead of trying to summarize or replicate this extensive direction here, we refer people to the General Plan/Resource Management Plan for Folsom Lake SRA and Folsom Powerhouse SHP.

Specific Area Management Goals and Guidelines

In addition to the unit-wide direction for Folsom Lake SRA and Folsom Powerhouse SHP, the new General Plan/Resource Management Plan for these units also provides area-specific direction for each management zone. Below is a summary of the management intent for each of the twelve management zones at Lake Natoma.

LOWER LAKE NATOMA (AQUATIC ZONE)

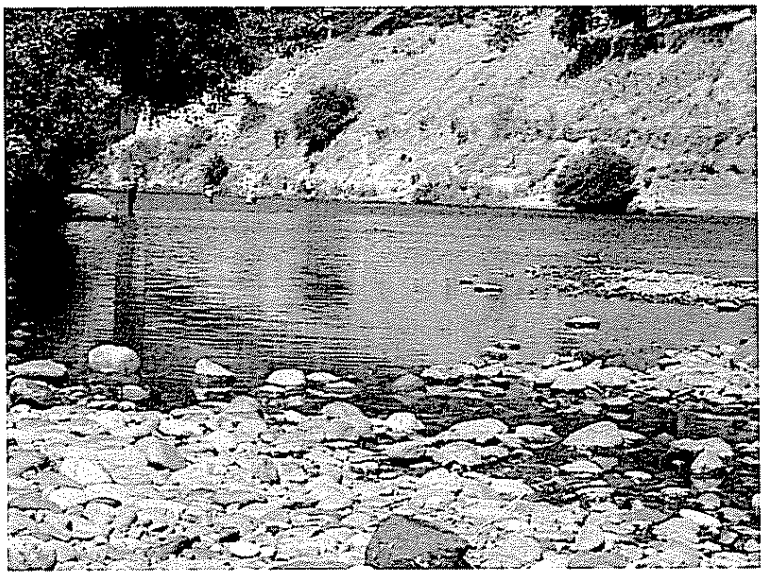
This aquatic management zone represents the lower third of the Lake Natoma from Willow Creek south to Nimbus Dam. Lake Natoma is essentially a wide spot in the American River with quiet, sheltered waters in a highly scenic setting. This, combined with the 5 mph speed limit for motorized watercraft, provides the perfect setting for paddling, rowing, and fishing. Lake Natoma is considered one of the finest rowing locations in the country, due in part to the facilities available at the California State University Sacramento (CSUS) Aquatic Center. The management intent for this zone is to maintain and enhance the area as a premier rowing and paddling destination while providing a serene and scenic setting

UPPER LAKE NATOMA (AQUATIC ZONE)

This aquatic management zone represents the upper two thirds of the Lake Natoma from Willow Creek north to the Rainbow Bridge. As with the lower zone, this zone offers a sheltered and scenic location for paddling, rowing, and fishing. However, this portion of the lake is significantly less busy than the waters nearer the California State University Sacramento (CSUS) Aquatic Center to the south. The management intent for this zone is to maintain and enhance the area as a paddling and rowing destination while increasing non-motorized watercraft access in a serene and scenic setting.

NIMBUS FLAT/NIMBUS SHOALS

This zone represents the gateway to the southern end of Lake Natoma and a staging area for regional and national rowing competitions and related special events hosted by the California State University Sacramento (CSUS) Aquatic Center. It also provides pedestrian access to the American River below Nimbus Dam. The portion of the river immediately below the dam is commonly referred to as Nimbus Shoals and is popular with local fishermen. The management intent for this zone is to maintain and enhance the recreation resources of this area and to ensure continued access to Nimbus Flat for park users during special events. Facilities and improvements in this area will continue to focus on high quality day use opportunities; picnicking, swimming, paddling, rowing, windsurfing, sailing, fishing, and trail use; while enhancing opportunities for interpretation, education, and the appreciation of scenic vistas. The new plan will provide for the hand launching of paddling/rowing watercraft on the American River at Nimbus Shoals and support modifying or developing in-stream water features that are conducive to whitewater recreation in conjunction with the removal of the existing in-stream fish diversion structure in the American River and development of a naturalized fish passage channel across Nimbus Shoals. The development of these two latter features is dependent upon Reclamation's final plans for the replacement of the existing fish diversion structure.



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NIMBUS DAM

This management zone includes Nimbus Dam, the waters of the American River below the dam within the park limit, and the upland area below the Hazel Avenue Bridge within the park limit. The Nimbus Fish Hatchery, which is owned and funded by Reclamation and operated by the California Department of Fish and Game, is also located in this zone. The hatchery raises trout, Steelhead and Chinook salmon. It also includes a visitor center. The management intent is to maintain the primary role of the zone for flood control, water supply, power generation and hatchery operations.

LAKE OVERLOOK

Located between Nimbus Dam and Mississippi Bar at the southern end of Lake Natoma, this zone is relatively unknown to all but local users—this despite the fact that its steep oak-studded ridges and canyons are such a visually dominant part of landscape here. Lake Overlook offers arguably the park's

most dramatic and high quality panorama across Lake Natoma and the Sierra Foothills to the north and the Sacramento Valley and Mt. Diablo to the south. A paved parking area is the only facility currently provided. Comprehensive site planning and design are needed to enhance the recreation and interpretive opportunities of the area and take advantage of the extraordinary visual setting.

MISSISSIPPI BAR

Mississippi Bar is a large flat river terrace along the western shore of Lake Natoma between Lake Overlook and Negro Bar. The area includes a rich variety of the habitat types, including interior live oak woodland, blue oak woodland and savanna, grassland, and riparian woodland. However, the majority of Mississippi Bar has also been previously disturbed by activities associated with early gold exploration and more recent aggregate mining. The primary physical features that dominate this landscape include dredge tailings—piles of cobblestones several stories high—and several lagoons and ponds that were created in an attempt to restore the area when mining activity ceased. Some of these lagoons and ponds are accessible by canoe or kayak from Lake Natoma. The limited recreation facilities that do exist at Mississippi Bar include Shadow Glen Stables (an equestrian concessionaire), a trailhead at Sunset and Main Avenues, the paved bike path and various unpaved trails.

The management intent for this zone is to maintain and enhance the natural, cultural, and recreation resources of the area and expand opportunities for interpretation and education. Facilities and improvements in this area will focus on low-impact day use opportunities—picnicking, paddling, fishing, and trail use—and interpretation and education. Mississippi Bar has tremendous potential for ecological enhancement by recreating a system of riparian wetlands that emulates historical riverine floodplain systems.

NEGRO BAR

This management zone provides a transition along the western shore of Lake Natoma from the more natural, undeveloped Mississippi Bar to the more developed and urban park-like Negro Bar. The zone includes the Negro Bar day-use area—the primary gateway to the northern end of Lake Natoma—as well as the Lake Natoma Bluffs that rise 300 feet above the shoreline. The management intent for this zone is to maintain and enhance recreation resources while exploring opportunities to restore certain areas to a more natural condition. Facilities and improvements in this area will continue to focus on high quality day use opportunities—picnicking, swimming, paddling, fishing, and trail use—while expanding opportunities for interpretation and education.

NATOMA CANYON

The Natoma Canyon management zone links Folsom Lake and Lake Natoma and extends from Folsom Dam downstream along the American River Canyon to the Rainbow Bridge in Folsom. While the eastern boundary of the zone abuts the Folsom State Prison lands and includes little more than the steep walls of the canyon, the western boundary extends to include a broader upland area. The paved bike trail that connects the lakes is the only existing recreation facility in the zone. Also located in this area is the old Powerhouse Canal which extends from the original dam site downstream to the Folsom Powerhouse. The management intent for this zone is to maintain and enhance the natural scenic character of the area, improve trail connectivity, and expand opportunities for interpretation and education.

FOLSOM POWERHOUSE SHP

Located on the eastern shore of Lake Natoma adjacent to the historic district of Folsom, this management zone includes the Folsom Powerhouse State Historic Park (SHP). The State Historic Park is a separate unit in the State Parks system for which long term planning and management is addressed in this General Plan. Folsom Powerhouse is an important historic resource. Not only is it listed on the National Register

of Historic Places, but also it is listed as a California Historical Landmark, National Historic Landmark, National Historic Civil Engineering Landmark, and National Historic Mechanical Engineering Landmark.

The "period of significance" of the Powerhouse is from 1895 to 1900 when it was the first commercial power-generating facility west of the Mississippi and for which it achieved importance as an historic site. The "historic period" of the Powerhouse is from 1895 to 1952 and defines the limit of historic activities on the site. The interpretive period for the Folsom Powerhouse SHP is from pre-history (bedrock mortars on site) to 1952 (when the Powerhouse terminated operation) with an emphasis on the pioneering aspects of 1895 power plant in the production and transmission of electricity. For the purposes of reconstruction and restoration, the Folsom Powerhouse period has been identified as 1920 to 1952 with an emphasis on the 1920s era.

Significant improvements are already planned for this day use facility, including improvements to the parking area and a new visitor center to be located at the Powerhouse entrance. The management intent for this zone is to preserve, protect, and interpret the Powerhouse site and grounds.

NATOMA SHORE NORTH

The Natoma Shore North management zone stretches along the eastern shore of Lake Natoma from the Powerhouse south to Willow Creek. The Lake Natoma paved bike path, dirt multi-use trails, and the trailhead access at Parkshore Drive, are the only facilities in the zone. The shoreline areas of the zone include heavy riparian vegetation while the upland areas consist largely of interior live oak woodland. The management intent for this zone is to maintain its role as a natural and scenic link for trail users between the northern and southern ends of Lake Natoma.

NATOMA SHORE SOUTH

Also located along the eastern shore of Lake Natoma, the Natoma Shore South management zone lies between the Natoma Shore North and Nimbus Flat zones. As with Natoma Shore North, this management zone is primarily natural and dominated by blue oak woodland and grassland. A small area of riparian habitat is concentrated around Willow Creek. Recreation facilities in this management zone are minimal and include the Willow Creek day use area (small picnic area, restrooms, and informal boat ramp) and Lake Natoma paved bike trail and dirt multi-use trails. Consistent with the previous General Plan for the park, this Plan reserves the 28-acre Museum Flat grassland area for potential use as a proposed California Indian Heritage Center (CIHC). The management intent for this zone is to maintain its role as a natural and scenic link for trail users between the northern and southern ends of Lake Natoma, enhancing the recreation resources of the area, and providing the potential for an interpretive facility of statewide importance.

Role of the Lake Natoma Unit in Meeting Recreational Demand

The American River, including waters impounded by its dams, provides a broad spectrum of recreational opportunity, ranging from passive use of natural areas to water skiing, boat racing, and automobile camping. Each recreational unit of the river plays a unique role in providing this opportunity. The challenge in administering these recreational units is to develop the character of each area so that it retains an identity of its own, and yet compliments the larger recreational composite. If planned correctly, the separate recreational units of the American River will provide this broad spectrum of recreational opportunity with a minimum of gaps and overlaps. Different users of the respective facilities will naturally tend to migrate among the recreational units to some extent, and may even do so unwittingly. However, by separating incompatible recreational uses, and by delegating administrative responsibilities of those separate units to the appropriate public agencies, the inherent conflicts between these uses can be minimized or eliminated. To the casual user of the Parkway, there is little apparent difference between the Natoma State Recreation

Area and the County-operated American River Parkway, largely because of the similar natural amenities in the two areas, and because the State of California and the County of Sacramento have similar policies for protecting these amenities. There is, however, at least one significant difference in their respective operational approaches. The State facilities are intended to meet the recreational needs of the larger State population, and thus tend to be oriented more to the traveling public than are the County-operated facilities, which serve the needs of the regional population of the Sacramento area. For example, the Lake Natoma Unit of the Folsom Lake State Recreation Area includes a family-unit automobile campground at Negro Bar. These facilities are not permitted in the County-operated portion of the Parkway.

In order to facilitate coordination in the planning and management of the American River Parkway, it should be the responsibility of the respective State and County agencies to inform each other of any large scale public or private improvement proposals, requests for entitlement of use, plans for large scale events, or proposed policy changes which would affect the Parkway.

CHAPTER 11
IMPLEMENTATION

Implementation

11.1 All planning activities and projects in the Parkway shall be consistent with the goals and policies of this Plan.

11.2 All uses and facilities in the Parkway shall be compatible with the goals and policies of this Plan.

11.3 Implementation of any physical development proposal which is not consistent with the existing approved Area Plan shall not proceed to the contract drawing stage until the project proposal has been approved in accordance with the planning and development processes described in section 2 0 and elsewhere in this Plan.

11.4 New facilities and programs shall not be developed unless the financial resources to operate and maintain them are identified and available.

11.5 Adoption or modification of an Area Plan or any of its components shall be approved by the Board of Supervisors in accordance with the planning and development process described in this Plan.

11.6 Modification to the land use designations on the General Land Use Map, Parkway-wide policies or their associated text shall be approved in accordance with the local adoption process as described in this Plan, and then adopted by the State Legislature.

11.7 The County of Sacramento, City of Sacramento and City of Rancho Cordova Zoning Ordinances shall govern when considering uses and activities not otherwise addressed in the Parkway Plan. All ordinances applicable to the Parkway shall be consistent with the Parkway Plan.

11.8 The various agencies with jurisdictions in the Parkway shall coordinate planning and its implementation for the Parkway.

11.9 To ensure consistent day-to-day operations and management, the American River Parkway shall continue to be managed by a single Parkway management entity.

11.10 Lands within the Parkway that are not managed by the Parkway Manager shall be managed and operated in a manner consistent with parcel zoning and the policies of this Plan.

11.11 Where other public land owners exist within the Parkway, the Parkway Manager shall attempt to negotiate and maintain agreements to manage these lands in a manner consistent with the goals and policies of this Plan.

Implementation

11.12 Newly acquired Parkway lands shall be managed in a manner consistent with this Parkway Plan

Financing Mechanisms

11.13 The American River Parkway requires stable and long-term funding. The County shall work collaboratively with the various agencies with interests in or jurisdictional responsibilities within the Parkway, to explore a dedicated source of funding to operate and manage the Parkway at a best practices level. Additional collaboration is encouraged to seek other funding opportunities for project specific purposes

11.14 Contributions, in the form of grants or in-kind services from support organizations, should supplement County funded programs

11.15 In the absence of other funding sources, the County should continue to support the basic organization, facilities, personnel and equipment that provide essential levels of service to ensure the protection of Parkway values and general public safety.

11.16 Seek additional funding as provided for in the Urban American River Parkway Preservation Act and other State and Federal sources.

11.17 New or expanded parking facilities shall not be permitted solely for the purpose of raising revenue to fund the management of the Parkway. Parking shall only be permitted as necessary to provide access to permitted recreational or educational activities.

1.0 JURISDICTIONAL RESPONSIBILITIES

Each of the following entities has a role in the implementation of the Parkway Plan. There are numerous agencies with varying levels of jurisdiction within the Parkway. In the future, new approaches to funding the Parkway may be explored in order to expand the resources available to support the Parkway. Nevertheless, to ensure a consistent management and visitor experience within this regional facility, the day-to-day management and operations should be the responsibility of a single management entity.

The American River Parkway Plan is defined to include the American River and adjacent floodplain, from the confluence with the Sacramento River up to Folsom Dam. The County of Sacramento, however, has day-to-day management responsibility for the portion of the Parkway from the Sacramento River confluence to Hazel Avenue (exclusive of the fish hatchery facilities). For the purposes of this Plan, the lower American River (LAR) is defined to be from the confluence of the Sacramento River upstream to Hazel Avenue.

There are several portions of the Parkway that are owned and/or managed by State and Federal land managers. California Exposition and State Fair (Cal Expo) owns the Cal Expo floodplain portion of the Parkway upstream from the railroad trestle to the extension of Ethan Way and the American River, adjacent to the Cal Expo property waterside of the levee. This portion of the Parkway is managed consistent with the *Bushy Lake Preservation Act*. Sacramento County Department of Regional Parks has managed this portion of the floodplain by agreement with Cal Expo.

The portion of the Parkway from Hazel Avenue upstream to the Folsom Dam, known as Lake Natoma, is included here as well as being a part of the Folsom Lake State Recreation Area. Lake Natoma is administered by the California Department of Parks and Recreation or by the Federal land owning managers. Lake Natoma is patrolled by California State Park rangers and not by County Department of Regional Parks rangers.

Federal land owning managers are encouraged to administer their areas consistent with the American River Parkway Plan.

LOCAL AGENCIES

Sacramento County Department of Regional Parks

The Sacramento County Department of Regional Parks has primary responsibility for the administration and management of the portion of the American River Parkway between Hazel Avenue and the confluence with the Sacramento River. The Department acts on the direction of the County Board of Supervisors and on the advice of the Recreation and Parks Commission and the American River Parkway Advisory Committee, a Board of Supervisors appointed committee. The Department's jurisdiction includes all areas of the Parkway downstream of Hazel Avenue, including by agreement, the California Exposition and State Fair owned portion of the floodplain.

Administration and management is the day-to-day operation of the Parkway. It also includes the preparation of proposed specific development plans and implementation schemes. Such planning measures are reviewed by the Recreation and Parks Commission, and are subject to approval by the Board of Supervisors. The planning measures, regardless of agency or project proponent, must be consistent with the goals and policies of this Plan.

The Department is also responsible for providing a diverse array of park and visitor services in the Parkway including park ranger law enforcement/public safety services, natural resource protection, natural and cultural history interpretation, facility maintenance and operations, capital improvements, fee management and revenue recovery, habitat management, park planning and development, interagency collaboration on project planning and implementation, and special event planning and implementation. The Department is responsible for providing comment and recommendations on issues of adjacent projects that may impact the Parkway. The Department administers and implements the vision and policy directives of the American River Parkway Plan.

Sacramento County Planning and Community Development Department

The Sacramento County Planning Department's primary responsibility is to aid in the development and monitoring of long-range policies for the Parkway. The Department is also responsible for the administration of land, policy and development review for properties within or adjacent to the Parkway, or those which could have an effect upon the Parkway.

Sacramento County Sheriff's Department

The Sacramento County Sheriff is responsible for providing public safety services and public protection for the unincorporated portion of the Parkway, in cooperation with the Sacramento County Regional Parks Department and City police departments.

City of Sacramento Planning Department and Development Services Department

The responsibility of the City of Sacramento Planning Department and Development Services Department is to administer land use policy and development review within its jurisdiction in a manner which is consistent with the City's Parkway Overlay Zone, General Plan, and the adopted Parkway Plan policies.

City of Rancho Cordova Planning and Building Department

The responsibility of the City of Rancho Cordova Planning Department is to administer land use policy and development review within its jurisdiction in a manner which is consistent with the City's Parkway Corridor Combining Zone, General Plan, and the adopted Parkway Plan policies.

City of Sacramento Police Department

The Sacramento City Police Department is responsible for providing public safety services and public protection for that portion of the Parkway which is within the Sacramento City limits and in cooperation with the Sacramento County Regional Parks Department.

City of Rancho Cordova Police Department

The Rancho Cordova City Police Department is responsible for providing public safety services and public protection for that portion of the Parkway which is within the Rancho Cordova City limits and in cooperation with the Sacramento County Regional Parks Department.

Local Fire Districts

- Folsom City Fire Department
- Sacramento City Fire Department
- Sacramento Metropolitan Fire District

The responsibility of the fire service agencies is to provide fire protection and related emergency services to the portions of the Parkway within their respective jurisdictions.

Flood Control Agencies

- American River Flood Control District (ARFCD)
- California State Department of Water Resources
- Reclamation District 1000
- Sacramento Area Flood Control Agency (SAFCA)
- Sacramento County Department of Water Resources
- State Reclamation Board

These agencies are responsible for flood control along the river. By agreement with the Federal Government, the California Reclamation Board has the primary responsibility for any activity within the river floodway that might affect flood flows, and for operation and maintenance of the Federal levees and related flood control facilities along the river. The Reclamation Board is an independent State agency whose seven members are appointed by the Governor. The California Department of Water Resources provides staff and administrative services to the Reclamation Board. Through a series of agreements, the Board has passed it's operation and maintenance responsibilities to the American River Flood Control District (ARFCD), which carries out the actual work of maintaining the Federal flood control system. The County has responsibility for operating and maintaining a few private levees that are not a part of the Federal flood control system. The Sacramento Area Flood Control Agency (SAFCA) is a regional flood control agency responsible for planning and funding regional flood control projects. Although SAFCA has assumed the Reclamation Board's operations and maintenance responsibility for some improvements to the Federal flood control system along the river and in the North Area, they have contracted with ARFCD to do the actual work.

Reclamation District 1000

Reclamation District 1000's jurisdiction regarding the American River Parkway consists of inspecting and maintaining the right levee bank of Steelhead Creek (formerly, the Natomas East Main Drainage Canal)

from its point of entry into the Parkway near Northgate Boulevard, continuing westward (beneath a portion of the Garden Highway) to the point of discharge into the Sacramento River at the Discovery Park boat launching ramp basin. The portion of Steelhead Creek which is located within the Parkway is commonly called Bannon Slough.

Sacramento Area Flood Control Agency (SAFCA)

SAFCA is a regional joint powers agency comprised of the County of Sacramento, the City of Sacramento, the American River Flood Control District, Reclamation District 1000, and the County of Sutter. SAFCA's mission is to work cooperatively with the U. S. Army Corps of Engineers, the U. S. Bureau of Reclamation, the California Reclamation Board, and the State Department of Water Resources to plan and implement improvements to the portions of the Sacramento River and American River flood control systems protecting the Sacramento area. SAFCA is legislatively mandated to carry out its flood control mission in ways that provide for the optimum protection of the environment.

STATE AGENCIES

California Department of Fish and Game

The Mission of the California Department of Fish and Game is to manage California's diverse fish, wildlife, and plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public. The Department of Fish and Game maintains native fish, wildlife, plant species and natural communities for their intrinsic and ecological value and their benefits to people. This includes habitat protection and maintenance in a sufficient amount and quality to ensure the survival of all species and natural communities.

Within the Parkway, Fish and Game Wardens enforce State hunting and fishing regulations. The Department is also responsible for the maintenance of anadromous fish populations. This responsibility is accomplished in a variety of ways, such as protecting salmon and steelhead trout spawning areas, coordinating water releases from Nimbus Dam, making improvements to fish spawning habitat, and operating Salmon and Steelhead trout hatcheries. The fish hatchery at Nimbus Dam is funded by the Bureau of Reclamation specifically for fish propagation within the American River. The Department of Fish and Game works with the various floodway maintaining agencies and County Regional Parks where stream alteration projects fall within the jurisdiction of the Fish and Game Code.

California Department of Parks and Recreation

The California Department of Parks and Recreation (California State Parks) manages those portions of the Parkway that extend eastward from Hazel Avenue along Lake Natoma to Folsom Dam and Reservoir. Much of the land along Lake Natoma is owned by the federal government and administered by the U S. Bureau of Reclamation (Reclamation). The Gold Fields District of California State Parks manages the recreation use and resources of these lands as part of the Folsom Lake State Recreation Area through an agreement with Reclamation. Lake Natoma is a sub-unit of Folsom Lake State Recreation Area. The Folsom Powerhouse State Historic Park is a separate park unit located along Lake Natoma which is also administered by California State Parks.

California Department of Transportation

The California Department of Transportation (Caltrans) maintains jurisdiction and responsibility for the State highways which cross the Parkway.

California Exposition and State Fair (Cal Expo)

The Bushy Lake Preservation Act designates Bushy Lake and its surroundings as a Natural Preserve, "in order to preserve such features as rare or endangered plant and animal species and their supporting ecosystems, and representative examples of plant and animal communities existing in California prior to the impact of civilization." The Board of Directors of the California Exposition and State Fair is responsible for preparing and adopting a management plan for the floodplain area of the State Fair property. This management plan must comply with all applicable Federal and State laws and policies such as the Federal and State Wild and Scenic Rivers Acts, Federal Endangered Species Act, Federal Wetlands Preservation Policy, the California Environmental Quality Act (CEQA), and the Bushy Lake Preservation Act.

The remainder of the Cal Expo floodplain is to be managed as a State park, in order to "...preserve outstanding natural, scenic, and cultural values, indigenous aquatic and terrestrial fauna and flora..." Improvements which are attractions in themselves, or which are otherwise available to the public within a reasonable distance outside the park, are not permitted. Sacramento County Department of Regional Parks has managed this portion of the floodplain by agreement with Cal Expo.

The Cal Expo Board is responsible for assuring that no changes are made in the uses of the Cal Expo floodplain until the Board has adopted a plan in accordance with all of the above indicated Federal and State laws and policies.

California Exposition and State Fair Police Department

The California Exposition and State Fair Police Department has jurisdiction to provide public safety services and public protection for that portion of the Parkway which is owned by Cal Expo and in cooperation with the Sacramento County Regional Parks Department. Under agreement with Cal Expo, Sacramento County Department of Regional Parks manages and provides public safety services and public protection for this portion of the floodplain.

California State Lands Commission (Public Resources Code 6301-6314)

The State acquired sovereign ownership of all tidelands and submerged lands and beds of navigable waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all the people of the State for statewide Public Trust purposes, which include waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. The landward boundaries of the State's sovereign interests in areas that are subject to tidal action are generally based upon the ordinary high water marks of these waterways as they last naturally existed. In non-tidal navigable waterways, the State holds a fee ownership in the bed of the waterway between the two ordinary low water marks as they last naturally existed. The entire non-tidal navigable waterway between the ordinary high water marks is subject to the Public Trust. The State's sovereign interests are under the jurisdiction of the State Lands Commission. The lower American River is navigable from Nimbus Dam to the confluence with the Sacramento River, and is therefore, subject to the Public Trust and permitting/leasing jurisdiction. The State Lands Commission is responsible for issuing permits for all development affecting the river bottom.

Central Valley Regional Water Quality Control Board

The Central Valley Regional Water Quality Control Board has jurisdiction over maintenance of the quality of the water in the lower American River. The Board is responsible for issuing requirements and regulating the discharge of waste; both directly into the river and into groundwater which may ultimately reach the river. The Board is also responsible for enforcing its regulations. Enforcement can be by cease and desist orders, clean-up and abatement orders, and by court action. The Regional Board is also responsible for surveillance. It must monitor to detect new sources of pollution as well as ensure that on-going discharges meet their requirements.

State Water Resources Control Board

The State Water Resources Control Board has overall responsibility for the administration of water rights and for water quality control in California. As such, it is the primary permitting agency for the appropriation of water from the American River. The State Board also acts as general overseer and reviewer of the actions of the Regional Water Quality Control Boards.

FEDERAL AGENCIES

Attorney General, State of California

The Attorney General, State of California has jurisdiction for the determination of whether any violations of the State Wild and Scenic Rivers Act occur.

U.S. Department of the Interior and the National Park Service

The National Park Service (NPS), working under the U.S. Department of the Interior, has jurisdiction for the determination of whether any violations of the Federal Wild and Scenic Rivers Act occur. The primary role of the National Park Service is to ensure that the protections under Section 7(a) of the Wild and Scenic Rivers Act, regarding the protection of Wild and Scenic Rivers from the harmful effects of proposed water resources projects, are consistently applied on these rivers.

Typically, projects subject to Section 7(a) will be triggered by a permit issued by the Army Corps of Engineers under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act. Section 7(a) may also be triggered when a project is identified as impacting a designated Wild and Scenic River in the California Department of Fish and Game's Lake and Streambed Alteration (1601) permit application.

U.S. Army Corps of Engineers (Corps)

The American River is a designated navigable waterway. As such, the U.S. Army Corps of Engineers has jurisdiction and is a permitting authority for any development or activity which may affect the river's floodway. The Corps sets operation and maintenance standards and performs levee inspections within the floodway. The Corps frequently implements flood damage reduction construction projects in the floodway and thus has a need to implement environmental mitigation for these projects in the Parkway.

U.S. Bureau of Reclamation

The U.S. Bureau of Reclamation, which operates both the Folsom and Nimbus dams, is responsible for maintaining adequate water flows through the Parkway. Releases are scheduled in accordance with criteria to minimize impacts to the fishery, flooding, and erosion within the Parkway.

U.S. Fish and Wildlife Service

The Fish and Wildlife Service has jurisdiction over species in the Parkway (except anadromous fish) that are listed pursuant to the Federal Endangered Species Act.

National Marine Fisheries Service/NOAA Fisheries

The National Marine Fisheries Service has jurisdiction over listed anadromous fish (some salmon runs and steelhead).

COMMUNITY INVOLVEMENT

Volunteer Stewardship

Volunteerism is a very important component of the on-going efforts to protect and restore the Parkway's naturalistic values, maintain it in a healthy and safe condition, explore alternative funding opportunities, and to create a greater understanding and sense of awareness of the value of this outstanding natural and recreational resource to the community. These "stewards" of the Parkway provide important services while building support for the Parkway and its values in the community. While the number of individuals and organizations assisting in these efforts is numerous, there are several that have been key to the Parkway's success (listed below). The Parkway Manager should continue to build cooperative relationships and coordinate efforts to improve public safety with Parkway user groups and other non-governmental organizations interested in supporting the Parkway.

AMERICAN RIVER NATURAL HISTORY ASSOCIATION (ARNHA)

The *American River Natural History Association* (ARNHA) is a non-profit volunteer organization that supports the Effie Yeaw Nature Center through fundraising, volunteer and docent activities to promote, aid and augment the educational activities of the Center.

AMERICAN RIVER PARKWAY FOUNDATION (ARPF)

The *American River Parkway Foundation* (ARPF) is a fundraising organization that provides support for the preservation, protection, and enhancement of the American River Parkway by restoring habitat, improving public safety, and increasing public stewardship. Fundraising and maintenance activities include Down River Day, Adopt-the-Parkway Program and the Great American River Clean-up.

AMERICAN RIVER PARKWAY VOLUNTEER EQUESTRIAN TRAIL PATROL

The *American River Parkway Volunteer Equestrian Trail Patrol* founded in 1995, serves as additional "eyes and ears" of the Parkway. The specific and primary purpose of the organization is to provide assistance to the public by conducting mounted equestrian patrols along the American River Parkway trails.

NATIONAL AUDOBON SOCIETY

The *National Audobon Society*, through its Sacramento Chapter organized in 1950, has participated in all planning processes of the Parkway Plan and is an advocate for its protection, especially its natural values. In the 1950's, with the newly formed River Recreation and Parks Association, Audobon proposed a plan for the formation of the American River Parkway to the Sacramento County Board of Supervisors and the Sacramento City Council. This began the establishment of Parkway specific organizations supporting the creation of an American River Parkway. Audobon promoted and assisted in the initial drafting of the *Urban American River Parkway Preservation Act* as approved by the State legislature. Audobon also leads many interpretive field trips for the public in the Parkway.

SAVE THE AMERICAN RIVER ASSOCIATION (SARA)

Save the American River Association (SARA) was founded in 1961 to spearhead the establishment of the American River Parkway. SARA is an advocacy group that works to protect the American River and its associated Parkway through the sustainable use of the lower American River.

In addition, County Regional Parks and its partners have secured funding for non-native plant removal through a variety of grant sources in recent years. The long-term management of these reclaimed areas and the establishment of replacement, self-sustaining native plant communities in these impacted areas, is supported by successful volunteer stewardship programs. These programs include the Sacramento Weed

Warriors, a program of the California Native Plant Society, who work under the auspices of the American River Parkway Foundation. Future grant funding, supported by strong volunteer stewardship, will be key to the long-term success of the non-native plant removal efforts.

2.0 PLANNING AND DEVELOPMENT PROCESS

This American River Parkway Plan is a policy document and a component of the Sacramento County General Plan and is incorporated by reference in the General Plans of the Cities of Rancho Cordova and Sacramento. Its purpose is to guide the planning, protection, and use of the Parkway. In order to translate this Plan into programs and physical improvements, it is essential that a logical process be followed, progressing from the general to the specific. The pertinent documents and their respective roles in this process are described in Figure 11-1, which is a schematic representation of this process. Where required, environmental documentation will be prepared.

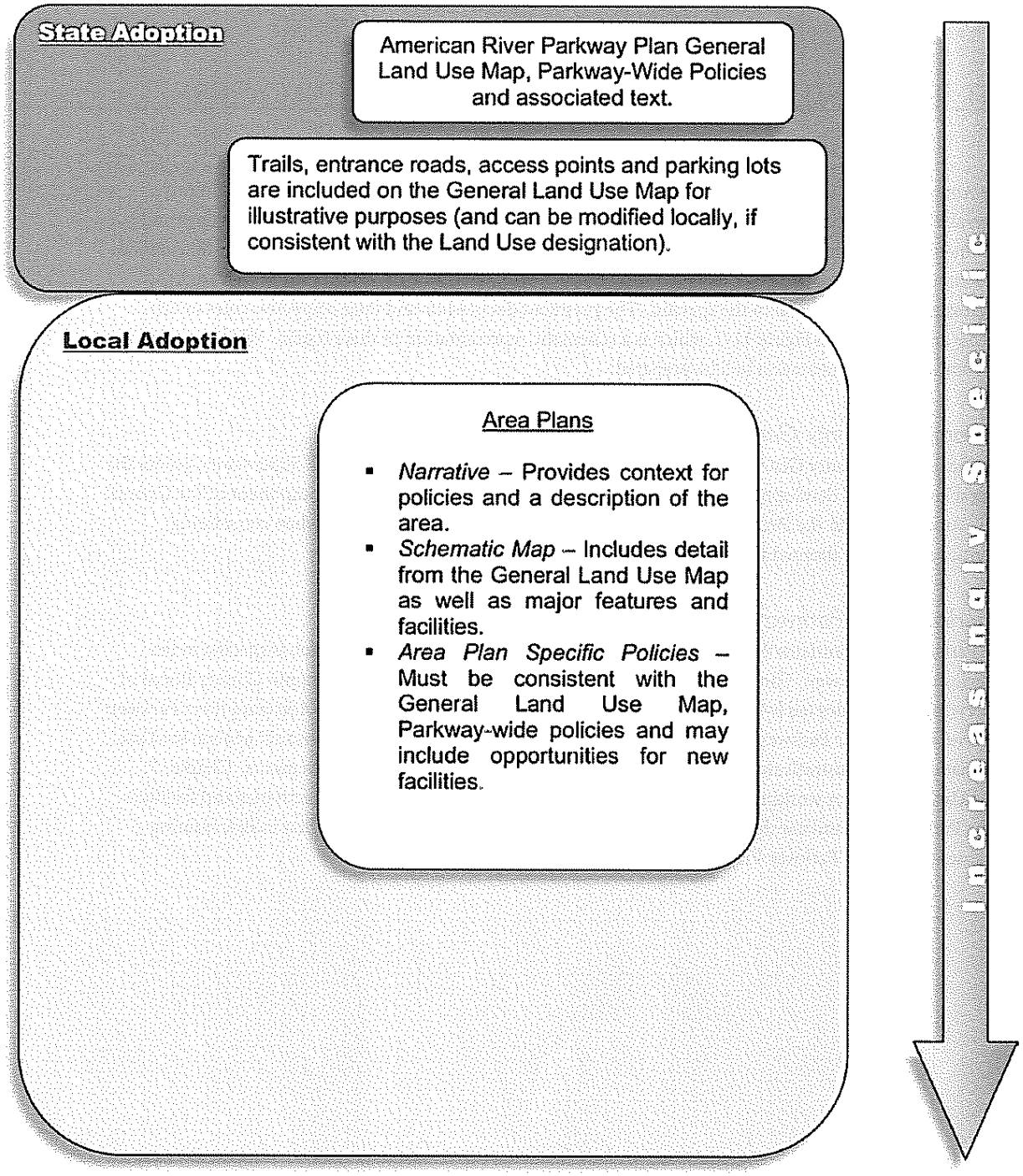
Sacramento County General Plan Land Use Map and Text

The Sacramento County General Plan, adopted by the Sacramento County Board of Supervisors, guides the general land use and development of Sacramento County. The Parkway Plan is a component of the General Plan. Amendments to the Parkway Plan must be consistent with the General Plan when considering activities or facilities deemed to have a County-wide impact.

American River Parkway Plan General Land Use Map and Text

The Parkway Plan translates the County General Plan into a more detailed plan which is specific to the American River Parkway. The Parkway Plan is adopted and amended by the Sacramento County Board of Supervisors and is adopted by reference by the State Legislature through the *Urban American River Parkway Preservation Act*. The Parkway Plan General Land Use Map separates the Parkway into six general land use designations, and illustratively identifies locations of trails, access, and other improvements. Chapter 7: Land Use, is the major working component of this Plan, and defines the acceptable activities and facilities in the Parkway, per land use designation. The Land Use chapter shall be consulted first in determining consistency with the Parkway Plan.

Figure 11-1
COMPONENTS OF THE AMERICAN RIVER PARKWAY PLAN



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Parkway Plan Goals and Policies

The goals and policies of this Plan provide a long range conceptual framework for the Parkway Plan. The purpose of the goals and Parkway-wide policies is to define the intent of this Plan in the protection, planning, and use of the Parkway. The goals and Parkway-wide policies are particularly useful when it becomes necessary to analyze an issue which is not specifically addressed in the Plan. When such an issue arises, it should be considered in light of these goals and policies.

Area Plans

An area plan has been prepared for each of the recognized sub-units of the Parkway Plan. These plans are more detailed than the General Land Use Map and describe activities and facilities permitted within their boundaries. Each activity and facility must be consistent with the general land use designations described in the Plan text, and no facility or improvement may be installed or constructed unless consistent with its respective area plan. The area plans must be reviewed in determining the appropriateness of a physical change in the Parkway.

The land use designations on the General Land Use Map, Parkway-wide policies and associated text are adopted by the State Legislature, whereas the area plans, text and area plan specific policies are adopted and managed at the local level. Area Plan modifications may be approved at the local level as long as all changes remain consistent with the General Land Use Map, land use designations, Parkway-wide policies and the associated text that describes the intent of those policies. If an Area Plan change is proposed that would modify a land use or alter an area plan policy that would then be inconsistent with a Parkway-wide policy, these modifications are required to be approved through the local adoption process and the State Legislature.

There are two components of an area plan. The *first* component is the narrative description and area plan-specific policies, which identify the location, boundaries, natural and man-made features, general purpose of the area, opportunities and constraints for use, and many of the permitted and prohibited activities and facilities.

The *second* component of an area plan is the schematic land use map that shows general locations of facilities and natural features, such as picnic areas, recreational facilities, parking areas, access location and type, trees and shrubs. The schematic land use map may not show precise locations or size of structures, but may indicate approximate acreages to be devoted to each general use. Depending upon the intensity of facility development and use, an area plan may be prepared at a more specific level. For instance, Sacramento Bar is largely in the Nature Study and Protected Area land use designations, and needs little additional detail unless a specific change is proposed. Ancil Hoffman Park, on the other hand, is an intensely developed, frequently used park, which warrants a more detailed schematic map to address the uses in the area.

Updating Area Plans

Adoption or modification of an area plan or any of its components shall be determined to be consistent with the County General Plan, Parkway goals, Parkway-wide policies, and general land use designations of this Parkway Plan. Adoption or modification of an Area Plan or any of its components shall be carried out by the Board of Supervisors in accordance with the public hearing process described in this Chapter.

Implementation of any physical development proposal which is not consistent with the existing approved Area Plan shall not proceed to the contract drawing stage until the project proposal has been approved in accordance with the planning and development processes described in this Plan. If the project proposal is inconsistent with either the locally adopted Area Plans or the land use designations on the General Land Use map or the Parkway-wide policies, the appropriate planning, approval and adoption process must first occur.

In addition to the Area Plans the Parkway Manager may prepare studies and specific site plans. A vegetation management plan, for example, may want to increase the level of detail for all vegetative species, their size, approximate age, and state of health. A facilities or recreation focused map may indicate the precise location, size, and configuration of the facilities and significant natural features within the Area Plan. Elevation and perspective drawings may be incorporated into maps as well to illustrate the scale or appearance of a proposed facility. Additional maps may be created consistent with the Area Plan maps, to be used for interpretive, educational or management purposes.

Contract Drawings (Working Drawings)

Contract drawings provide the details of the area development plan which control construction and provide the basis for contract bidding. Contract drawings are reviewed by Department of Regional Parks staff and the Department of County Engineering and are approved by the Recreation and Parks Commission prior to authorizing construction. These drawings must be substantially in conformance with adopted Area Plans.

Construction

Construction of authorized projects may be done by the Department of Regional Parks for small force account projects, by other Municipal Services Agency departments, by private contractors, or by other agencies in coordination with the Department of Regional Parks. Projects distributed for bid by private contractors must be authorized by the Board of Supervisors. The Board awards bids and approves contracts. Except for small force account projects or landscape projects under $25,000, project inspection is the responsibility of the Department of County Engineering. Project acceptance is the responsibility of the Board of Supervisors upon the recommendation of the Department of County Engineering.

Mitigation of Project Impacts

Mitigation is defined as any project-related action taken to minimize or avoid an impact to the physical environment, or any action designed to replace, repair, or restore a resource that was physically affected by a project.

Construction projects on the Parkway should be designed to first, avoid adverse environmental impacts; second, minimize adverse environmental impacts; and third, replace, repair, or restore adversely impacted resources as close as feasible in time and place to the impact.

Impacts are defined as any physical change to the environment, including but not limited to aesthetics, recreational facilities and access points, water quality, soils, and all biological resources, such as native and non-native vegetation, aquatic habitat, fisheries, and special-status species. Noise, air quality (including fugitive dust), artificial lighting, and other impacts associated with construction activities are also considered to be impacts to avoid, minimize, and mitigate.

Zoning

The County of Sacramento, City of Sacramento and City of Rancho Cordova all have specific zoning ordinances regulating uses in and around the American River Parkway. The City of Rancho Cordova currently uses the County Parkway Corridor Combining Zone designation.

The County zoning ordinance is the Parkway Corridor (PC) Combining Zone. This zone is used in combination with the base zones to regulate the use of public and private property in the Parkway and on adjacent lands.

The PC combining zone is intended to regulate uses that may affect the stability of bluffs or terraces, or that may have an impact on the preservation or enhancement of scenic, recreational, fishery, or wildlife values along or near the American River. Some of the development aspects that may be evaluated and conditioned include the project's setback, bulk, footprint, height, finish materials, and colors; all landscaping elements including lighting, noise, fencing, screening, fire buffers, and disruption to natural vegetation; and all issues related to erosion control including irrigation and drainage.

Some projects are reviewed and approved at the staff level by County Planning with input from County Regional Parks and for more significant projects by the County Parks Commission. If a project is not approved at the staff level, the applicant may submit an application for a conditional use permit. In addition, certain projects (such as those within the erosion zones or within certain setbacks in an erosion zone, a project affecting a bluff, or a project creating new lots) require approval of a conditional use permit from the Planning Commission. The decision of the Planning Commission may be appealed to the County Board of Supervisors.

The Sacramento City Zoning Ordinance regulates properties in the American River Parkway. (The American River Parkway-Floodplain (ARP-F) zone regulates land within the Parkway boundary for the purposes of public safety.) The ARP-F base zone serves a similar function as the County zoning ordinance in that it contains special development standards for all construction and a use permit requirement for most uses.

The City of Sacramento Parkway Corridor Overlay Zone regulates land under the City's jurisdiction adjacent to but outside of the Parkway boundary. The ordinance regulates building setbacks, heights, screening, exterior site and building features, and some of the operational aspects of allowed uses. It also contains a list of prohibited uses.

The County and Cities zoning ordinances were adopted to complement the Parkway Plan. These zoning ordinances must be considered for properties regulated by these zones when evaluating uses and activities in and adjacent to the Parkway.

Administrative Regulations

The administrative regulations address the day-to-day details of Parkway management, consistent with this Plan. The administrative regulations direct appropriate courses of action for activities such as group events, special events, ranger patrols and permit fees, and should include mechanisms for implementing County ordinances affecting the Parkway. These regulations are developed and administered by the Director of the Sacramento County Regional Parks Department, and may be reviewed by the Board of Supervisors for consistency with the Parkway Plan.

3.0 PUBLIC HEARING PROCESS

The public hearing process provides the forum for considering changes to the Parkway in a manner consistent with these guiding principles. Several public entities and their roles in the process are described below.

County of Sacramento Regional Parks Department

The County of Sacramento Regional Parks Department is responsible for managing the activities in the Parkway and protecting its facilities and natural environment. The Department is also responsible

Please provide a caption.

for planning the physical changes to the Parkway in accordance with this Plan. The Director is responsible for formulating recommendations to the Recreation and Parks Commission, and is the technical staff to all public hearing bodies in matters relating to management of the Parkway. The Director may assign members of staff to assist or represent him or her at public hearings.

County of Sacramento Planning and Community Development Department

The County of Sacramento Planning Department is responsible for developing recommendations on zoning and policy issues affecting land or waters within or adjacent to the Parkway. The Planning Director is responsible for making recommendations to the County Planning Commission, and is technical staff for policy issues. The Planning Director communicates with the County Regional Parks Director in developing recommendations for the Parkway, and may present these recommendations directly to the County Recreation and Parks Commission if the two Directors determine this course of action to be the most expedient, otherwise all presentations to the Recreation and Parks Commission are made by the Parks and Recreation Director or the Director's designee. The Planning Director may assign members of staff to assist or represent the Director at public hearings.

County of Sacramento Recreation and Parks Commission

The County of Sacramento Recreation and Parks Commission is appointed by the Board of Supervisors to advise the Board of Supervisors and the Regional Parks Director on matters relating to parks and recreation in Sacramento County. All matters pertaining to the planning, policies and management of the Parkway are first heard by the Recreation and Parks Commission before being transmitted to the Board of Supervisors. The recommendations of this commission are included in the transmittal. The Recreation and Parks Commission holds regular meetings which are open to the public and the schedule and agendas are available from the Regional Parks Department.

County of Sacramento Policy Planning Commission

The County of Sacramento Policy Planning Commission is appointed by the Board of Supervisors. All matters related to policy interpretation or amendments to this Plan are transmitted from the Recreation and Parks Commission to the Policy Planning Commission for recommendation to the Board of Supervisors. The Policy Planning Commission may meet in joint session with the Recreation and Parks Commission if the two hearing bodies so chose.

County of Sacramento Board of Supervisors

The County of Sacramento Board of Supervisors is a governing board elected by the voters of Sacramento County. The Board is the ultimate local authority for all matters related to the planning and management of the Parkway, unless otherwise indicated by this Plan. The Board of Supervisors meets regularly in public

session, all decisions of the Board are final, and may be overturned only by an appropriate court of law. Area plan maps, text and policies may be modified locally as long as they remain consistent with the State adopted sections of the Plan.

City of Sacramento Planning Commission

When a private project proposal is within the Sacramento City limits or would have implications within the City boundaries, the recommendations of the County Recreation and Parks Commission are transmitted to the City Planning Commission simultaneously with the transmittal to the County Policy Planning Commission. The City Planning Commission coordinates with the County prior to transmitting their recommendations to the City Council.

City of Sacramento City Council

The City of Sacramento City Council is the decision making body for determining private project proposal consistency with the City's Comprehensive Zoning Ordinance including properties within and adjacent to the American River Parkway-Floodplain (ARP-F) and American River Parkway Overlay zones. After recommendation by the City Planning Commission, the City Council may forward their comments to the County Board of Supervisors.

City of Rancho Cordova City Council

The City of Rancho Cordova City Council is the decision making body for determining private project proposal consistency with the City's Parkway Corridor Combining Zone. After recommendation by the City Planning Commission, the City Council may forward their comments to the County Board of Supervisors.

California State Legislature

The legislature adopts the American River Parkway Plan by reference through the *Urban American River Parkway Preservation (UARPP) Act*, Public Resources Code §5840, so as to provide coordination with local agencies in the protection and management of the diverse and valuable natural land, water, native wildlife and vegetation of the American River Parkway. The American River Parkway Plan was introduced to the State Legislature in order to afford the Parkway a higher level of regulatory support. The act recognizes that "actions undertaken by a state agency can drastically affect the American River Parkway and negate planning steps taken by appropriate local agencies."

It is the intent of this Plan to have the land use designations on the General Land Use Map, Parkway-wide policies and their associated text, to be adopted by the State Legislature. Any changes to those sections of the Plan must be approved locally, prior to approval of the State and a legal change to this Plan. Area plan maps, text and policies may be modified locally as long as they remain consistent with the State adopted sections of the Plan.

Public Notifications

Any proposed project within the Parkway which is inconsistent with the goals and policies or land use designations of this Plan, shall require an amendment to this Plan and is subject to public notification as required by State law. Subsequent changes to local General Plans or the County and City's Zoning Ordinance must also be presented at designated General Plan amendment hearings.

Actions which are consistent with this Plan do not require special public notice, but must be clearly posted on published agendas for the Commissions, City Council and the Board of Supervisors in order for action to be taken.

4.0 COUNTY DEPARTMENT OF REGIONAL PARKS—PERMIT PROCESS FOR THE PARKWAY

Recreation Permit Process

The following is a brief description of when a recreation permit would be required and what is entailed in acquiring a recreation permit. Permit conditions for some activities are included in this Plan, such as in policy 5.9 addressing overnight camping and in Implementation Measure 5b below, addressing bicycle parking and refuse recycling at special events.

Recreation permit requirements are regulated by Sacramento County Ordinance (SCO). Park Regulations are contained in Chapter 9.36 of the SCO and contain language that makes it a requirement to obtain a permit before conducting certain activities. Examples of activities requiring a permit include:

- Special and/or competitive events
- Camping
- Sound application equipment
- Concessions (Subject to Board of Supervisors approval of a concession contract)
- Appropriation or encumbrance of real property
- Campfires
- Facility use/ reservations.

In order to obtain a permit, an application must be filed with the Department of Regional Parks. An applicant must successfully demonstrate that the proposed activity is consistent with the standards for permit issuance. At a minimum, the application will request the information required by ordinance. The approved permit will also include conditions of use specific to the activity and park site requested, to ensure consistency with the application requirements. This Parkway Plan includes additional conditions necessary in the permit application process for Parkway specific activities. Depending on the nature of the activity, it is either subject to the approval of the Department of Regional Parks Director only, or in some cases the Board of Supervisors. Permits are generally valid for the day of the event/activity, although in some cases 2–3 day permits are necessary if the event/activity requires set up and take down of ancillary facilities needed to support the event.

The requirements for issuing a permit are listed in SCO Section 9.36.021 *Permit, Standards for Issuance.* This section allows the Director of County Regional Parks to issue a permit if the proposed activity does not interfere or detract from enjoyment of the park, does not incite disorderly conduct or violence, does not entail unusual or burdensome expense or security, and does not create user conflicts. Other requirements may be included, depending upon the park site, intensity/type of use, or other factors determined necessary in the safe and effective management of the County Regional Parks system.

Capital Improvement and Construction Proposals

Capital improvement and construction proposals are often of a large scale and may include projects proposed by Sacramento County or other agencies. Project proponents would typically contact Regional Parks Department staff to discuss the nature and scope of the proposed project as it relates to Parks Department lands and interests. A project description could be very conceptual or it could include detailed plans, specifications, and construction drawings. The project proposal is evaluated by County Regional Parks staff to determine consistency with the American River Parkway Plan. In some cases, that determination is done in consultation with the County Department of Planning and Community Development. The American River Parkway Plan does not preclude these types of projects from occurring

in the Parkway, as long as the naturalistic values, goals and policies of the Plan are not compromised, and the impact to the Parkway environment and its users is minimized and appropriately mitigated.

Project proponents are responsible for determining approval authorities, permit requirements, and right-of-way needs for access, staging, and construction. A large construction project (i.e. transportation, utility infrastructure, etc.) might be of such scope and scale that it exceeds the Regional Parks Director's authority for approval. Such projects are subject to approval by the Board of Supervisors, with recommendations for conditions from the Regional Parks Department, the Recreation and Parks Commission, the Municipal Services Agency, and the Department of Environmental Review and Assessment. Real estate issues related to access and construction easements are negotiated by County Real Estate staff (in consultation with County Regional Parks staff) and are subject to approval by the Board of Supervisors.

Other State and Federal permits may be required for projects within the floodplain. These agencies can include, but are not limited to the California Department of Fish and Game, State Reclamation Board, local flood control and levee maintenance districts, NOAA Fisheries, U.S. Fish and Wildlife Service, and the U.S. Army Corps of Engineers.

Prior to issuing an encroachment permit to allow access and construction, Regional Parks staff meets with project planners, engineers, project environmental staff, construction management, construction contractors, and building inspection personnel to finalize arrangements to accommodate construction activities. County Regional Parks issues encroachment permits on the condition that all other required permits have been obtained by the project proponent.

Project proposals are typically presented by the project proponent to neighborhood organizations representing community interests in the vicinity of the project footprint, Parkway stakeholder groups, the American River Parkway Advisory Committee, the Lower American River Task Force (LARTF), and the Recreation and Parks Commission. Final project approval is subject to public hearings before the Board of Supervisors.

5.0 IMPLEMENTATION MEASURES

The following are recommended implementation measures that have been identified as of the 2006 Update of the Parkway Plan. The top priority for any implementation measure is first to seek adequate funding, staff and resources to implement the recommendation.

Implementation Measures

The Recreation and Parks Commission is the appropriate hearing body to review and place priorities on the items listed in these recommended implementation measures. This process should coincide with the annual County budget hearings since many of the items involve an allocation of funds. The appropriate source of funding should also be determined during the annual review. Coordination among agencies with jurisdiction within the Parkway is encouraged to leverage additional resources and funding.

Specific Implementation Measures

The following list of programs and tasks is not all inclusive nor listed in any prioritized order. The list does include those actions which were identified at the time of adoption of the Plan that in the near-term, can implement certain goals and policies of the Plan.

Implementation Measures

1 Natural Resources

a. Develop and implement an Integrated Vegetation and Wildlife Management Plan that ensures habitat connectivity, identifies wildlife travel corridors, assesses suitable locations for habitat restoration for the Valley Elderberry Longhorn Beetle (VELB), and provides guidance for restoration of many areas of the Parkway. The *Lower American River Corridor Management Plan, 2002,* may be used to provide initial habitat restoration direction, prior to the adoption of an integrated vegetation and wildlife management plan.

b. Expand the educational vegetation program to educate adjacent land owners on the impacts of non-native vegetation plantings adjacent to and within the Parkway.

c. Identify and map areas for shaded riverine aquatic habitat protection and enhancement

d. Document and establish a baseline for ambient light in the Parkway through a night sky survey and conduct a survey of lighting that is directly entering the Parkway and indirect sources as far as five miles away to protect the nighttime aesthetics of the Parkway and protect wildlife.

2 Interpretive Program

a. Prepare a Parkway signage plan to improve visitor management, stewardship, education, interpretation, protection of the Parkway's natural resources, and public safety.

The signage plan should addresses the design, size and location of signs in the Parkway, including directional signs for location of basic facilities (restrooms, exits from the Parkway, trail locations, picnic areas, emergency access points, identification signs naming points of interest, signs indicating the rules and regulations at major points of entry and trail usage, and signage that is designed to serve persons with disabilities. The sign program should also address vandalism, littering at key recreational access points, and investigates alternatives for detectable warning devices for public safety and signage purposes for persons with disabilities.

As part of this signage plan, coordinate improvements to Parkway specific signage located outside of the Parkway with the adjacent entities including: local Cities adjacent to the Parkway, California Exposition and State Fair, California State University, Sacramento, County Regional Parks Department and the California Department of Parks and Recreation.

b. Maintain a comprehensive interpretive/education plan to identify the types and locations of exhibits and nature trails necessary to interpret all currently recognized ecosystems and the three periods of history presented in the Parkway. The Effie Yeaw Nature Center should continue to be a central point for exhibits, library and naturalist services. Minor interpretive facilities, such as outdoor classrooms, should be pursued as identified in the Discovery Park and Cal Expo area plans to expand interpretive opportunities.

Implementation Measures

c. Continue to inventory and research the Parkway's ecosystems. County Regional Parks has collaborated with UC Davis and California State University, Sacramento on research and survey projects. Special continuing effort should be made to study the legally designated rare, threatened and endangered species that inhabit the Parkway. Presentations of the findings from the Parkway research projects and surveys are educational and should be offered as educational programs to the public. Additionally, information from the surveys should be compiled and made available to the public at a nominal cost.

d. The Parks Department should have a public relations program that can perform the following duties:

- Act as liaison with radio, television and the press to assure favorable and interesting features that help protect the Parkway,
- Promote programs, special events and public education within the Parkway,
- Create public service announcements, and
- Promote higher visibility about the Parkway with placement of signs along roadways and bridges. For example, a sign placed on the Watt Ave. Bridge could announce that you are now crossing the American River Parkway,
- Promote Parkway stewardship and education of natural resource enhancement and protection.

e. Continue to conduct workshops through the year to provide on-going Parkway educational programs for the public. Local schools and colleges should be encouraged to use the Parkway for research and teaching and to share their results with the County staff. School districts should be encouraged to use the Parkway as an outdoor classroom. The Parks Department should work with the Sacramento County Office of Education to find a way to inform teachers that Parkway specific handbooks are available to assist educators in leading nature walks and teaching the geology, human impact on the land, plant life, wildlife and ecosystems of the Parkway. Numerous publications are available to aid educators wishing to use the American River Parkway as an educational resource.

f. Assess and monitor the ability of sensitive cultural and natural features to endure impacts from interpretive activities, and impose access conditions or restrictions by permit, as needed to ensure the long-term protection and preservation of those features.

g. Assess the suitability of areas dominated by dredge tailings for interpretive education, habitat restoration or other uses consistent with Parkway policies

h. Conduct an assessment of the need for and appropriate location(s) of interpretive center(s) Parkway-wide

3. Erosion Control

a. Develop an educational program for the public about using proper irrigation, surface drainage and native vegetation, to help control erosion on the bluffs.

Implementation Measures

4 Commercial Activities

a. Update and formalize a procedure for the analysis of proposed commercial activity in developed recreation areas, including the following steps:
   - Review the approved recreational activities in the area.
   - Identify whether commercial activities are desired to facilitate these recreational activities.
   - Determine whether adequate facilities or services exist either within the Parkway or nearby and outside of the Parkway, to meet these desires.
   - Determine whether the commercial activity will detrimentally affect Parkway users who are not being provided the service.
   - If facilities or services are not adequate, determine the level of need.
   - If need is significant and verifiable, determine whether the commercial activity should be County-operated or operated by concession.
   - Develop a proposal.
   - Continue with the standard approved Planning and Building process.

b. Assess the need and feasibility of developing a fee and permit schedule for commercial uses of the Parkway, including commercial fishing guide operations.

5 Recreational Use

a. Develop a monitoring program to ensure the Parkway's sensitive cultural and natural resources are not being degraded or negatively impacted by recreational uses. Acquire funding and complete an analysis of trail or site locations, design elements, natural buffers, and locations of sensitive habitat types that can be used to monitor and manage all new and currently permitted recreational uses. The breadth of analysis will be in proportion to the potential impacts upon the Parkway's sensitive cultural and natural resources, other permitted Parkway users, and in relation to the additional facilities needed to serve new or expanded recreational use.

b. Promote and designate bicycle parking areas and include a condition to require recycling collection services, in permits for large special events.

c. Acquire funding and then complete an analysis of trail locations, design elements, natural buffers, and locations of sensitive habitat types that can be used to monitor and manage an off-paved trail bicycling program.

d. Evaluate the needs for and the feasibility of facility locations for restrooms, potable water and refuse/recycling collections to serve in-stream recreational users between Sunrise Avenue and Goethe Park.

e. Evaluate the County ordinance restricting bicycle speed to 15 mph on the bike trail. This evaluation should consider the needs of bicycle commuters, potential impacts to other recreational users, safety of use for all recreationists on the bicycle trail, and trail design.

Implementation Measures

6 Public Safety

a. Prepare a plan to address reducing the number and width of emergency access and service roadways where they are determined to be in excess of what is needed for public safety and Parkway management

b. Adopt an ordinance prohibiting climbing and digging on the bluffs, and making it a citable offense.

c. Maintain and provide vegetation resources maps to local fire departments highlighting those resources that are protected and should be avoided in the course of fire-fighting.

d. Coordinate with the City of Sacramento to improve public safety surrounding the 20th Street Bikeway access to the Parkway on the south side of the river.

e. The protection of the Parkway from the impacts of illegal camping, including services for camp cleanups, debris and garbage removal, and enforcement of illegal camping regulations, shall remain a high priority for Parkway operations and maintenance until the Parkway manager deems that enough progress has been made to render such prioritization unnecessary. The Parkway Manager should also coordinate with existing public service organizations to heighten awareness of the negative impacts of illegal camping on public safety and the environment.

7 Land Acquisition

a. Pursue land acquisition of privately owned lands within the Parkway. Priority land includes:

- Lands immediately upstream of Discovery Park, and
- Bluffs adjacent to Effie Yeaw Nature Center in Ancil Hoffman County Park.

8 Zoning

a. Amend the zoning maps of Sacramento County, City of Sacramento, City of Rancho Cordova, and future Cities, with an American River Parkway zoning designation, to specifically recognize the lands that fall within the official Parkway Plan boundaries.

6.0 EXPENDITURES AND FUNDING

The American River Parkway requires stable and long-term funding for the Parkway Manager to properly operate and manage the Parkway. Dependence upon the County General Fund as the primary source of funding has created budget impacts affecting program implementation, adequate levels of staffing and, at its worst, threats of Parkway closure. Therefore, it is important for the various agencies with jurisdictional responsibilities within the Parkway to work cooperatively to explore funding mechanisms to operate and manage the Parkway at a best management practices level.

Best management practices (BMPs) do not guarantee success rather they describe the optimal strategy, implementation method and tactics known in order to achieve success. BMPs can include schedules of activities, prohibition of practices, educational practices, maintenance procedures, and other management practices. The use of BMPs is encouraged for Parkway management activities including but not limited to visitor management, public safety, construction and maintenance of facilities, habitat restoration, and floodway management, so long as these practices do not conflict with the other goals and policies of the Parkway Plan.

The adoption of the Parkway Plan by the State of California through the *Urban American River Parkway Preservation Act*, provides an important mechanism through which to seek State funding assistance. Adoption of the act provides the necessary recognition so that local planning efforts are eligible to receive planning grants through the Land and Water Conservation Fund, technical staff assistance through the National Park Service, and financial assistance through the Soil Conservation Service's Cooperative River Basin Planning Program.

Expenditures

Funds for the Parkway come from a variety of sources. They are budgeted into two major categories: capital outlay and operations. Funds for capital outlay are available through County General Fund allocations, the Transient Occupancy Tax (TOT), State and Federal subvention programs (grants), State and local bond issues approved by the voters and private donations. Operating funds are allocated from the General Fund through the budget process. These funds come from property taxes, park use fees, reimbursements from other departments, rent or lease fees, and, through subventions, grants, or donations.

In the 2005–2006 budget over $6,700,000 in annual operations costs was budgeted to the Parkway. Although partially offset by revenues, funding is a major concern if the Parkway is to grow and thrive in future years. The 2006 American River Parkway Financial Needs Study Update identified an annual average augmentation need of $8,595,427 to bring the American River Parkway budget up to a best management practice level for general Parkway operations, equipment/facility repair, deferred maintenance, capital improvements and land acquisition.

The 2000 American River Parkway Financial Needs Study (updated in 2006) was written to establish a comprehensive framework for identifying funding and maintenance needs for the American River Parkway. To accomplish this goal, a comparison was made between Parkway levels of operations and maintenance and best management practice levels of comparable services in similar parks. The comparison was determined by surveying similar park systems and establishing financial benchmarks as the basis for identifying ways to close gaps in the Parkway operating budget and other established needs. The study also evaluated remaining acquisition areas and related costs, as well as capital improvement needs, including major deferred maintenance.

Development of Facilities

Much of the development of recreational facilities on the Parkway has been completed. The area plans for parks and recreation areas, as shown in this document, identify both existing and future development. No time table is proposed for specific developments. A master plan titled "Project 2000: A Master Plan" was adopted by the County Board of Supervisors in 1987.

Funding

Because of the dollar resources necessary to operate and maintain the Parkway, it is important to consider the impact of any future development project and recreational use on the cost of maintenance and operations.

In order to guarantee protection of the Parkway resources, the Board of Supervisors must take an active and positive interest in funding. Fees must be continued, not only because of revenues generated, but because of the lessened vandalism and depreciative behavior in areas where fees are charged.

The Board should also set a level of subsidy it is willing to commit to the Parkway from General Fund monies, or determine an alternative source of guaranteed financial resources. Sources such as grants from foundations should not be overlooked. The American River Parkway Foundation was formed for the purpose of raising funds to acquire land for and to make capital improvements on the Parkway.

FUNDING OPPORTUNITIES

Funding for the Parkway must be planned for two general purposes, operating expenses and debt financing for land acquisition and major capital improvements. The two purposes are closely linked. It is important not to develop new facilities unless the financial resources are available to maintain them. Potential revenue sources are discussed in the following sections.

Special Tax

The State constitution permits local governments to levy taxes for specific purposes if approved by a two-thirds vote of the electorate. The tax must also be authorized by State law. While cities have a broad choice of taxes which may be used in this manner, counties are much more restricted. A county may, however, use the transient occupancy tax (TOT, hotel/motel tax) for general or specific purposes. Sate and local governments in California earmark this tax or a portion of it for recreation and tourism activities. The County may wish to consider a new kind of broad tax that could raise park revenue with minor impact on any group of taxpayers. Legislative authorization might be required before such a tax could be presented to the voters.

Parcel Tax

A parcel tax is decided by registered voters in the proposed service areas, typically in a one-day election which requires a two-thirds vote. In an election to approve a parcel tax, only registered voters are eligible to vote. This includes tenants who will not pay the proposed tax, and excludes property owners such as business owners, apartment owners and others who will have to pay the tax. Non-property owner voters have a significant say in parcel tax elections and many other property owners who would pay the taxes are excluded from the voting. Proposition 13 established a two-thirds (super-majority) requirement for parcel tax elections.

Sales Tax

California State law limits ballot initiatives for local sales tax increases for parks and recreation to ¼ or ½ cent. However, special legislation can be pursued to allow for a 1/8 cent sales tax initiative, which may have broader voter support. Such an initiative would require the support of the County, Cities and Special Districts responsible for parks operations and maintenance overlapping or contiguous with Sacramento County, and all revenues should be shared amongst those agencies. Such sales taxes typically extend from 20–30 years, with 30 years providing greater bonding leverage. It would be important that the County, Cities and Special Districts maintain their base line budgets, and that the sales tax revenue be used to augment, not replace, existing revenue sources.

MEASURE A—TRANSPORTATION SALES TAX MEASURE

Measure A, a twenty-year ½ percent County-wide increment to the retail sales tax to fund local transportation and air quality improvements, was approved by Sacramento County voters in 1988. The measure was approved under the provisions of the Local Transportation Authority and Improvement Act of 1986.

In November 2004, voters approved an extension of the ½ percent sales tax on all goods and services in the County. Collection of the tax will start upon the expiration of the existing tax. It is expected to raise approximately $5 billion throughout a 30 year period commencing in 2009. Only projects listed in the Countywide Transportation Expenditure Plan (CTEP) are eligible for Measure A funding. The Sacramento County Transportation Expenditure Plan 2009–2039 includes a line item identified as "American River Parkway/Bikeway Network Improvement Program" which will receive $30 million (or $1 million per year).

Benefit Assessment

Benefit assessments are the most common local funding alternative for recreation and park services, and such assessments have been approved in many other areas in Sacramento County. Benefit assessments are levies on real property that are based on the "special benefit" each property receives from the recreation and parks services to be funded by the assessments. Such assessments for recreation and parks services have a long history of use in California.

The application of special benefits generally means that the amount of proposed assessment will not be uniform for all properties. Properties that are deemed to receive greater benefit (larger properties and properties with higher numbers of dwelling units) will typically have relatively higher assessments.

The benefit assessment is different from other revenue vehicles in its make-up, design, and voter participation. In short, charges are levied upon parcels of real property to pay for benefits the parcels receive from local improvements and services. The charge is derived from the "special benefit" of a particular and distinct benefit over and above general benefits conferred on real property located in the County or to the public at large. Only property owners are legally eligible to vote, as they are directly affected by the assessment. Furthermore, the method of voting is through a mailed ballot procedure by which every property owner receives a ballot indicating the total amount of the proposed assessment for their property. The property owners who cast their ballots are voting based on the total dollar amount of their proposed assessment. Therefore, the results are determined by a weighting of total proposed assessments of the returned ballots. In order for the benefit assessment to pass, a simple majority of the weighted amount of the proposed assessments of the returned ballots is needed. The weighting of assessment ballots is the equivalent of one vote per dollar of proposed assessment. If the proposed assessment is $10 per home and $5.00 per quarter acre for business properties, an owner of a single home could cast a ballot that is worth $10 in weighted votes and the owner of a ¼ acre business could cast a ballot that is worth half as much, or $5.00 in weighted votes.

Because changes in local government finance mechanisms are continuing, the County should actively keep informed of future funding mechanisms that may be used for Parkway purposes.

In-Kind and Other Funding Sources

Private contributions of materials or equipment, volunteers and similar types of assistance are "funding" sources which should play a role in future Parkway maintenance, development, and interpretation.

Environmental Enhancement and Mitigation Fees

The native riparian vegetation along the American River Parkway represents a plant community that is rapidly becoming rare in California. It is a rich community supporting a greater diversity of animal life than any other plant community in this State. There are unique opportunities for enhancement and restoration of these valued areas of native vegetation. Policies contained in this Plan promote and direct short and long-term measures for the enhancement of native vegetation and the elimination of invasive non-native vegetation in the Parkway. Obtaining funding to implement and sustain such efforts, however, can be challenging.

The American River Parkway has been the preferred location for several habitat enhancement and mitigation projects in recent years. Flood control improvement projects and other public utility maintenance projects provide opportunities to reclaim the native landscape of the Parkway through mitigation. Mitigation funding provides for the site preparation, planting and monitoring (generally for a 3-year period) of vegetative species. These projects, as well as related projects anticipated in the future, provide a significant funding mechanism and a means to accomplish the Parkway Plan's goal for the enhancement of native vegetation. When a project must be located in the Parkway, the priority should continue to be avoidance of project impacts versus mitigation of those impacts.

Future permitting by the State Reclamation Board for these planting efforts is likely to be dependent on the outcome of hydraulic modeling (currently underway) to determine the cumulative effects of all existing and future ecological restoration efforts on flood water conveyance. To assist in this conveyance analysis, Sacramento County Regional Parks, in partnership with the Sacramento Area Flood Control Agency (SAFCA), is working to prepare a Floodplain Vegetation Management Plan (FVMP) for the Parkway. The goal of the FVMP is to develop a map and strategy to actively enhance and manage vegetation and wildlife habitat in the American River Parkway through restoration and mitigation projects, consistent with flood control and floodwater conveyance objectives, recreation and land uses, and infrastructure maintenance. It is expected that the FVMP will be a single document and map that will ultimately serve to support efforts for adding and maintaining native woody vegetation in this designated floodway in a manner consistent with both SAFCA's flood control objectives, the recommendations of the River Corridor Management Plan (RCMP), and the provisions of the American River Parkway Plan.

PARKWAY USER FEES

A relatively small but important part of the Parkway budget comes from Parkway user fees, specifically parking fees and annual parking passes (the Parkway Passport) for automobile and equestrian/boat trailer parking. Fees are collected at all Parkway access points either staffed by County Regional Parks personnel or through self-payment repositories. County Regional Parks should explore fee collection opportunities with the State Department of Fish and Game at the Nimbus Fish Hatchery where parking is currently free. These fees help to support Parkway maintenance and operations. However, there are many Parkway users who do not need to purchase a parking pass who could support the Parkway through voluntary contributions. The County should explore with Parkway user groups ways of voluntarily encouraging contributions. For example, for several years, County Regional Parks has championed the idea that all Parkway users should voluntarily purchase the Parkway Passport, regardless of whether they need the annual parking pass. The Parkway Passport, and other concepts such as a voluntary Parkway-supporter bicycle pass, are important in that they encourage greater ownership of the Parkway from all user groups and an attempt to ensure an equitable approach to funding from user groups.

ECONOMIC BENEFITS OF THE PARKWAY[1]

Nationwide, numerous research studies are now defining the important benefits provided by parks, open space and trails. Researchers are finding that these facilities increase social, physical, and mental health for residents by establishing vital links to natural places and spaces. The presence of adjacent natural areas and open space also increases the economic value of the surrounding real estate and these amenities help preserve and protect the environmental health of the region.

Non-direct Economic Benefits of the American River Parkway

Recreation is linked to overall happiness, family unity, health, improved educational opportunities, and deterrence of crime and substance abuse. Nationally, in a 2003 survey, 87% of Americans responded that they had participated in an outdoor recreational activity over the past twelve months. Their objectives were fun, relaxation, stress relief, experiencing nature, and exercise. Americans who recreate frequently are notably happier with their lives.[2] Parks, open space and trails provide important civic places for residents to gather, help define a sense of place, and create community identity. Parks, open space and trails make communities more attractive and inviting places to live and work. Numerous research studies are now linking many benefits with living near, or having access to parks, open space, and trails. Benefits noted include increased psychological health, physical activity, social connections, and economic benefits.[3]

Public Health Benefits

California State Parks has recently compiled and published an element of the California Outdoor Recreation Planning Program[4] that overviews recent studies relating recreation and physical activity to health and social benefits and identifying the relationship between the availability of environmental infrastructure, including trails, parks and recreation centers, to people's activity levels.

Access to parks, open space, and trails increases physical activity and improves physical and mental health of residents by providing places and pursuits to keep people active. Exposure to nature and greenery has been shown to increase psychological health and well being.[5] A recent study found that the cities with the highest percentage of parkland had the highest percentage of people who walked or bicycled.[6] Increased physical activity has many positive benefits. Recent studies have linked inactivity to adult and childhood obesity, which is a growing epidemic in the nation. The Centers for Disease Control and Prevention (CDC) has called for the creation of parks and playgrounds to help fight this epidemic.

Economic Benefits

Parks, open space, and trails provide a positive economic benefit by increasing real property value, increasing municipal revenue (i.e. increase in property tax, sales tax, and tourism related benefits), attracting and retaining affluent retirees, attracting knowledgeable and talented workers to the community, and positively influencing a homeowner's decision to purchase.[7]

Increases in real estate values are reflected in both residential and commercial property. The demand for properties adjacent to preserved open space and trails continues to grow.

Environmental Benefits

With approximately 5,000 acres of parklands, parkway trails, and open space, the American River Parkway has created an impressive network of contiguous open space. Environmental benefits of the Parkway include the protection of biological diversity in the regional ecosystem, which supports the survival of native plant and wildlife habitats. These protected natural areas support and sustain the native ecosystems and prevent the loss of important biological resources of the region. The water that flows within the Parkway creates a rich riparian habitat for plants to flourish. Protection of natural resources supports the goals identified in Sacramento County's Conservation and Open Space Elements of the General Plan and supports the County's habitat conservation efforts.

Parkland, open space and trails also provide buffers to protect water quality. Large open grasslands and undeveloped areas create a natural filtration system. In addition, the American River receives water from tributaries and creeks that provide natural drainage for seasonal run-off. The Parkway's contiguous natural areas help to protect the neighboring residents from rising waters during heavy rains.

Social Benefits

Parks, open space, and trails provide important social benefits, including the reduction of juvenile crime, the increase of recreational opportunities, and the creation of stronger neighborhoods. By providing recreational activities for children and teens, at-risk youth are kept off the streets and given safe environments to interact with their peers.

As stated in numerous journals such as the American Academy of Pediatrics, Science, Trust for Public Land, and National Center for Health Statistics, recreational activities provide exercise; help develop muscle strength; teach coordination; teamwork; and leadership skills; help to create positive social interactions with peers; and serve as a catalyst for community bonding and social networks for children, youth, seniors, and families. People with increased social contacts and stronger support networks tend to have lower premature death rates, less heart disease and fewer health risk factors. In addition, social networks provide both emotional benefits and actual assistance in time of need.[8]

Open space, parks and trails create stronger neighborhoods by helping to establish neighborhood identity, creating neighborhood focal points, and providing gathering places for special events and picnics. Community events provide social connections, encourage positive interaction of residents, and establish community pride.

Direct Economic Benefits of the American River Parkway

In 2006, the estimated annual direct spending for all Parkway related goods and services in the greater Sacramento area was $375,818,706, which includes annual Parkway visitor spending for recreational related activities, estimated at $173,872,787 a year. The average spending rate for all recreational activities was estimated at $19 per visitor, per day.

The American River Parkway

Sacramento County residents clearly value the substantial benefits the American River Parkway brings to the Sacramento region. The Parkway generates numerous direct and indirect economic benefits that help to support Sacramento County's regional economy. Benefits to local residents include stimulation of the regional economy, higher real estate values, increased physical and psychological health, and greater social connectedness.

The Parkway also provides a naturalistic riparian corridor and open space greenbelt teeming with terrestrial and aquatic vegetation and wildlife. Beginning at the confluence with the Sacramento River at the northern edge of the City of Sacramento's downtown core, the Parkway provides a refreshing respite from the pressures of urban living. From flood control, water supply, enhancement and protection of natural plant and animal communities to recreational opportunities not normally provided by other parks, the American River Parkway truly is the Sacramento regional jewel.

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[1] *(The Dangermond Group, (April 2006) 2006 American River Parkway Financial Needs Study. The Dangermond Group. Sacramento, California).*

[2] *Outdoor Recreation in America 2003: Recreation's Benefits to Society Challenged by Trends, The Recreational Roundtable, 2004.*

[3] *Why America Need More City Parks and Open Space, Trust for Public Lands, 2003.*

[4] The Health and Social Benefits of Recreation, an Element of the California Outdoor Recreation Planning Program *California State Parks, Sacramento, CA, 2002.*

[5] *Trust for Public Lands, 2003*

[6] *Urban Green Space linked to Walking, Cycling Levels, The Journal of Health Promotion, 2005.*

[7] *How Cities Use Parks for Economic Development, American Planning Association, 2002.*

[8] *Social Relationships and Health, Science, 1988*

Reference: (The Dangermond Group, (April 2006) 2006 American River Parkway Financial Needs Study. The Dangermond Group. Sacramento, California)