



10/30/2012

VIA EMAIL

David Hung, Associate Planner  
Community Development Department, Current Planning Division  
City of Sacramento  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: The Cannery On-Site Parking (Z12-090) and Off-Site Parking (Z12-101)**

Dear Mr. Hung:

WALKSacramento has reviewed the project routing for The Cannery On-Site Parking (Z12-090) and The Cannery Off-Site Parking (Z12-101). We appreciate the opportunity to provide the following comments.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 38% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

As it is designed now, the Cannery on the Boulevard represents a giant missed opportunity to provide a walkable employment center. Many employees and visitors to the Cannery could be well on their way to adequate daily walking if there were sufficient pedestrian access points and walkways on the site. The Cannery is close to a light rail station and two bus routes, a grocery store, several sit-down and fast turn-over restaurants, a post office, numerous medical offices and the neighborhoods of Midtown and East Sacramento. Walking trips at the work-site end of commute trips via transit and from nearby homes could be very convenient – if there were more ways to get to the offices on the site.

The Cannery on the Boulevard occupies a large block bounded by Alhambra Boulevard, Stockton Boulevard, and the light rail tracks that extend east from the R Street

alignment. The lack convenient pedestrian access points along the long block sides (from over 700 feet to almost 1200 feet) makes walking trips to the offices at the Cannery on the Boulevard unnecessarily long. The block is so large that if the surrounding grid was continuous there would be two north-south streets and two east-west streets through the site.

There are only two pedestrian access points for the 9-acre Cannery on the Boulevard site. There is one direct pedestrian access point to the Cannery Building; a walkway near the Alhambra Boulevard driveway at the northwest corner of the property leads to a short flight of stairs. The other pedestrian walkway providing access to the site is along the south side of the main driveway at Q Street and Alhambra Boulevard. This is inadequate to serve the over 150,000 square feet of leasable space in the Cannery.

WALKSacramento recommends the following to improve the walkability of the Cannery Building and the Cannery on the Boulevard.

### **On-site parking (Z12-090) and off-site parking (Z12-101)**

1. Implement Transportation Demand Management programs that encourage bike and transit for commute and mid-day trips. Examples of TDM programs include a transportation coordinator that would work to encourage more walking to the site by tenant employees and patrons, subsidies for transit passes funded by the financial savings realized by avoiding parking infrastructure expansion, more bicycle racks for short-term parking, and indoor bicycle storage rooms or secured bicycle parking in the existing garage for employee use.
2. Add pedestrian access from the sidewalk on Stockton Boulevard to the southern end of the Cannery on the Boulevard building. Pedestrians approaching from areas south of the Cannery must walk an additional quarter-mile beyond the Stockton Boulevard driveway to get to the nearest pedestrian walkway, which is located on Alhambra Boulevard. Forcing people to walk out of their way like this discourages them from walking.

### **On-site parking (Z12-090)**

3. Construct a pedestrian walkway to the northwest corner of the building. The existing walkway provides convenient access to the Cannery Building, but it will be removed to construct the garage entrance.
4. Replace the trees that will be removed to construct the garage driveway. Trees improve the pedestrian environment by providing shade to cool the air, streets, and parking lots, by creating seasonal beauty and interesting scenery, and by absorbing air pollution and particulates. The six trees and many shrubs that would be removed should be replaced with equivalent plantings elsewhere on the site.
5. Construct a raised concrete walkway along the driveway at Q Street. The existing walkway was created by painting an edge of the driveway and constructing a curb between the drive lane and the walkway. Although the curb prevents vehicles from driving on the walkway, the curb is a tripping hazard and it contributes, along with the wall along the walkway, to a narrow effective walkway width.

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact us at (916) 446-9255 or either [cholm@walksacramento.org](mailto:cholm@walksacramento.org) or [tduarte@walksacramento.org](mailto:tduarte@walksacramento.org).

Sincerely,

Chris Holm  
Project Analyst

Teri Duarte, MPH  
Executive Director

Enclosure: Development Checklist for Biking and Walking

## ***DEVELOPMENT CHECKLIST for BIKING and WALKING***

*Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)  
September 2012*

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

### **POLICIES**

- Walking and biking is a priority
- Adopted a policy to develop a full multi-modal and ADA accessible transportation system

## ***Project Review and Comment***

### **POLICY CONSIDERATIONS**

- Pedestrian Master Plan
- Bicycle Master Plan
- Regional Blueprint
- Regional Blueprint Consistent General Plans
- Adopted Climate Action Plans
- Subdivision ordinances to support pedestrian and bicycle access and safety
- Zoning ordinance to support pedestrian and bicycle access and safety

### **ENGINEERING**

- SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS**
  - Pedestrian Level of Service "C" or better on arterials
  - Bicycle Level of Service "C" or better on arterials
- SAFE CROSSINGS FOR PEDESTRIANS**
  - every 300-600 feet on major arterials
  - well lit, marked crosswalks
  - audible signals & count-down signals
  - median refuge islands
- SPEED MANAGEMENT**
  - Speed limits based on safety of pedestrians and bicyclists
  - Implement "road diets" where there is excess lane capacity
- STREET DESIGN STANDARDS**
  - Maximize pedestrian and bicyclist safety
  - Sidewalks buffered by trees and landscaping on major arterials
  - Vertical curbs
  - 5' minimum sidewalk widths, 8' in front of schools
  - 6' minimum bike lanes on busy streets

- ❑ **INTERSECTIONS**
  - Median refuge islands for pedestrians
  - Signal timing to enable safe passage
  - Signal detection for bicyclists
  - Crossings on all 4 legs of intersections
  
- ❑ **ELIMINATE BARRIERS**
  - Freeway, railroad, river and creek crossings
  - Obstructions in sidewalks and bike lanes

#### **NEW DEVELOPMENT – REQUIRE**

- ❑ Walking & bicycling circulation plans for all new development
- ❑ Direct and convenient connections to activity centers, including schools, stores, parks, transit
- ❑ Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- ❑ Minimum width streets
- ❑ Maximum block length of 400'
- ❑ 4-lane maximum for arterials; Recommend 2 lanes wherever possible

#### **NEW DEVELOPMENT – DISCOURAGE**

- ❑ Cul-de-sacs (unless it includes bike/ped connections)
- ❑ Gated and/or walled communities
- ❑ Meandering sidewalks
- ❑ Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

#### **BUILDINGS – REQUIRE**

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – long & short term
- ❑ Shower & clothing lockers

#### **OLDER NEIGHBORHOODS**

- ❑ Improve street crossings
- ❑ Reduce speeds
- ❑ Provide new connections
- ❑ Create short cuts for walkers and bicyclists by purchase of properties or other means
- ❑ Provide sidewalks on both sides of major streets

## *Policy Review and Comment*

### **ENFORCEMENT & MAINTENANCE**

- ❑ Enforce speed limits
- ❑ Enforce crosswalk rules – conduct crosswalk sting operations
- ❑ Enforce restrictions against parking on sidewalks
- ❑ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ❑ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ❑ Sweep streets and fix hazards
- ❑ Repair and replace broken sidewalks

### **EDUCATION**

- ❑ Train staff on pedestrian and bicycle facility design.
- ❑ Train development community about pedestrian and bicycle planning and safety issues
- ❑ Bicycle skills training

### **FUNDING**

- ❑ Include pedestrian and bicycle facilities in capital improvement programs
- ❑ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ❑ Support Measure A pedestrian and bicycle facility allocation
- ❑ Set priorities based on safety and latent demand
- ❑ SACOG Community Design grants & Bike/Ped grants
- ❑ California Bicycle transportation Account
- ❑ Safe Routes to School

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