



9/30/2013

VIA EMAIL

Evan Compton, Associate Planner
Community Development Department
City of Sacramento
300 Richards Blvd
Sacramento, CA 95814

RE: The Creamery (P13-043)

Dear Mr. Compton:

WALKSacramento has reviewed the August 12, 2013 project routing and September 13, 2013 Preliminary Landscape Plan for The Creamery (P13-043). The project proposes 98 single-family homes on approximately 8.3 acres within the Alkali Flats neighborhood and roughly bounded by 11th Street, the Union Pacific Rail Road tracks, 9th Street, and E Street.

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.

The Creamery is an infill project that will have convenient walking access to Central City destinations, transit and parks. Future residents of the development should be able to make many of their daily trips by walking.

All houses in the project are alley loaded and about one-quarter of the houses face public streets and three-quarters of the houses face private lanes or paseos. Access to the front doors of the houses is provided by walkways on at least one side of the private lanes or through the paseos. While the circulation network is adequate, it appears the sidewalks on the private lanes will be only four feet wide, which is not sufficient for two people walking side by side or passing each other. Additionally, the private lanes appear

to have vertical curbs, which makes the effective width of the sidewalks less than four feet. **WALKSacramento recommends increasing the width of the sidewalks on the private lanes to at least five feet to provide sufficient width to accommodate two people walking side by side or passing each other.**

Tree canopy can create a walking environment that is cooler and more visually pleasant than areas without trees, especially along paved streets. The preliminary landscape plan shows numerous trees, perhaps in excess of two trees per house. Some of the trees along paved private lanes and public streets shown on the landscape plan appear to be large-canopy shade trees, but many appear to be ornamentals. **WALKSacramento recommends that canopy trees be planted adjacent to all sidewalks on the private lanes.**

There is one 25' private road (no parking) parallel to and south of D Street that doesn't have any trees. Such an omission leaves the pavement and the rear of the houses without shade. **WALKSacramento recommends adding canopy trees adjacent to the 25' private road (no parking) that is parallel to and south of D Street.**

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 or tduarte@walksacramento.org.

Sincerely,
Chris Holm
Project Analyst

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

www.walksacramento.org
 Teri Duarte, Executive Director
 WALKSacramento
 909 12th Street, Suite 122
 Sacramento, CA 95814
 (916) 446-9255
 tduarte@walksacramento.org

www.sacbike.org
 Tricia Hedahl, Executive Director
 Sacramento Area Bicycle Advocates
 909 12th Street, Suite 116
 Sacramento, CA 95814
 (916) 444-6600
 tricia@sacbike.org