



9/11/2015

VIA EMAIL

Elise Gumm, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Manaserro Homes (P15-037)

Dear Ms. Gumm:

WALKSacramento has reviewed the August 14, 2015 development project routing for Manaserro Homes (P15-037). We offer the following comments.

The Manaserro Homes project proposes to construct 33 single-family homes on three vacant parcels at the northeast corner of 65th Street and Manaserro Way. The infill location and the site's proximity to small neighborhood-serving commercial, the regional retail Target store, Mae Fong Park and Hiram W. Johnson High School could provide walking opportunities for future residents of the project. This is important because daily activities and destinations that are within walking distance of homes and accessible by safe and convenient routes are critical to our community's future. Only 30% of the population in the Sacramento region get moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight.

While the location of the proposed project could have benefits, there are several aspects of the site plan that we believe will reduce the walking opportunities and motivation to walk for the residents. The project site lacks sidewalks and "eyes on the street," and the streetscape along 65th Street is not pedestrian friendly.

Sidewalks are a major factor of walkability, but Manaserro Homes doesn't accommodate pedestrian access to the street other than on the private drives for vehicles. It appears that only Lots 1 and 2 have adequate room between the house and the driveway to allow for a sidewalk from the front door to the public sidewalk; residents and visitors of the other 31 lots will need to use the private drives. If parking is not prohibited on the 20-foot-wide drives, pedestrians will be less safe and less likely to want to walk.

Recommendation #1: Add sidewalks along both sides of the private drives to provide a travelway for pedestrians.

Additionally, sidewalks in front of garages should be separated from the garage door to allow vehicles to back out sufficiently far to allow the driver a view of pedestrians before

crossing the sidewalk. **Recommendation #2:** Require a minimum garage setback of 10' or a distance that provides clear sightlines of pedestrians.

The project routing didn't include a landscape plan, so we don't know what the plans are for trees on the site. Shade is important for a pleasant walking environment, so residents would benefit from trees planted along the driveways. **Recommendation #3:** Plant shade trees between the homes and the pedestrian pathway along the private drives.

"Eyes on the Street" is very poor for the private drives and both 65th Street and Manaserro Way. Essentially the only floor plans that provide active living space facing a private drive or public street are the ones placed on Lots 7-12. However, since the active living space is on the first floor, it may be that the potential for "eyes on the street" will be lost if a fence is placed along the back yards of the lots. The rest of the lots on the project site have windows of water closets, stairwells or bedrooms facing driveways.

Recommendation #4: Add floor plans that have active living space, such as kitchens, family rooms or living rooms, facing the private drives and streets. **Recommendation #5:** Ensure that fences do not block the view of the sidewalks from first floor windows and doors.

All of the problems mentioned above, except for the design of floor plans, may be the result of attempting to place 33 single-family lots on the site. The proposed residential product is quite different from those in the surrounding neighborhoods. The blocks bounded by 65th and 67th Streets, 9th Avenue and the high school campus have a similar street structure to that of the project site and the existing street stubs. Those lots have sidewalks, trees and "eyes on the street." **Recommendation #6:** Consider using a lotting plan similar to the half blocks located between 65th and 67th Streets on the south side of 9th Avenue.

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 me at (916) 446-9255 or cholm@walksacramento.org.

Sincerely,

Chris Holm
Project Manager

Attachment: 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

www.sacbike.org

WALKSacramento
909 12th Street, Suite 203
Sacramento, CA 95814
(916) 446-9255

Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
(916) 444-6600