



9/3/2015

VIA EMAIL
dhung@cityofsacramento.org

David Hung
City of Sacramento
Community Development Dept. Planning Division
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

RE: Sacramento Senior Living at Woodlake (P15-041)

Dear Mr. Hung:

WALKSacramento has reviewed the Sacramento Senior Living at Woodlake project located at 500 Leisure Lane in Sacramento. The development proposes to subdivide 18.2 acres into two lots and to construct assisted living and memory care facilities on 3.76 acres.

Sacramento Senior Living at Woodlake is an opportunity to create a community that is safe and engaging for people aging in place. The potential for residents in the assisted living section to walk through the site and to nearby destinations is high. If more people could obtain regular exercise by walking and bicycling to nearby destinations, in lieu of driving; it could yield significant health benefits.

After reviewing the project's site plan and site details, and inspecting the project site and the surrounding neighborhood, we offer the following comments:

WALKSacramento recommends maintaining the width of pedestrian paths at a minimum of 6 feet throughout the site. Pedestrian paths along the perimeter of the site are marked at 6 feet or 6 feet 6 inches. Internal paths in several locations appear to be narrower. A narrow path affects access and usability, especially for residents using mobility aids such as walkers and wheelchairs. Wider paths will allow residents, family members, and guests to walk comfortably alongside each other.

WALKSacramento recommends providing sufficient outdoor seating areas along walkways. Outdoor seating areas are proposed in courtyards but residents who are walking around the site will benefit from having outdoor seating along walkways where they can rest and relax. As residents age they may be able to walk only short distances and knowing there is a seating area coming up where they can rest will be helpful and may prevent falls and injuries. Well-designed seating areas can also add to the visual appeal of the site and encourage residents to be more active outside.

WALKSacramento recommends providing pedestrian scale lighting throughout the site, especially along walking paths. Pedestrian scaled lighting maximizes the visibility of people, sidewalks, parking spaces, and building entrances. Lighting also creates a more comfortable and pleasant walking environment while also improving safety. Well-lit walkways help to deter crime and will help residents navigate walkways during low-light hours.

WALKSacramento recommends planting trees along walkways and at seating areas to provide shade for pedestrians. Shade increases the attractiveness of walkways and provides a more comfortable and pleasant walking environment to and throughout the site.

WALKSacramento recommends providing adequate and consistent lighting in stairways. Lighting is critical to safety, especially on stairs. Providing windows in stairways will allow for natural light and may encourage employees, residents and guests to use the stairs. We recommend adding windows in all stairways, especially in stairway (ST-1) near the Lobby to increase its use.

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 mtomuta@walksacramento.org.

Sincerely,

Miha Tomuta
Project Manager

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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