



12/11/2015

VIA EMAIL

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

RE: Crocker Village (Curtis Park Village) Tentative Map (P15-027)

Dear Ms. Haenggi:

WALKSacramento has reviewed the November 16, 2015 project routing for *Crocker Village (Curtis Park Village) Tentative Map (P15-027)* with a revised Tentative Map and PUD Schematic Plan. The project is requesting to revise the tentative map from 2013 with a reconfiguration of the detention basin/park, a reduction in the number of multi-family residential units and an increase the number of single-family residential units. Thank you for the opportunity to provide the following comments on the proposed project.

WALKSacramento submitted a letter on August 8, 2015 regarding the original P15-027 routing (June 30, 2015), at which time it is was called *Curtis Park Tentative Map*. We commented on three aspects of the project proposal: lack of a second north-south pedestrian route, the addition of attached sidewalks, and unspecified tree plantings locations.

We are pleased to see the revised site plan incorporates a walkway between Lot C Park and Road B. By adding the walkway, a valuable north-south route that is parallel to Crocker Drive and comprised of low-traffic streets will be created between the northern residential portion of Crocker Village and the southern portion containing the Commercial Center and the Sacramento City College Pedestrian Overcrossing landing.

The revised plans also include the street cross section for Road G along the western edge of Crocker Village, which is shown to include a sidewalk on the east side where there are residential lots. This will provide a safe pedestrian route to and from the block of homes on that segment of Road G.

Streets with detached sidewalks provide a superior environment for pedestrians compared to attached sidewalks. While all of the lots within Village 2, except those on Crocker Drive, will have attached sidewalks, we are pleased they will have vertical curbs which will provide a physical barrier between pedestrians and vehicles, both those which are moving and those that are parked.

There are still a few aspects of the revised plan that could be changed to provide a more pedestrian friendly neighborhood, though. First, the walkway from the park to Road B is shown having an 8' width between lots 96 and 97 in Village 2. Neither the PUD Guidelines nor the project routing indicate the location of fences on the lots. If there are to be fences at the edges of the walkway, the proposed width will be inadequate. Approximately 1-1/2' additional walkway width should be allocated on each side for "shy distance", resulting in a minimum walkway width of 11' to provide an effective 8'-wide walkway. If there are no fences, or the fences are set back at least 1-1/2' from the walkway, then it will be adequate to have an 8' width. **WALKSacramento recommends the width of the "Pedestrian & Bike Access" located between lots 96 and 97 be increased to at least 11' so that pedestrians and bicyclists have room to share the walkway and feel comfortable using it.**

The second element of the revised plan that may be improved is the planting of street trees on "Cottage Infill" lots in Village 2. The PUD Guidelines specify planting of street trees at a maximum of 30' spacing along streets with landscape planters between the curb and sidewalk. Many of the "Traditional" lots have planters, but none of the "Cottage Infill" lots do. The "Cottage Infill" houses already constructed on 24th Street in Curtis Park appear to have ornamental trees set near the structure, rather than street trees close to the sidewalk and street. Without street trees, the pedestrians will have little shade providing a cooler environment during hot days. It will also mean that "heat island" effects will be more prominent. **WALKSacramento recommends that "Cottage Infill" lots be required to incorporate large shade trees within 6' of the back-of-sidewalk and at a maximum spacing of 30' to encourage more walking trips.**

Third, and last, the "Cottage Infill" blocks in Village 2 incorporate 75'- to 146'-foot long private drives that provide access to the houses for all modes, yet the subdivision modification exhibit doesn't include a cross section for the private drives. Now that this housing product is proposed for extensive use in Crocker Village, rather than for just 12 lots in two clusters, we would expect that pedestrian access separated from vehicles would be provided, especially in the instances where eight homes are served by a straight drive. It could be that pedestrian paseos between the rows of houses where there is no private drive, or sidewalks and street trees along both sides of the private drives, to provide safe access for pedestrians are not illustrated in the project routing documents. Figure 1, below, indicates with fuchsia lines suggested locations for pedestrian paseos. **WALKSacramento recommends adding pedestrian paseos to the "Cottage Infill" lots in Village 2 so that safe pedestrian access to all of the houses is provided.**

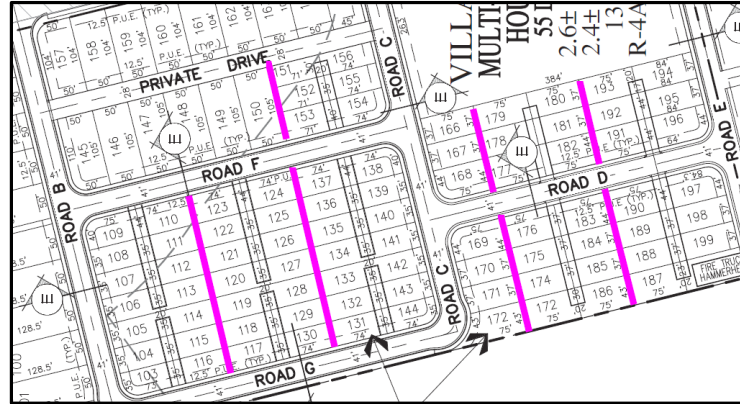


Figure 1 Suggested Locations for Village 2 Pedestrian Paseos (marked in fuchsia)

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 30% 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.

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

cc: Philip Harvey, PDC Construction Company, Inc.

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

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