



2/7/2016

VIA EMAIL

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

RE: 1801 Exposition Blvd Commercial (P15-071)

Dear Ms. Gumm:

Thank you for the opportunity to comment on 1801 Exposition Blvd Commercial (P15-071).

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, yet 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.

It's important that we build our environment in a way that provides the opportunity for safe and convenient walking and biking as a part of daily life. Sedentary lifestyles and occupations are associated with increased mortality, and increases in walking distance and increases with driving times are associated with the probability of being obese.¹ Building an auto-oriented commercial center next to an area with a relatively high employment and residential density is in opposition to the City's General Plan goal to achieve walkable and healthy communities. The introduction to the 2035 General Plan *Walkable Communities* section states that "Residents will be encouraged to integrate walking into their daily activities to promote a healthier lifestyle." Public Health and Safety policy *PHS 5.1.9 Healthy Communities* states "the City shall encourage the planning of new communities and revitalization of existing urban areas to achieve improvements in overall public health by encouraging a healthier living environment that includes walkable neighborhoods." WALKSacramento offers the following comments and recommendations on the site plan for 1801 Exposition Blvd Commercial. It's our intent that such changes will improve pedestrian access and make it convenient for more people from the surrounding area to walk to the buildings within the project site.

Building 2 presents a good face to Exposition Boulevard – each of the tenant spaces have fully glazed fronts from ground level up to the trellis that allow a view in and out of the spaces; there is a patio along the full length of the front of the building that can be used to activate the area; and trees provide shading for patrons from the south sun. Although the Entitlement Site Plan shows a sidewalk width of about 5 feet at the west and east end of the buildings south face, the

¹ Frank, Lawrence D. et al., "Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars," *American Journal of Preventive Medicine*, 27 (2004): 87 – 96, accessed December 11, 2011, doi: 10.1016/j.amepre.2004.04.011.

Conceptual Landscape Plan shows it as only two- to three-feet wide. **WALKSacramento recommends providing a minimum five feet of sidewalk width on the side of Building 2 that faces Exposition Boulevard.**

Building 1 on Challenge Way has its back facing the street, though. Challenge Way is a 4-lane collector and leads to land uses that would provide many patrons for Building 1, whereas Exposition Boulevard is a 6-lane high-speed arterial. The more pedestrian-oriented buildings should be on Challenge Way rather than Exposition Boulevard. **WALKSacramento recommends that Building 1 incorporate Building 2's pedestrian orientation.**

The pedestrian environment on Challenge Way and Exposition Boulevard near the corner will be further degraded by the drive-through lane that parallels the sidewalk. Pedestrians will be between vehicles on the street and vehicles in the drive-through lane. **WALKSacramento recommends moving Building 1 closer to the street and placing the drive-through lane behind the building within the parking area.**

The predominant land uses within walking distance of the project site are commercial, medical office, office and residential. The project site is located at the southwest corner of a 26-acre shopping center and commercial superblock which includes a fire station. Since 1801 Exposition Blvd Commercial is not well connected to the rest of the land uses on the superblock, most pedestrian trips to the project site may originate from the medical center across the street to the west and the apartment complex and office parks to the west and northwest.

Pedestrian access is provided only from Exposition Boulevard towards the eastern edge of the site. This means that anyone walking from the west will have to travel to the eastern side of the site and then backtrack to the buildings, whether they are approaching the site from Exposition Boulevard or Challenge Way. Making this imposition on pedestrians may encourage many people to use cars rather than their feet to get to the 1801 Exposition Blvd Commercial center. **WALKSacramento recommends relocating the sidewalk between Exposition Boulevard and Building 2 so that it terminates close to the Exposition Boulevard-Challenge Way intersection.**

WALKSacramento also recommends adding at least one sidewalk from Challenge Way to Building 1.

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

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

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