



9/21/2016

VIA EMAIL

Garrett Norman, Assistant Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: The Knot (DR16-270)**

Dear Mr. Norman:

WALKSacramento has reviewed the project routing for The Knot (DR16-270) and offer the following comments. The project proposes a 3,234 square foot restaurant at the northwest corner of Elvas Avenue and 65<sup>th</sup> Street. The site is across the street from the Sac State pedestrian tunnel on Elvas Avenue, less than a quarter-mile from the 65<sup>th</sup> Street transit center and light rail station, and at the edge of residential and commercial areas.

The land use mix in the area around the project site should provide many patrons that will be able to walk or bicycle to the restaurant. It appears there will be 60 seats inside and 66 seats outside the restaurant, but only 16 parking spaces are provided. This implies the project will be relying upon a high percentage of patrons arriving on foot or bike, so it's especially important to provide superior access for pedestrians and bicyclists through or around the parking lot.

The site plan doesn't indicate a pedestrian path of travel from the sidewalk to the building entrance. Access from both the Elvas Avenue and 65<sup>th</sup> Street sidewalk is via the driveways and drive aisles. The gate and doorway at the "Dining 2" area may be intended to provide pedestrian access into the restaurant, but the path is not visible from 65<sup>th</sup> Street nor from Elvas Avenue south of the gate. Unless one is approaching from north of the site, pedestrian access will appear to be through the parking lot and via the entrance in front of the "accessible" parking space. For the proposed site plan, there should be a walkway along the west edge of the parking lot to provide access from 65<sup>th</sup> Street, and a walkway from Elvas Avenue along the south side of the "Dining 1" area.

There is likely a multitude of challenges to do the following, but WALKSacramento recommends the floor plan be modified in the following way to make pedestrian access more intuitive, safe and convenient. Rather than relying upon an entrance that is located in an outdoor seating area, reconfigure the "Dining 1" area in such a way that there's an entrance on the east side facing Elvas Avenue at the back of the sidewalk, and another on the west side serving the parking lot.

The number of people bicycling in Sacramento is on the increase and a restaurant such as this, close to Sac State, should welcome patrons arriving on bicycles by providing secure and convenient bike parking. We suggest that the applicant contact the Sacramento Area Bicycle Advocates (916-444-6600) for recommendations on bicycle parking location and rack styles.

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.

Sincerely,

Chris Holm  
Project Manager

cc: Ciaran McCullaugh, Punt Enterprises, Inc.  
Jim Brown, Executive Director, Sacramento Area Bicycle Advocates

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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