



8/28/2017

VIA EMAIL

Miriam Lim, Junior Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: New Crescendo Self Storage (P16-057) Revised**

Dear Ms. Lim:

WALKSacramento has reviewed the revised plans for New Crescendo Self Storage (P16-057), located at 8240 Folsom Boulevard and also referred to as Folsom Self Storage Facility. We first commented on the original routing in February and made the following observation.

Developing the project site in accordance with the General Plan land use designation and with direct access to the Power Inn Station, physical activity levels may increase for not only future residents and/or employees at the project site, but for existing residents and employees in the area. There would likely also be fewer vehicle trips per capita and cleaner air compared to a self-storage facility. The additional walking and biking would contribute to less chronic disease and the improved air quality would reduce asthma and cardiovascular disease.

The project remains essentially the same, i.e. it proposes to construct a self-storage facility rather than commercial or residential development that takes advantage of its proximity to light rail, residential and commercial uses. The revised plans appear to maintain the same site layout with the exception of 1) there are now 19 trees whereas there were 40 in the original plan, and the trees along the west, south and east edges of the Water Quality Basin have been eliminated, 2) the site plan and landscape plan, rather than just the landscape plan, now show a meandering sidewalk, and 3) the entrance driveway is located near the mid-point of the parcel frontage, and the original driveway now provides only emergency access.

Regardless of the minimal pedestrian-orientation of the project's land use, the project site should be walkable along its frontage on Folsom Boulevard. The proposed detached sidewalk is important in this regard, but the meandering orientation of the sidewalk will be detrimental – it will be more important to pedestrians to get where they're going than to enjoy the walk. **Recommendation #1: Straighten the sidewalk along Folsom Boulevard.**

Considering the traffic volume and speed on Folsom Boulevard, planting trees between the roadway and the sidewalk will provide a safer pedestrian environment. Trees closer to the curb will also provide shade on the eastbound bike and vehicle lanes. The minimum planter width between the sidewalk and the curb appears to be about 11', so it may be adequate for large canopy trees. **Recommendation #2: Plant trees, preferably large canopy trees, between the street and sidewalk.**

There are only two trees that provide shading of the entrance drive and parking area. Some large trees on both sides of the sidewalk and on both sides of the driveway would not only provide shade for pedestrians that may end up standing there waiting to cross the driveway if a vehicle is blocking the sidewalk, but the parking lot shading requirement could be met. **Recommendation #3: Plant trees on both sides of the sidewalk on both sides of the entrance drive.**

The wall that faces Folsom Boulevard provides little interest to pedestrians, so trees and shrubs between the wall and sidewalk will improve the walking experience. Smaller trees between the wall and the sidewalk, combined with large trees between the sidewalk and the street could provide a much better experience for all people passing by the project site. **Recommendation #4: Plant more small trees between the sidewalk and the wall.**

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.

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*

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