



11/15/2017

VIA EMAIL

Meredith Holsworth, Associate Planner
Sacramento County Planning and Environmental Review Division
827 7th Street, Room 230
Sacramento, CA 95814

RE: Garfield Avenue Townhomes (PLNP2017-00280)

Dear Ms. Holsworth:

WALKSacramento has reviewed Garfield Avenue Townhomes and we offer the following comments. The project proposes to subdivide a vacant 0.86-acre lot and construct 14 two-story single-family townhomes with three private drives for vehicular access and two paseos and additional walkways to provide pedestrian access.

The site plan will encourage walking due to the paseos and the “Common Green” area. Living rooms and front doors facing the street and paseo sidewalks, and kitchens and rear doors facing the private drives will have allow good “eyes on the street/sidewalk/private drive,” further encouraging outdoor activity and walking. The project site is about one-third mile from retail destinations on Auburn Boulevard and about a half-mile from the theater and shopping center on Greenback Lane. Making the start of a walking trip pleasant and convenient can encourage more walking, and this project will do that.

The paseos that run between the fronts of many of the homes can be social gathering areas for the homeowners. This positive aspect of the site design could be enhanced with front porches at each home that would provide additional opportunities for people to gather or just view neighborhood activity.

There are two decomposed granite walkways from Brinef Drive that go through the “Common Green.” The surface material may soften the appearance of the walkways, but for year-round and universal access it may be better to pave one or both of them with concrete.

About two-thirds of residents in the Sacramento region do not attain the US Surgeon General’s recommended minimum amount of moderate-intensity physical activity to prevent the development of chronic disease. Many of these people are constrained by community design that discourages or prohibits daily physical activity such as walking. Garfield Avenue Townhomes can be a small neighborhood that facilitates walking and social interaction, both of which are important for creating a sustainable community.

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 don't hesitate to contact me.

Sincerely,

Chris Holm
Project Manager

cc: Carmichael-Old Foothill Farms CPAC
Sarah Ellis, Ellis Architects, 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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