



5/1/2018

VIA EMAIL

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

**RE: Vibra Acute Care (DR18-009)**

Dear Mr. Norman:

The Rev1 plans for Vibra Acute Care (DR18-009) that were routed to us incorporates several features that will help to improve the pedestrian environment. The row of evergreen trees and the row of parking lot shade trees should decrease freeway-traffic noise and air pollution. There also appears to be a sidewalk connecting the west edge of the parking lot to the freeway landscape corridor, and a bike lane in the parking lot from the aforementioned sidewalk to the accessible path of travel between the north parking lot and the front of the building.

While the rows of trees that have been added will be beneficial, the most impact would derive from locating the ambulatory therapy area as far from the freeway as possible. This could be accomplished by reorienting the building to place the outdoor area near the street and the parking between the building and the freeway. The outdoor use would be physically separated from the freeway by a greater distance, the rows of trees, and the building.

The linkage between the building and the bicycle path is only partially completed by the 40' section of sidewalk that was added in the revised plans. A walkway that minimizes pedestrians' exposure to vehicles between the ambulatory therapy area sidewalk and the bike path sidewalk should also be added.

The site and landscape plans also shows a bikeway between the end of Advantage Court and the freeway landscape corridor bicycle path. The portion of a project driveway coincident with the bikeway is only about 18' wide. While this driveway may not be used nearly as frequently as the main driveway, we recommend adding traffic calming and signs to facilitate safe mixing of bicycles and vehicles.

Rev1 is a modest start to creating a site plan that's pedestrian friendly and adheres to the Natomas Crossing PUD Guidelines. The Commercial Building Setbacks and Orientation in Section 4.3.1 requires a building setback between 12.5 feet and 30 feet, and recommends the building be located along the landscape easement where practical. The Vibra Acute Care building is almost 150' from the street, and the parking lot is almost 40' from the back of sidewalk. The Circulation and Parking recommends locating surface parking lots to the rear and away from adjacent roadways.

The additional revisions we're recommending will likely impact parking, but the improvements should lower demand for parking. The project is requesting 50 parking spaces based upon the use (hospital) while at the same time requesting 85 parking spaces for more than half of the building's floor space area based upon a medical clinic or office use. We note that Expo Parkway Behavioral Hospital for psychiatric acute care was approved with 120 parking spaces for 120 beds in a building about 15% larger than Vibra Acute Care. The opportunities to walk or bike to the Expo site are much more limited than the Natomas site. We think there should be room to reduce the number of parking spaces.

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

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](http://www.walksacramento.org)*

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