



07/09/2015

VIA EMAIL
egumm@cityofsacramento.org

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

RE: 915 Broadway (DR15-197)

Dear Ms. Gumm:

WALKSacramento has reviewed the site plan for the renovation project at 915 Broadway along the Broadway corridor.

Development projects like the one proposed, could lead to more walking and active travel that are critical to our community's future. The project site is within walking distance of other residential and commercial land uses. It is important to keep adjacent developments in mind when designing the project site to better accommodate pedestrian and bicycle travel between the sites. By providing pedestrian and bicycle facilities between sites, visitors are encouraged to replace short driving trips with more active travel. 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.

The renovation of an underutilized property, like 915 Broadway, is important as it could reactive the building front as well as the street, creating an inviting public space. A well-maintained building and street front will encourage walking and biking to and from the site. The site includes marked pedestrian paths from the west, east, and south sides. The marked pedestrian paths along Broadway Blvd improve access and create a defined pedestrian space, directing visitors from the sidewalk towards the building entrance. The pedestrian paths also provide clear sightlines leading pedestrians towards the entrance while signaling to motorists to expect pedestrians; reducing potential conflicts between motorists and pedestrians. The double row of trees along the pedestrian path increases the attractiveness of the walkway and provides a more comfortable and pleasant walking environment to and through the site.

After reviewing the project's site plan, landscape plan, and site details we offer the following recommendations and comments:

WALKSacramento recommends providing a direct connection from the pedestrian path along 9th Street to the front of the building. The existing path leads straight to the building adjacent to

the courtyard. Visitors accessing the site from 9th Street or the west side of the parking lot will have to go through the courtyard to reach the front of the building. The enclosed courtyard might be viewed as a private space encouraging pedestrians to walk along it in the driving aisle.

WALKSacramento recommends opening the courtyard wall on the east side of the project along 10th Street. The Landscape Plan depicts an eleven foot high concrete wall with shrub plantings. We recommend incorporating the CPTED natural surveillance principle into the design of the wall. The current design does not allow for “eyes on the street” from restaurant patrons in the courtyard to the sidewalk and parking lot. We recommend using a design or materials that allow visibility between the courtyard and 10th Street and the parking lot, enhancing safety and helping pedestrians to feel safe, not isolated from the site.

WALKSacramento recommends installing pedestrian-scale lighting along the walkways and through the parking lot. Pedestrian-scale lighting on site will improve safety for pedestrians, as well as patrons and employees parking on the site. Lighting will also encourage active transportation and transit use. Just as trees relate to the daytime function of the street and project site by providing shade for a more comfortable walking environment, lighting should relate to the nighttime functions of the site. Lighting should create a comfortable environment for pedestrians, reducing fear and increasing natural surveillance of the site and adjacent walkways.

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 us at (916) 446-9255 or mtomuta@walksacramento.org.

Sincerely,

Miha Tomuta
Project Coordinator

Enclosure: 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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