



11/3/2014

VIA EMAIL

Antonio Ablog  
Planning Department  
City of Sacramento  
300 Richards Boulevard  
Sacramento, CA 95811

**RE: Design Review for Stockton and T Mixed-Use (P14-042)**

Dear Mr. Ablog:

WALKSacramento has reviewed the Stockton and T Mixed-Use project at 3675 T Street in the City of Sacramento.

Development projects like, the Stockton and T Mixed Use project that lead to more walking and active travel are critical to our community's future. 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. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions.

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

**WALKSacramento commends the project as a great infill development which promotes walkability within the site and community.**

The project location takes advantage of existing amenities and access to public transit options. The retail section along T Street also provides new shopping destinations for residents in the Elmhurst neighborhood and future residents. The project site is located within walking distance of several major city bus routes and light rail stations, encouraging residents to walk to transit. The addition of new separated sidewalks along Stockton Boulevard and 37<sup>th</sup> Street will increase the safety of pedestrians while street trees and landscaping will provide for a more comfortable and pleasant walking environment.

**WALKSacramento commends the project for its use of the "eyes on the street" concept.**

By orienting the multi-family balconies on Stockton Boulevard and 37<sup>th</sup> Street and the single family homes on S Street to have street views the project can reduce crime and increase neighborhood safety.

**1. WALKSacramento recommends a redesign of the back-in parking along T Street.**

The site plan shows what appears to be an ADA-compliant curb ramp on T Street near the back-in retail parking. The current design will create conflicts between vehicles pulling forward to back into a parking spot and pedestrians and bicyclists crossing at the intersection of Stockton Boulevard and T Street.

**2. WALKSacramento recommends installation of pedestrian-scaled lighting in plazas and along 37<sup>th</sup> Street and S Street.**

Pedestrian-scaled lighting would provide a more comfortable and pleasant travel way for pedestrians while also improving safety. Lighting will improve visibility for residents of the single family section as they back out of their driveways as well as improving their view of the street.

**3. WALKSacramento recommends planting particulate capturing trees along the north property line of the single family section.**

Research supports the beneficial effects that certain tree species have on air quality by reducing particulate pollution that negatively affects human health.<sup>1</sup> Particulate capturing trees can improve air quality for residence and pedestrians and bicyclists on 37<sup>th</sup> Street. Trees have also been shown to have a cooling effect on the surrounding environment by mitigating heat island effect from large paved surfaces like freeways.

**4. WALKSacramento is intrigued by the Bike Lounge but would like more design details and a description of what amenities will be available.**

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](mailto:mtomuta@walksacramento.org).

Sincerely,

Miha Tomuta  
Project Coordinator

Enclosure: Development Checklist for Biking and Walking

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<sup>1</sup> Fujii, E., J. Lawton, T.A. Cahill, D.E. Barnes, C. Hayes, N. Spada. *Removal Rates of Particulate Matter on Vegetation as a Function of Particle Size*. Breathe California of Sacramento-Emigrant Trails Health Effects Task Force, 30 April. 2008. < <http://www.sacbreathe.org/Local%20Studies/Vegetation%20Study.pdf> >.

## ***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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