



5/7/2013

VIA EMAIL

David Hung, Associate Planner
Community Development Department, Current Planning Division
City of Sacramento
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: University Village Safeway Expansion (P13-019)

Dear Mr. Hung:

WALKSacramento has reviewed the Neighborhood Project Notification for the University Village Safeway Expansion project, proposed for the southeast corner of Fair Oaks Boulevard and Howe Avenue. The project will demolish an existing 7,466 square feet restaurant building and adjacent parking spaces and drive aisle, expand the Safeway and add new retail space for a net increase of 26,000 square feet, and construct a two-level parking structure above a portion of the Safeway.

The site of the proposed project, the University Village Shopping Center, is located in the Campus Commons neighborhood within the Arden Arcade Community Plan area and on the eastern edge of the City. The area has many multi-family residential units, stores, commercial buildings and medical offices. The shopping center is on the west end of a three-quarter-mile segment of Fair Oaks Boulevard with retail, medical office, and residential uses.

The area around the University Village Shopping Center has a high day-time population due to the number of employees and visitors and a high night-time population due to the number of residential units. While Fair Oaks Boulevard and Howe Avenue are major arterials and the number of vehicles passing by the project site is high, the City of Sacramento general plan anticipates the area to be more urban and less suburban in the future. People that live in the area or drive to workplaces in the area should have the option of walking or biking to the many destinations in the area.

We know that people want to be able to walk to destinations, even along the Fair Oaks Boulevard commercial corridor between Howe Avenue and Munroe Street. WALKSacramento conducted a walking assessment for one of the largest employers along the corridor and found that people drive to destinations just hundreds of feet away rather than walk across Fair Oaks Boulevard.

Development that provides the option for access by walking and biking can help people achieve the 30 minutes per day of moderate exercise that's needed to prevent the development of chronic disease and overweight. Shifting car trips to walking and biking

trips can decrease overall vehicle emissions and reduce air pollution-related asthma and cardiovascular disease.

WALKSacramento makes the following recommendations to improve the walkability of the Safeway Expansion project.

1. Add pedestrian walkways between Fair Oaks Boulevard and the shopping center retail buildings.

There are no safe walkways from the street to the shops along Fair Oaks Boulevard or those around the courtyard further away. Walking through driveways or over the landscape berms are the only existing access routes. The addition of structured parking at the rear of the Safeway will add additional vehicle activity in the area and make it even more important to provide safe pedestrian walkways.

2. Add a pedestrian walkway between Howe Avenue near University Avenue and the Safeway entrance.

Pedestrian access to the Safeway and courtyard stores from the southeast corner of Howe and University currently requires walking north on University, west across a parking aisle, south along the Safeway building, then west along the front of the store. Such backtracking motivates people to make a less safe, but more direct trip through the parking lot.

We recommend adding a walkway along the power line towers. The number of parking spaces lost would be minimal compared to the number of spaces gained with the structured parking.

3. Signalize the intersection of University Avenue and Fair Oaks Boulevard.

Fixing on-site circulation is just part of making a development project walkable. Access from off-site must also be provided. University Avenue at Fair Oaks Boulevard is the closest of the many crossing locations that are needed in the area. For safer travel by pedestrians, bicyclists and drivers, the intersection needs signalization.

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

Sincerely,

Chris Holm
Project Analyst

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

www.walksacramento.org
Teri Duarte, Executive Director
WALKSacramento
909 12th Street, Suite 122
Sacramento, CA 95814
(916) 446-9255
tduarte@walksacramento.org

www.sacbike.org
Tricia Hedahl, Executive Director
Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
(916) 444-6600
tricia@sacbike.org