



12/23/2014

VIA EMAIL
awacht@cityofsacramento.org

Arwen Wacht
City of Sacramento
Planning & Building Dept. Planning Division
North Area Planning Team
915 I Street, 3rd Floor
Sacramento, CA 95814

RE: Nation's Giant Hamburger Development (P14-060)

Dear Ms. Wacht:

WALKSacramento has reviewed the Nation's Giant Hamburger Development project at 3500 Truxel Rd in Natomas. The new development proposes a 3,593 square foot Nation's Giant Hamburger building on Parcel 3, and an additional 3 building sites that will house two restaurants and a restaurant with a drive thru lane.

Development projects like the one proposed, could lead to more walking and active travel that are critical to our community's future. The Nations Giant Hamburger project is adjacent to a future development. 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. 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:

- 1. Provide pedestrian access onto the site from the east.** The proposed development to the east of the project site will house an office park and shopping center. Employees and patrons of the office park and shopping center are within walking distance of the restaurants on the project site but have no direct pedestrian access onto the site.
- 2. Maintain the width of the sidewalk along the perimeter of the site along Truxel Rd and Gateway Park Blvd.** Narrowing the sidewalk at the intersection of Truxel Rd and Gateway Park Blvd can lead to conflicts between pedestrians and bicyclists entering the site.

- 3. Provide a pedestrian pathway on Truxel Rd near the intersection with Gateway Park Blvd which mirrors the pedestrian pathway leading into the plaza in Parcel 3.** An additional pathway will give pedestrians on Truxel Rd a more direct access onto the site.

- 4. Provide a pedestrian pathway from the sidewalk on Truxel Rd near Parcel 4 onto the site leading up to the building entrance to allow pedestrians direct access to the restaurant.** The existing configuration requires pedestrians to walk considerably out of the way to access the restaurant and could encourage restaurant patrons that live or work nearby to forgo walking and drive instead.

- 5. Provide clearly marked crosswalks within the project site.** Demarcated pedestrian crosswalks, particularly through parking lots will signal motorists to expected pedestrians in those areas; reducing conflicts between pedestrians and motorists.

- 6. Provide bike parking and bike lockers adjacent to building entrances.** Although, the project site is located within the City of Sacramento's Bike Master Plan and will be accessible from a proposed bicycle trail along Truxel Rd the site plan doesn't not indicate any bike parking will be provided. Locating bike facilities near entrances will make them more convenient and safe to use. They will also be within patrons' line of site, improving surveillance and helping to prevent crime.

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 tmihaela@walksacramento.org.

Sincerely,

Miha Tomuta
Project Coordinator

[Click here to enter author title.](#)

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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