



3/26/2015

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: Westshore – Villages H & M (P15-005)

Dear Ms. Wacht:

WALKSacramento has reviewed the Westshore - Villages H & M project located at the southeast corner of Del Paso Road and Hovnanian Drive in North Natomas. The development proposes to change a previously approved site plan. The developer seeks to re-subdivide a 14.3 acre site into 131 single-family lots and 1 landscape lot.

Development projects, like Westshore - Villages H & M, can potentially 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 an infill development which promotes walkability within the site and community. The project location takes advantage of existing amenities and access to public transit. The project is located within walking distance of several parks, a community recreation center, and a shopping center.

WALKSacramento recommends providing pedestrian access from the project site to Hovnanian Drive by continuing the existing sidewalk on Arco del Paso Lane. The North Natomas Flyer offers bus service on Wyndview Drive within walking distance of the project site. The existing emergency vehicle access gate and lack of sidewalk forces residents to walk more than double the distance to Tracian Sea Lane in order to access Hovnanian Drive. A resident only access gate at the end of Arco del Paso Lane adjacent to the emergency vehicle access gate would provide residents with a more direct route to the bus stop and to nearby amenities.

WALKSacramento recommends providing pedestrian access from the project site to Hovnanian Drive by continuing the existing sidewalk on Villa del Paso Lane. The existing emergency vehicle access gate and lack of sidewalk forces residents to walk more than double the distance to Hovnanian Drive in order to access the surrounding neighborhood. A resident only access gate at the end of Villa del Paso Lane adjacent to the emergency vehicle gate would provide residents a more direct access to nearby amenities.

WALKSacramento recommends providing pedestrian access from the project site to Del Paso Road at the north east corner of the site adjacent to West Lake Charter School. A resident only access gate and pedestrian path at the north east corner of the project would provide direct access to Del Paso Road and connectivity to the nearby park, transit stop, and shopping center.

WALKSacramento recommends revising the floor plans for homes with Plan 1, Plan 1X, Plan 2, Plan 4, Plan 4X, Plan 5, and Plan 6X so the front entrance and active living space face the street to provide “eyes on the street”. By orienting entrances and active living spaces towards the street the project can reduce crime and increase neighborhood safety.

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 mtomuta@walksacramento.org.

Sincerely,

Miha Tomuta
Project Coordinator

Enclosure: Development Checklist for Biking and Walking

DEVELOPMENT CHECKLIST for BIKING and WALKING

Prepared by W

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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