



6/5/2015

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 – Village F (P15-019)

Dear Ms. Wacht:

WALKSacramento has reviewed the Westshore – Village F project located at Natomas Central Drive and Odessa Lane in Natomas. The development proposes to subdivide 10.1 acres into 52 single-family lots and 3 private lots. Development projects, like Westshore - Village F, can potentially lead to more walking and active travel that 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 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:

WALKSacramento commends the project as an infill development which promotes walkability within the neighboring community. The project location takes advantage of existing amenities and access to public transit. The project is located within walking distance of several parks and a shopping center.

WALKSacramento commends the project for providing demarcated pedestrian crossings throughout the site. Crosswalks marked with decorative materials help pedestrians and motorists better see the crossing location. They act as a tactile guide for pedestrians with disabilities and alert motorists to expect pedestrians, reducing potential conflicts between pedestrians and motorists.

WALKSacramento recommends improving pedestrian circulation by providing pedestrian walkways and sidewalks throughout the site. The lack of sidewalks and walkways reduces internal pedestrian circulation and connections to external streets and amenities. The *Existing to Remain* Westshore – Village F development provides walkways between and around homes

connecting to external sidewalks along Natomas Central Drive. Similar access is recommended from El Dala Way to Natomas Central Drive. WALKSacramento is glad to work with the applicant to improve pedestrian circulation on the project site.

WALKSacramento recommends installation of pedestrian scale lighting along Odessa Lane from the east side of Neapolis Way to Vittoria Way. Pedestrian scaled lighting maximizes the visibility of people, sidewalks, parking spaces, and building entrances. Lighting also creates a more comfortable and pleasant walking environment while also improving safety.

WALKSacramento recommends planting trees in sidewalk buffer strips to provide shade for pedestrians. Shade will increase the attractiveness of walkways and provide a more comfortable and pleasant walking environment to and throughout the site.

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 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 203
Sacramento, CA 95814
(916) 446-9255
tduarte@walksacramento.org

www.sacbike.org
Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
(916) 444-6600