



4/8/2016

VIA EMAIL

Arwen Wacht, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Westshore – Lot A (P15-031)

Dear Ms. Wacht:

WALKSacramento has reviewed the March 16, 2016 revised project routing for Westshore – Lot A (P15-031) and we offer the following comments. This revision of the project incorporates smaller lots and a smaller interior block that has one access point rather than two. WALKSacramento previously submitted comments on the February 10, 2016 project routing that was a revision to the June 11, 2015 routing.

This second project revision maintains two important elements that we highlighted in our previous letter. First, detached sidewalks are still proposed for the interior streets. This allows for the added safety of vertical curbs and physical separation, and street trees that provide shade to reduce heat island effects and greenery to enhance the pedestrian environment. Second, Sardinia Way doesn't extend straight out to El Centro Road. This improves pedestrian safety by reducing vehicle speeds on the local residential streets.

While the project proposal has the two important pedestrian elements mentioned above, Subdivision Modification #2 in the proposed site plan introduces what may be a major pedestrian safety issue. The requested modification reduces the block length of Street '2' between El Centro Road and Street '1', increases the corner radius for the right turn lane at the northwest corner of El Centro Road and Street '2', and eliminates the landscape planter on both sides of Street '2' between El Centro Road and Street '1'. Combined, these changes will allow for high-speed right turns from southbound El Centro Road on to a short block where the distance from the middle of the turn to the crosswalk could be less than 45'. Further, the short block could promote driving maneuvers that effectively turn the short block into an s-curve between southbound El Centro Road and southbound Street '1'. A vehicle travel path such as this would put westbound traffic in the eastbound portion of the crosswalk – a situation that pedestrians would not be expecting. **WALKSacramento recommends increasing the Street '2' intersection spacing between El Centro Road and Street '1' to insure safer pedestrian crossings.**

The justification statement for the subdivision modification provided with the project routing supports the elimination of the landscape planter because the 30' feet between curb returns is too short to accommodate a planter. However, there are numerous street

planters between 5' and 30' length in Village A, which is adjacent to Lot A on the west side. Also, the side yard setbacks on the two Street '2' lots are 21' and 22', so there is sufficient space to incorporate street planters and meet the 12' minimum setback requirement. **WALKSacramento recommends that Street '2' between El Centro Road and Street '1' include street planters with at least one shade tree or two ornamental trees to provide a safer and greener streetscape that matches the neighborhood and presents a more welcoming entryway.**

It's not clear that Subdivision Modification #2 allowing a 30' intersection spacing instead of the standard 120' minimum spacing would implement General Plan Policy LU1 1.1.5 and Goal M 4.1 or Housing Element Policy H-2.2.1, as the case is made in the justification submitted by the applicant. Assuming the non-standard street intersection spacing is approved by the City, there are several design changes that could mitigate our safety concerns. Reduce the curb return radius at the north west corner of El Centro Road and Street '1' to slow turning movements, and construct a short curbed median or island near the east leg of the Street '1' and Street '2' intersection to slow vehicles. **WALKSacramento recommends reducing the curb return radius at the northwest corner of El Centro Road and Street '1' and constructing a short curbed median or island near the east leg of the Street '1' and Street '2' intersection to improve pedestrian safety.**

The reconfiguration of the street network in the revised project results in new relationships between crosswalks and house lots. There are now only two interior intersections. Each of the four lots at the intersection of Street '1' at Street '2' have their driveways at the side of the lot farthest from the intersection resulting in no conflict between the crosswalks and driveways. However, the crosswalk on the south leg of Sardinia Island Way at Street '1' is in line with the driveway on lot 56.

WALKSacramento recommends reversing the house plan on Lot 56 so the driveway is offset from the crosswalk.

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.

Sincerely,

Chris Holm
Project Manager