



5/21/2016

VIA EMAIL

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

RE: Westshore – Lot E (P15-032)

Dear Ms. Wacht:

WALKSacramento has reviewed the May 5, 2016 project routing for Westshore – Lot E (P15-032). This routing is the second revision, and the project proposes to change about 8.4 acres zoned multi-family to single family and comprising 46 single-family and duplex units within the Natomas Central Planned Unit Development.

The Westshore Lot E neighborhood is proposed for a location that should encourage walking and biking – it's located across the street from a multi-use trail, it's under ten minutes walking to a community shopping center, bus stop and park, and it's about 5 minutes biking to the nearest elementary school and community park.

Although adults should get at least 150 minutes of moderate intensity physical activity each week, only a third of the Sacramento region adult population is active at this level, often due to a built environment that doesn't support walking and biking. With a well-designed built environment, daily walking and biking can be part of a lifestyle that improves health and reduces premature mortality and the risk of chronic diseases. More walking and biking can also reduce driving, which will help to decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions.

The pedestrian-oriented streets in Westshore Lot E are designed to have five-foot detached sidewalks with landscape planters and vertical curbs separating automobile traffic from pedestrians. The landscape planters also allow for a continuous canopy of shade provided by street trees. However, there are five lots that have attached sidewalks on some or all of their street frontage adding up to more than 250' of street frontage without street trees in landscape planters. **WALKSacramento recommends that street trees be required within the front setback area of Lots 1, 23, 24,29, 30 and any other lots that may not have landscaped planters with street trees.**

The block lengths are pedestrian scale, although connectivity to neighboring residents could have been improved immensely by connecting to el Dala Lane in Village F, which is on the west edge of Westshore Lot E. With the proposed site plan, a walk or bike trip

from the north end of Westshore Lot E to the center of Village F will be 1,370 feet; if the el Dala Lane connection was made, it would be 550 feet. **WALKSacramento recommends adding a direct pedestrian connection between Street '1' in Westshore Lot E and el Dala Lane in Village F.**

The close proximity and parallel orientation of Street '1' to Natomas Central Drive will promote active transportation by providing a view of the bike lanes on Natomas Central Drive and the off-street multi-use trail on the south side of Natomas Central Drive. The site plan shows the connection through the landscaped Lot B between the two streets as extensions of the 5'-wide sidewalk at each end of the planter. Unfortunately, the sidewalk width will be inadequate and unsafe for pedestrians and bicyclists to use simultaneously, and there will be no easy way for bicyclists to access the connecting sidewalk segments due to the vertical curbs on both streets. **WALKSacramento recommends adding two 8'-minimum paved trails between Street '1' and Natomas Central Drive, with each transition between street and trail to use a driveway-style ramp, and with red street curbs of at least a car length on both sides of the ramp.** See Figure 1 for a suggested concept.

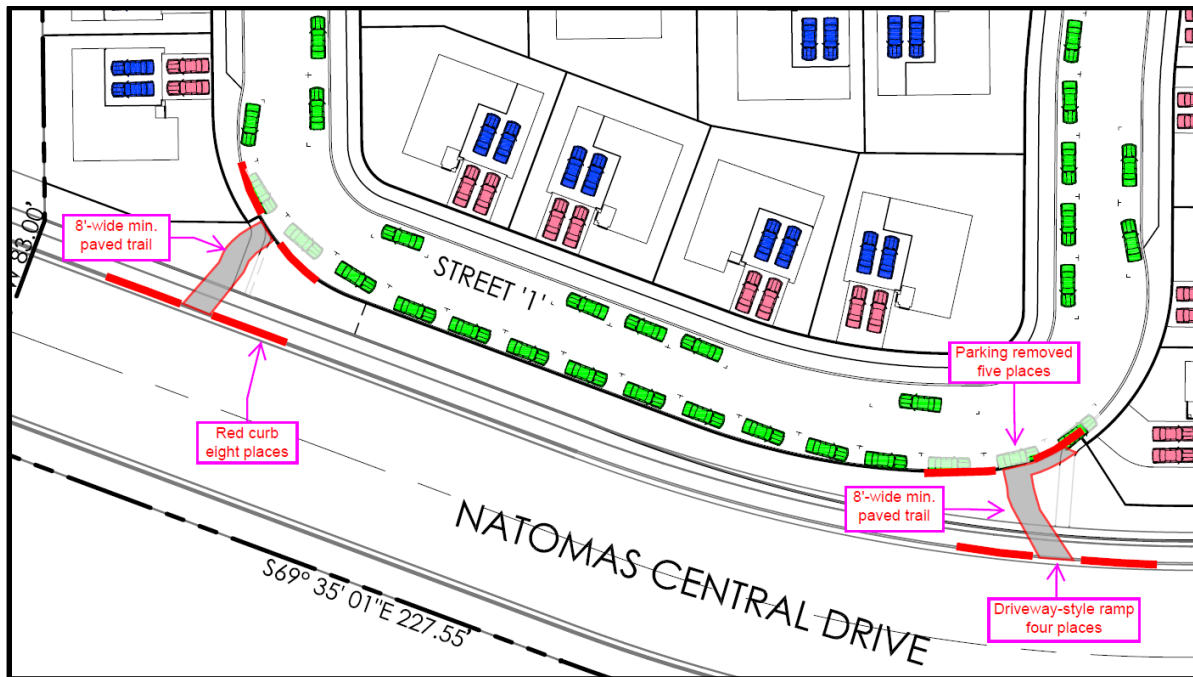


Figure 1 Suggested bicycle connections between Street '1' and Natomas Central Drive

Conflicts between pedestrians and vehicles should be minimized at street crossings. The Westshore project has only one intersection, but two of the three legs have unnecessary conflicts. The unmarked crosswalk between Lot 6 and Lot 21 has its western end at the driveway ramp of Lot 6, and the unmarked crosswalk between Lot 5 and Lot 37 has its western end within the parking space in front of Lot 5.

WALKSacramento recommends reversing the house plan orientation on Lot 5 and Lot 6 to eliminate unmarked crosswalks from terminating at a driveway ramp or in a parking space. See Figure 2.

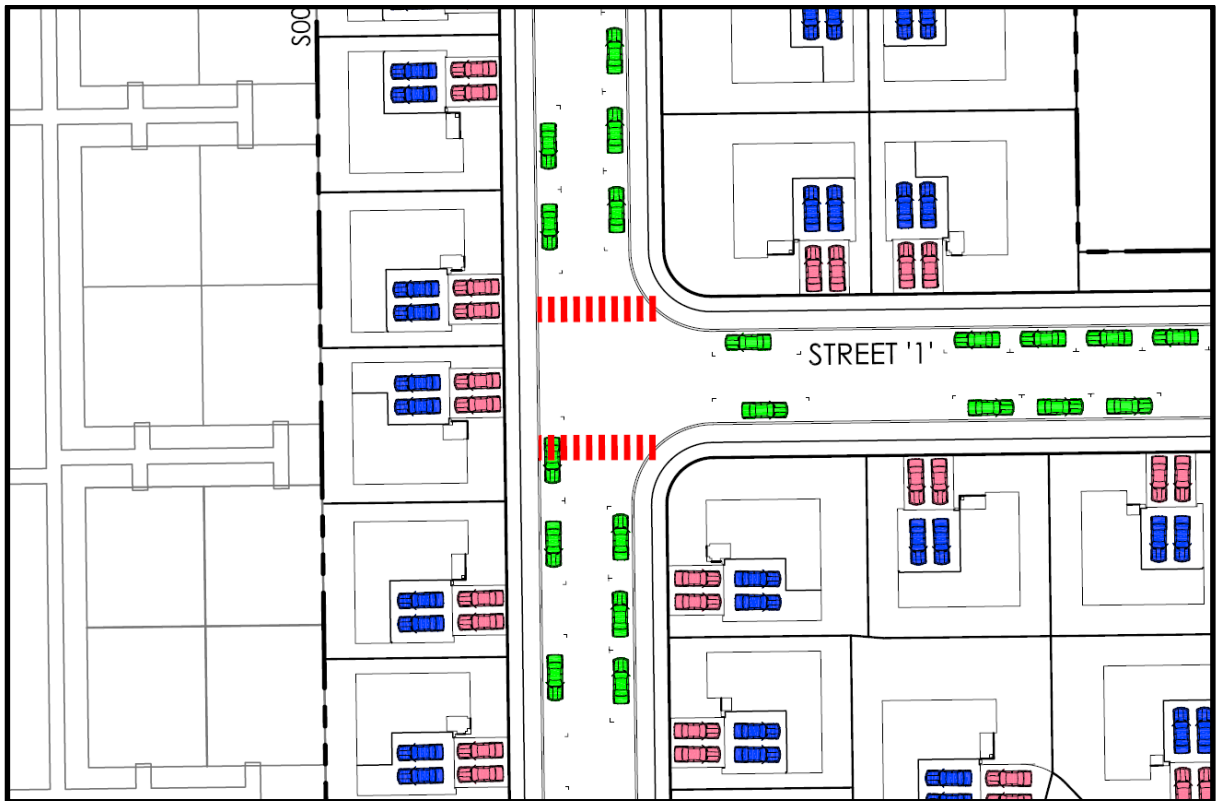


Figure 2 Unmarked crosswalk conflicts

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

cc: Jim Winzler, K. Hovnanian Forecast Homes Northern, LLC.

Becky Heieck, Executive Director, North Natomas Transportation Management Association

Samar Hajeer, Senior Civil Engineer, City of Sacramento

Attachment: 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

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www.sacbike.org

Sacramento Area Bicycle Advocates
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