



12/19/2016

VIA EMAIL

Miriam Lim, Junior Planner
City of Sacramento Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: Asian Community Center Assisted Living & Memory Care (Z16-060)

Dear Ms. Lim:

WALKSacramento has reviewed the Asian Community Center Assisted Living & Memory Care (Z16-060) project routing. The project description states the intent is to increase the number of units, change parking orientation and change the overall design. There are three issues on which we'd like to present some comments.

Pedestrian access

Assuming that most residents of the facility will come from a widespread area and they will not be particularly active, most pedestrian activity will be from staff and visitors. These walking trips may be from/to the Greenhaven Drive bus stops, or from/to the shopping center at the northwest corner of Pocket Drive at Greenhaven. As proposed, the only walking route is via Maple Tree Way and Alder Tree Way to Greenhaven Drive. It's about eight or nine minutes from the building's main entrance to the closest bus stop, and about ten minutes to the shopping center. If a walkway was added between the southern tip of the project site and the Pocket Road sidewalk, these trips would be about two and four minutes, respectively. However, it appears the pathway would involve crossing existing drainage and perhaps Caltrans right of way. This might make including a sidewalk connection impractical, but if it is possible to do, the connection may be beneficial.

Provided Parking

The project was approved in 2010 with 57 spaces for 93 beds, which is 1 space per 1.6 beds. For the approved 85 units, this is 1 space per 1.5 units. The staff report to Planning Commission indicated the parking minimum was based upon what similar recent projects had proposed, not what was actually needed. The proposed project provides parking at a rate of 1 space per 1.2 units. Both the approved and proposed parking provisions may be unnecessarily high, adding more impermeable surface and potentially reducing the number of environmentally beneficial trees.

Considering the future residents of the facility – up to 82 or more seniors that require assistance with daily activities and 30 seniors with memory impairments – the driving rates are likely to be lower than mainstream and/or active living senior housing, and minimal compared to multi-family housing. According to *AssistedLivingFacilities.org*, the 2010 CDC National Survey of Residential Care Facilities found that just 4% of residents were still driving.

An ITE paper estimated that residents, staff and visitors combined generated an average peak demand of 0.4 vehicles per unit at most senior facilities. This indicates that 41 spaces (0.4spaces per unit*102 units) may be adequate. Since City code doesn't have a parking minimum for this type of land use and leaves it up to the zoning administrator, it may be informative to know what the actual parking demand is for the assistive care portion of the facility the applicant currently operates.

Bicycle Parking

The project was approved in 2010 to provide bicycle parking with the following condition:

A7. The proposal is required to meet the Sacramento City Code regulations, regarding bicycle parking (Section 17.64.050). Bicycle parking shall be located in a secure area located in close proximity to public view.

The proposed site plan doesn't appear to provide the location and number of spaces. There's limited space available near the entrance at the porte cochère, but perhaps some of the vehicle spaces directly opposite the ADA spaces could be utilized. Spaces should be provided for both visitors and employees.

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

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

www.sacbike.org

WALKSacramento
909 12th Street, Suite 203
Sacramento, CA 95814
(916) 446-9255

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