



12/7/2016

VIA EMAIL

Garrett Norman, Assistant Planner
City of Sacramento Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95814

RE: Crocker Village Flex Zone (DR16-329)

Dear Mr. Norman:

WALKSacramento has reviewed the Crocker Village Flex Zone (DR16-329) project routing and we offer the following comments. The project proposes to construct a 36,500 square foot retail commercial building and parking for 119 vehicles on approximately 4.7 acres at the northwest corner of Crocker Drive and 10th Avenue.

The site, which is in the northern commercial area or “Flex Zone”, is surrounded on three sides by single-family and multi-family residential land uses. It is located on the west side of Crocker Drive, the only street in Crocker Village that provides a linear and continuous north-south travel way for pedestrians and bicyclists, and the north side of 10th Avenue, which is the primary access route to the City College pedestrian bridge. This prime location between residential to the west, north and east, and the suburban/traditional-style commercial to the south, should have the greatest pedestrian orientation of any of the commercial uses in Crocker Village. However, the project as proposed does not create a pedestrian-friendly or supportive environment.

Section 3.0, Land Use Development Standards: Commercial Areas in the Curtis Park Village PUD Guidelines contains many statements to guide the design of sites, buildings and streets within Crocker Village. There are quite a few guidelines that would help to create a pedestrian-friendly mixed-use neighborhood if they were applied to this project, but the proposed design ignores them. Below are the guidelines of concern and brief comments.

3.1 Site Design and Building Orientation

It is the intent of the Curtis Park Village PUD Guidelines to encourage the following:

1. The development of individual site plans to positively relate with neighboring properties

The long walls with no entrances and windows on Crocker Drive and Road E do not relate to the single-family homes on the opposite side of the streets.

2. Design for lively pedestrian use

The building provides little use to the pedestrian along Crocker Drive and Road E.

3.2 Building Design Principles and Building Forms

10. Building Street Wall

E. Provide clear-glazed fenestration on approximately 50% of each building façade that abuts a pedestrian way.

The north-facing façade has one clerestory window about 10 feet above the sidewalk at one corner, and the east-facing façade has similar clerestory windows at each corner. The windows

may provide some daylighting for the future tenant space and they add some interest to the walls, but they do little to provide the view between interior and street spaces that help to create a pleasant pedestrian space with natural surveillance (eyes on the street).

12. Building Entrances

B. Orient building main entrances to streets or public spaces wherever possible or practical

There appears to be only one entrance to the building and it's located near the middle of the south wall that faces the parking lot. Pedestrian access from Crocker Drive is provided by a wide sidewalk, but there's no direct access from 10th Avenue.

C. Multiple entrances or corner entrances are encouraged at street corners to activate both street frontages

The southeast corner of the building is highly fenestrated on both sides, but the door is on the south side facing the parking lot rather than being on the east side facing the street at the sidewalk, and it's not apparent whether the door would be usable by customers.

The northeast corner of the building at the intersection has fenestration on the Crocker Drive side but none on the Road E side. This is an ideal location to provide an entrance to the building as it's the most conveniently accessed point on the property.

D. Locate sidewalk entrances to accommodate ease of pedestrian movement

There are no entrances on either Crocker Drive nor Road E sidewalks.

13. Building Corners

C. Consider increased pedestrian activity in the design of building corners

There appears to be very little consideration for increased pedestrian activity.

3.5 SUSTAINABILITY

2. Siting and neighborhood fabric

B. Provision of pedestrian and bicycle linkages

Pedestrian access to the building entrance is provided from a mid-block point on Crocker Drive near the southeast corner of the building. There are no pedestrian access routes from Road E, Crocker Drive or 10th Avenue to building corners or mid-points.

3. Site improvements

B. Landscaping used to shade and cool buildings and spaces and reduce the 'urban heat island' effect (the temperature increase due to development)

The parking lot tree shading seems to be on the low side. The south, west and east walls do not appear to have any shading from trees – adding trees to these areas would not only improve sustainability but the pedestrian environment would be visually improved and less hot.

4.1 STREETScape AND CIRCULATION

3. Tree canopy that is consistent and generous

There are no shade trees along the Road E and Crocker Drive sides of the building.

4.3 PARKING AREA DESIGN

2. Parking areas designed as well-defined spaces with landscaping, decorative lighting, and pedestrian walkways

There are no pedestrian walkways in the parking lot.

3. Generously landscaped parking areas with shade trees to meet or exceed City of Sacramento parking lot shade requirements

It appears the tree shading is below the 50% requirement and calculations are not provided to help the verify amount of shading.

5. Strong pedestrian linkage to parking areas.

There are no pedestrian linkages to 10th Avenue for use in the event shoppers park once but shop at several locations.

6. Convenient and attractive areas for bicycle parking

Bicycle parking is not identified.

7. Public perception of delivery areas limited or obscured

The loading dock area may be visible from the adjacent multi-family development.

8. One or more of the following shall be used to buffer each parking area from a public sidewalk or street:

A A minimum 6' wide planter planted with a combination of trees and shrubs

B A fence shall be open with a minimum of at least 4' of landscaping in front

C Trellis structures with vines

The landscape planter between the parking lot and the sidewalk on 10th Avenue appears to be less than 3' wide.

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

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

www.sacbike.org

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