



4/28/2017

VIA EMAIL

Daniel Abbes, Assistant Planner  
City of Sacramento Community Development Department  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: Crocker Village Neighborhood Shopping Center (DR15-374)**

Dear Mr. Abbes:

WALKSacramento has reviewed the Crocker Village Neighborhood Shopping Center (DR15-374) April 7, 2017 routing, a second update to the December 11, 2015 routing. The most recent routing included March, 2017 elevation and floor plans for three buildings totaling about 34,000 square feet in sixteen tenant spaces along the west side of Crocker Drive near Sutterville Road, and site and landscape plans for the entire site. The following comments are offered to improve the walkability of the proposed project.

***Pedestrian Improvements Incorporated in the April Routing***

The latest site plan has several revisions that will provide a better pedestrian experience at the shopping center. The east-west walkway between Buildings 2 and 4 has been straightened, which will make it easier and safer to cross the drive aisle near Building 2, and the trees shading the pathway are larger, which will provide more shade and make the walk more comfortable. The driveway at Crocker Drive now has a median planted with trees. This will enhance the visual appearance of the space between Buildings 1 and 2, perhaps drawing in more pedestrians at the driveway. The Building 1 façade has been improved, which will make it look less like the back of a building and make the walk along Crocker Drive more enjoyable.

***Recommendations***

Although the project design has improved over the last several revisions, we still have several recommendations. Since the sun is primarily to the south, the east-west walkway would have more beneficial shading for pedestrians if the trees were on the south side of the walkway. Also, it appears that the walkway along the tree planters is curbed or raised. In the previous design it appeared that the walkway was at grade and was protected from vehicles by wheel stops. Since vehicle overhang can obstruct the pedestrian path of travel or even contribute to collisions, please use a wider raised walkway and/or wheel stops that that minimizes vehicle overhang. While the façade of Building 1 was improved, Building 2 remains uninteresting and appears to be the rear service area. We recommend making changes to the Building 2 façade similar to what

was done for Building 1. Finally, it appears the sidewalk on the north side of Building 1 has been decreased by about 5' wide at its narrowest. Considering the sidewalk is a pedestrian entrance to the shopping center and it's between a side of the building and the driveway, the 5' width may be inadequate for comfort and safety.

- **Swap the locations of the trees and the walkway between Buildings 2 and 4.**
- **Minimize vehicle overhang on the walkway between Buildings 2 and 4.**
- **Improve the façade on Building 2.**
- **Widen the sidewalk along the north side of Building 1.**

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 [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

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 12<sup>th</sup> 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