



4/24/2017

VIA EMAIL

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

RE: 2333 Castro Way (Z16-052)

Dear Mr. Williams:

WALKSacramento has reviewed the project routing for 2333 Castro Way (Z16-052) and we offer the following comments. The proposed project would subdivide one parcel into three, demolish two existing buildings, and construct one single-family home on Castro Way and two townhomes on 2nd Ave Castro Way Alley. The new homes would provide additional housing within walking distance of retail, services, community facilities, and light rail and bus service. Infill residential development in walkable areas provides additional opportunities for Sacramento residents to live in a place where they can be active. They can more easily attain the Surgeon General recommended minimum daily moderate physical activity of 30 minutes a day. In a region where only about 30% of the populace is active at this level, we need homes, offices, schools, stores, etc. designed to support more physical activity.

The two townhomes proposed for the project provide pedestrian access only from the alley so the pedestrian environment in the alley must be safe for pedestrians. The CPTED (Crime Prevention Through Environmental Design) concept of natural surveillance is a technique to discourage unlawful activity by making an area less desirable to potential offenders because the chances of being observed are greater, and it also improves the sense of safety for people that are walking through the area. Natural surveillance, or in this case "eyes on the alley," can be provided by windows or balconies facing the alley and by people who belong in the alley, such as residents and visitors of the properties along the alley.

2nd Ave Castro Way Alley currently has limited "eyes on the alley" because the few buildings that have windows or balconies are deeply set back from the alley, shrinking the length of alley that can be seen, and activity on the alley is diminished because the dead end near the western end of the block eliminates through traffic. The proposed townhomes have balconies and windows that can provide "eyes on the alley," but sightlines are limited by setbacks and the height above the alley so the area along the townhome garages and side yards will be in view of very few people or adjacent windows and balconies. The townhomes' side yards create hiding places that could present a risk to pedestrians and bicyclists using the alley, residents and visitors of the

townhomes using the front door, and residents driving into or out of their garage. With open access to the side yards, the pop outs on either side of the front doors also provide hiding places. **WALKSacramento recommends adding a fence and gate across the side yard that's flush with the garage façade to eliminate hiding places on the alley resulting from the proposed project design.**

Lighting of the alleyway is also important to increase safety at night, from both a CPTED and a mobility perspective. People walking at night should be able to see their surroundings and be seen by people in the area for personal safety. They should also be able to see the surface they're walking on to prevent falls. **WALKSacramento recommends the project be conditioned to provide illumination sufficient for pedestrian travel on the alley in front of the townhomes for safer night-time walking.**

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 chollm@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

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