



3/28/2018

VIA EMAIL

David Hung, Associate Planner
City of Sacramento community Development Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

RE: Franklin Boulevard Apartment Complex (DR18-074)

Dear Mr. Hung:

WALKSacramento has reviewed the project routing for Franklin Boulevard Apartment Complex (DR18-074) and we offer the following comments to improve the walkability of the proposed project. The project site, located at 8009 Franklin Boulevard in the Valley Hi neighborhood, is a 3.79 acre parcel that currently has one single-family house on the property. Daily destinations that are less than a ten-minute walk from the site include an elementary school, a middle school, several parks, a light rail station, and a shopping center with a grocery store.

The Centers for Disease Control and Prevention recommends a minimum weekly level of moderate physical activity of 2-½ hours for adults and 7 hours for children. Suburban development patterns and design often make it difficult to walk and bike on a daily basis, but this project could have a positive contribution to residents' physical activity if access is maximized. We're happy to see apartment complex will include eleven benches with trellis's for shade distributed among five areas of the site. These amenities, along with the BBQ area, shade and ornamental trees, and landscaping will encourage outdoor activities.

Ninety-nine of the one hundred and thirteen Franklin Boulevard Apartment Complex units will have two or three bedrooms, so there will likely be many school-age children living in the complex. The site is proposed to be gated with two pedestrian gates near the vehicle and fire access driveways on Franklin Boulevard. Gilpen Way, which would be the most direct route to Prairie Elementary School, Jackman Middle School, Prairie School Park and Hite Park has only a security gate. The walking distance via Franklin Boulevard to Prairie Elementary from the north end of building Block C would be about 50% longer than via Gilpen Way. **WALKSacramento recommends adding pedestrian access to Gilpen Way, including a pedestrian gate, crosswalk and curb ramps, to provide a safe and direct route to nearby public schools.**

The project also has long-term bike parking in two bike rooms within each of the four buildings, and short-term bike racks at the back of the parking lot sidewalk in eight locations. The number of bike racks is well beyond that required by the recently updated ordinance. Since bicyclists generally prefer to lock their bicycles at racks that are close to building entrances and within view of building occupants, **it may be most beneficial to provide several racks near each of the fourteen walkways that approach building entrances within the gated area.** We also note that the

perspective drawing on Sheet 2 shows sidewalks from Franklin Boulevard to the bike rooms in building Block A, and the drawing doesn't show the fencing and gates.

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.

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