



7/27/2018

VIA EMAIL

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

RE: 9th & Broadway Duplex Buildings (P18-049)

Dear Mr. Abbes:

WALKSacramento has reviewed the project routing for 9th & Broadway Duplex Buildings (P18-049) and we offer the following comments to improve the project's walkability and its contribution to the neighborhood's livability.

The 9th & Broadway Duplex Buildings project incorporates design features that will support natural surveillance, or "eyes on the street." The street-facing front doors on the first floor of Buildings B and C will contribute to pedestrian activity on the street; the large windows on the second floors, and to a lesser extent the third-floor bedroom windows, facing the street provide opportunity for surveillance; and the third floor courtyard-facing recessed balconies allow visual and aural surveillance.

However, we'd like to suggest the following revisions to increase the natural surveillance opportunities of the project..

Increase the amount of window space in the level 1 units facing Broadway in Building B, including an additional window that will take advantage of activity in the kitchen area. Since active living space is on the street side of the units, more windows or window space would increase "eyes on the street."

Increase the amount of window space in the level 1 units facing 9th Street in Building C. While there is a window at the kitchen side of each unit, the window next to the door is narrow. Since active living space is on the street side of the units, more windows or window space would increase "eyes on the street."

Add a window to the courtyard-facing level 1 units in Building B. Ground level windows provide optimal natural surveillance, but Building B has no windows in the level 1 units.

Add a window to the courtyard-facing level 1 units in Building C. Ground level windows provide optimal natural surveillance, but Building C has no windows in the level 1 units.

Add windows facing the alley in the C-1 unit of Building C to provide active-living space "eyes on the alley." All of the Building A windows that face the alley are in bedrooms, so they will provide limited surveillance opportunities.

We'd also like to make some recommendations to the site plan that could improve the walkability of the site and the health of the residents.

Add trees to the north and east sides of the Community Garden (Lawn) that will shade the concrete walkway and encourage residents to use the front door stoop as a porch. More trees can also improve air quality, reduce residents' psychological stress, and decrease energy usage to cool the buildings.

Add a curb between the asphalt driveways and the courtyard area. People in the courtyard could be at risk of collisions from cars backing out of the garages since the landscape wall on the east side of the courtyard and the trees on the south side of the courtyard may not be adequate barriers.

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 Analyst

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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