



909 12th Street, Suite 100 • Sacramento, CA • 95814
(916) 444-0022



DRAFT Hurley Way Revitalization Plan

EXISTING CONDITIONS Roadway Issues and Land Uses

Hurley Way is bounded by Watt Avenue on the East and Ethan Way on the West. In its current state, Hurley Way does not function well and is unsafe for all classes of users: pedestrians, bicyclists, people in wheelchairs or scooters, and even motorists. The lack of trees and landscaping creates an unwelcoming and harsh environment. Wintertime flooding is a regular occurrence. Street lighting is poorly designed.

The following is an abbreviated list of Roadway Issues addressed by the Draft Plan:

- excessively **wide traffic lanes** (more appropriate for highway driving than for a neighborhood roadway)
- extremely **dangerous intersections** (the corner of Hurley and Fulton is one of the most dangerous intersections in unincorporated Sacramento County)
- **no landscaping** (shade trees, shrubs, etc.)
- **incomplete sidewalks / bike lanes** (too narrow, poorly striped, poorly lit, and do not run the entire length of Hurley)
- **inadequate signage** and **crosswalks** (signs are placed for and directed at motorists; crosswalks are too widely separated and poorly marked)
- unsightly **above-ground utility poles and wires**
- **freeway style streetlights** (rather than human-scale neighborhood-oriented lighting)
- **inadequate drainage and water management systems**
- **lack of transit services**

Land Uses along Hurley Way are largely segregated and car-oriented. The offices at the far west end of Hurley, the retail shops and other services clustered at Howe and Fulton, and the various neighborhood schools, parks and places of worship are difficult to reach from neighborhood residential areas — particularly so without a vehicle. The buildings housing these amenities (the offices, retail and other services) are often surrounded on one or more sides by massive parking lots. When combined with the current state of the Hurley Way roadway and intersecting and parallel streets, this separation of crucial community elements makes it even more of a challenge for young people, seniors and persons with disabilities to safely move

about the neighborhood and access essential services. Although no single plan can fully predict or address how land uses along Hurley Way will evolve over time, it is the hope of this Project that the Revitalization Plan will facilitate and support land uses that enhance the neighborhoods along Hurley Way.

TRANSPORTATION and ROADWAY IMPROVEMENTS

1. Hydrology and Utilities

- underground utility lines
- expand capacity of water mains and drainage facilities
- minimize impacts of rainwater runoff from impervious paving surfaces on: runoff speed/volume; local slough, stream and river water quality; and flooding
- add new curbs and gutters to improve effectiveness of neighborhood drainage systems
- (NOTE: we are seeking specific input on hydrology and drainage as well as on the need for investments in neighborhood water service infrastructure)

2. Travel Lanes and On-Street Parking

- convert to two ten-foot (10') main travel lanes (one in each direction) for entire length (some sections to have center turning lane, others a landscaped median)
- 10' travel lanes will allow for smoother, safer traffic flow and will accommodate more on-street parking and complete sidewalks and bike lanes for entire length

3. Sidewalks, Bike Lanes

- complete sidewalks, separated from roadway travel lanes, along entire length
- complete five-foot (5') bike lanes along entire length

4. Trees, Landscaping and Lighting

- plant shade trees along buffer separating roadway and sidewalks and along medians
- landscape center median and other public areas along roadway right-of-way
- modify lighting to human scale (i.e., appropriate for walkway as opposed to highway)

5. Crosswalks

- install mid-block crosswalks where needed (e.g., schools, other heavily used facilities)
- improve visibility of on-street crosswalk markings and related signage and lighting

6. Networks and Connectivity

- add one or more east-west cross-streets to the north of the extreme western portion of Hurley Way (between Ethan and Howe) to facilitate better neighborhood traffic flow and minimize cut-through driving on Hurley Way
- add walk/bike connections linking residential with retail and commercial areas
- add walk/bike connections (perhaps through the power station area south of Hurley and Ethan) linking western portion of Hurley Way to the American River Parkway

7. Roundabouts

- remove signals and install roundabouts at one or more Hurley intersections
- (NOTE: based on consulting team analyses of traffic flow along Hurley and its intersecting streets, roundabouts are feasible at all Hurley intersections and offer the potential for improved safety and smoother traffic flow)

8. Transit

- implement transit service along Hurley Way

INFILL and LAND USE GUIDELINES

Infill development along Hurley Way should build on the established community and must respect neighborhood character. The DRAFT Revitalization Plan shows how a greater variety of land uses at certain spots along Hurley Way would spur new investment in the neighborhood and improve property values.

Infill should focus on revitalization of key “**catalyst sites**” (e.g., the intersections of Howe Avenue and Fulton Avenue and Hurley Way) as possible new “**neighborhood centers**.” Intensification of land uses at just these two intersections could increase and improve the mix of housing, shopping and job opportunities while preserving and enhancing the residential character and property values of the surrounding neighborhoods.

Development of “catalyst” sites (such as the intersections described above) ***should consider*** the following elements in design of any project:

1. relaxed parking space requirements and carefully designed onsite parking
2. corner buildings to the street
3. scale appropriate to surrounding neighborhoods
4. prevent commercial encroachment into surrounding neighborhoods
5. orient buildings to Hurley Way

Successful infill projects along Hurley Way ***must contain*** the following components:

1. Neighborhood Compatible Design

- when considering proposed infill projects, focus on consistency with existing zoning and plans and integration of new development with existing neighborhood
- encourage pedestrian-oriented mixed-use opportunities at key intersections (e.g., Howe Avenue and Hurley Way and Fulton Avenue and Hurley Way)
- allow for increased mixed uses at key intersections as infill projects are proposed

2. Public Planning / Development Process

- streamline planning process to facilitate mixed-use infill compatible with the Plan
- encourage ongoing neighborhood participation in Plan implementation by hosting community workshops on Hurley Way Revitalization

3. Early Identification of Environmental / Regulatory Barriers

- initial submitted plans for all proposed infill development projects along Hurley Way should contain analyses of possible environmental and/or regulatory barriers (e.g., increased surface water runoff and resultant flooding impacts)

(NOTE: The complete Draft Plan and the survey/questionnaire forms below can be found on the ECOS website at www.ecosacramento.net. We encourage you to review the entire Draft Plan and use the survey to provide specific input for incorporation into the Final Plan. Surveys may be mailed hard copy to ECOS or submitted online at the ECOS website. Questions on the Plan should be directed to ECOS Executive Director Graham Brownstein at hurley@ecosacramento.net or [916-444-0022](tel:9164440022).)