



October 31, 2008

Steve Kerr, Assistant Planner
City of Sacramento, Development Services Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

RE: McKinley Village (P08-086)

Dear Mr. Kerr:

*WALKS*Sacramento submits the following comments on McKinley Village. These comments are based on the August 1, 2008 Project Notification and our meeting with the applicant on September 25, 2008.

*WALKS*Sacramento encourages people to walk and bicycle in their communities. 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. *WALKS*Sacramento is a member of the Partnership for Active Communities, formerly the Safe Routes Sacramento Partnership. The Partnership 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.

McKinley Village is a residential and live-work in-fill project proposed to be located on 48 acres north of the McKinley Park neighborhood and bounded by Capital City Freeway and the Union Pacific Rail Road tracks. A modified grid system provides mobility and accessibility with the neighborhood. Three types of houses are offered. The "green court cottages" and "tuck under alley load" floor plans provide good eyes-on-the-street. The single family homes, when built with the office option, will also provide good eyes-on-the-street.

*WALKS*Sacramento offers six recommendations to improve McKinley Village for walking and biking.

1. Provide additional traffic calming on Street 1

Street 1 is just 1-1/3 feet wider than the Pedestrian Friendly Street Standards typical cross-section for a residential street. The 30'-4" width and parking on both sides of the street should contribute to vehicle speed appropriate for vehicles, pedestrians, and bicyclists. The low- and medium-density houses with two and three car garages may not produce enough cars parked on the street to calm traffic, though. Since Street 1 may be used as a connector for traffic from Capital City Freeway or A Street to Elvas Avenue via Lanatt Street, some additional traffic calming may be needed to

discourage cut-through traffic and increase pedestrian safety. *WALK*Sacramento recommends using traffic circles where Streets 3, 5, and 6 intersect with Street 1.

2. Provide additional traffic calming on Street 7

Street 7 will not be subject to cut-through traffic, but vehicle speeds may be too high for a residential area due to minimal on-street parking and the absence of four-way intersections. *WALK*Sacramento recommends adding traffic circles at the intersections of Streets 6 and 8 with Street 7.

3. Provide traffic calming on Alley 1 and Alley 11

Alley 1 is a long, straight roadway and Alley 11 is longer, though with a continuous curve. Both alleys may encourage vehicle speeds that will be hazardous for pedestrians and bicyclists. We recommend adding traffic circles to the T-intersections.

4. Change Lanatt Street extension to 57' ROW Minor Collector Street

Cross-section C for the Lanatt Street extension does not include street trees. It is important to include street trees and separated sidewalks to provide a shaded walking environment, a buffer between the street traffic and pedestrian, and provide shading of the street to extend pavement life and reduce localized solar heating. A streetscape with trees will also provide a pleasant gateway into the McKinley Village neighborhood.

5. Change A Street extension to 57' ROW Minor Collector Street

The recommendation for A Street extension is the same as for the Lanatt Street extension. Cross-section D for the A Street extension does not include street trees. It is important to include street trees and separated sidewalks to provide a shaded walking environment, a buffer between the street traffic and pedestrian, and provide shading of the street to extend pavement life and reduce localized solar heating. A streetscape with trees will also provide a pleasant gateway into the McKinley Village neighborhood.

6. Provide trees on alleys with cross section F

Trees on alleys are needed to provide shade for pedestrians in the alleys, the houses along the alley, and to reduce solar heating of the alley pavement.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 709-9843 or chholm@walksacramento.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Holm". The signature is fluid and cursive, written over a faint, light-colored rectangular background.

Chris Holm
Project Analyst

*WALK*Sacramento
909 12th Street, Suite #122
Sacramento, CA 95814

cc: Bret Hogge, WL McKinley Associates, LLC
Joseph Hurley, Sacramento Metro Air Quality Management District
Ed Cox, City of Sacramento Department of Transportation
Paul Zykofsky, Local Government Commission
Walt Seifert, Sacramento Area Bicycle Advocates (SABA)
Partnership for Active Communities Steering Committee
Anne Geraghty, *WALK*Sacramento