



7/30/2019

VIA EMAIL

Robby Thacker
City of Sacramento Community Development Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

RE: Railyards Lot 46A (DR19-199)

Dear Mr. Thacker:

WALKSacramento has reviewed the project routing for Railyards Lot 46A and we offer the following comments.

The building floor plan will support natural surveillance of the streets and the interior parking area as every unit has living room windows facing either 7th Street or the parking lot for daytime and evening "eyes on the street and parking lot", and bedrooms of all the units will provide the opportunity for "eyes on" during the night. The resident common rooms, lobby and staff offices will provide daytime and evening "eyes on" F Street, 7th Street and the corner.

We are pleased to see that the project will provide bike parking spaces in excess of the required minimum number of spaces. The project proposes 3 more short-term spaces than the 15 that are required, and, if we interpret the site plan correctly, there are 32 more long-term spaces than the 75 required. The provision of 107 long-term spaces for 150 apartments will allow residents to store their bikes without cluttering their apartment. The more convenient it is to hop on one's bike, the more likely one is to bicycle rather than drive to destinations.

The number of biking trips that Lot 46A residents take might be increased by making it easier to get on the road by improving access to the street locating or locating the Bike Storage room closer to F Street. By providing both a hallway door and an exterior door, residents won't need to bring their bikes into the building's hallway. However, the route between the street and the Bike Storage room will be indirect and inconvenient because of the room's location toward the north end of the building combined with the lack of ramps between the parking lot and the sidewalk to the door.

There are three main impediments that bicyclists will encounter with the current site plan. First, bicyclists need to have a means to open the driveway gates when entering and exiting the site. The pedestrian gate on the sidewalk shouldn't be used by residents. It's appropriate for guests that can easily walk their bike from the street to the bike racks near the entry gate, but residents should be able to stay in the driveway until they are close to the Bike Storage room.

Second, bicyclists should be on the internal sidewalks as little as possible, but the closest point to access the Bike Storage room is a parking stall. If cars are parked in that stall and others close by, cars or bikes could be damaged as bicycles move between cars. This also sends a message that

bikes are less important than cars. Third, there needs to be a bike ramp at the curb to allow bicycles to easily move between the sidewalk and the parking lot.

We recognize it may be difficult to locate the Bike Storage Room close to the driveway entrance, such as where the Community Room is presently, but it would do the most to encourage and accommodate bicycle riding. It may also be easier to include bicycle curb ramps at this location as removal of a parking stall would not be required.

Finally, we recommend that the applicant consider devoting some of the Bike Storage space to parking bike trailers and cargo bikes. The larger space requirement of trailers and cargo bikes will make it impractical for residents to use their apartments for storage and make it more likely that hallways and doors may be damaged. Please also consider turning and maneuvering space required by bikes with trailers or cargo bikes.

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.

Sincerely,

Chris Holm
Project Analyst