



9/29/2016

VIA EMAIL

Arwen Wacht, Associate Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: Sweet Homes Apartments (P16-046)**

Dear Ms. Wacht:

WALKSacramento has reviewed the Sweet Homes Apartments (P16-046) project routing and offer the following comments. The project is located at the southeast corner of Truxel Road and Terracina Drive. The fifty-one unit gated apartment complex will consist of 3 one-bedroom, 42 two-bedroom and 6 three-bedroom units, a clubhouse and 53 parking spaces on the 2.7-acre site.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

The Sweet Homes Apartments site is located near existing and planned active transportation facilities. There's an active bus route on Truxel Road with in-bound and outbound stops within 400 feet, a planned light rail station on the other side of Truxel, and existing and planned bike lanes and bike paths adjacent to the site.

To the east of the project site is segment of a major north-south off-street bike trail and a walking path around a detention basin. Figure 1 shows there is an existing off-street trail from the south edge of the project site along the west side of the basin, and a planned off-street trail on the south side of Terracina Drive between Truxel Road and the canal.

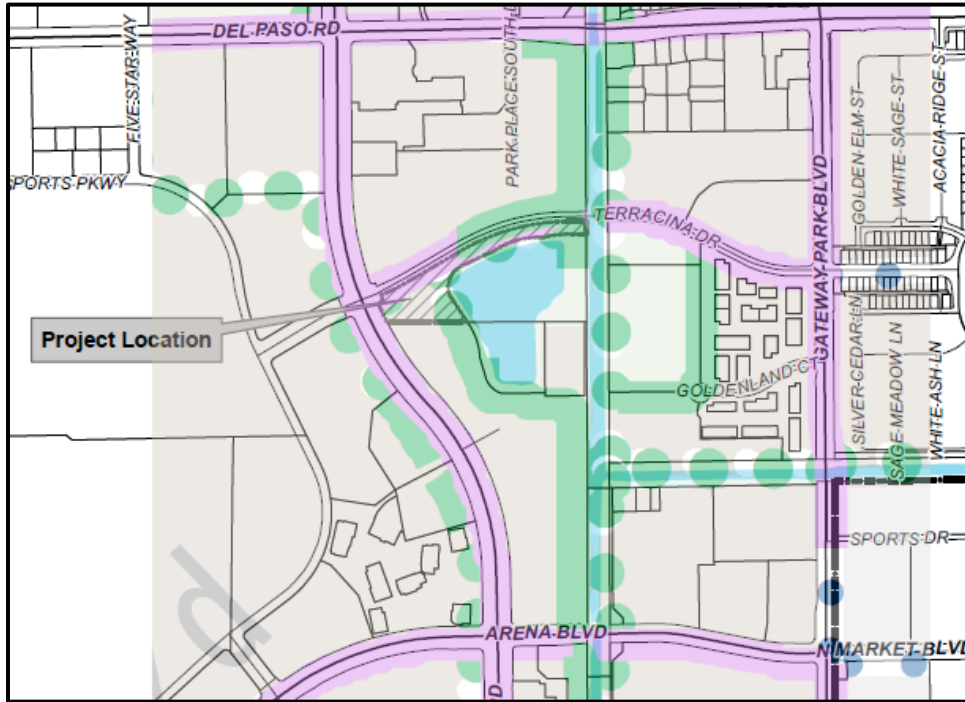


Figure 1 Project Vicinity Map with City of Sacramento Bikeway Master Plan Map

Figure 2 is a Google aerial of the project site and the basin area. The green lines represent existing off-street trails, and the yellow-orange lines walkways.



Figure 2 Google Aerial of Project Site and Nearby Area



Figure 3 shows the paved trail on the east side of the Tuscaro Apartments property, the walkway around the southern half of the basin, and connection between the trail and walkway.



Figure 3 Trail Adjacent to Tuscaro Apartments and Detention Basin

Figure 4 is a closer view of the project site. The green line at the bottom right corner of the image shows a green line representing the existing paved trail on the Tuscaro Apartments property that dead ends at the Sweet Homes Apartments site. The path worn in the dirt between the Tuscaro trail and Terracina Drive indicates there is a demand for this walking and biking connection.

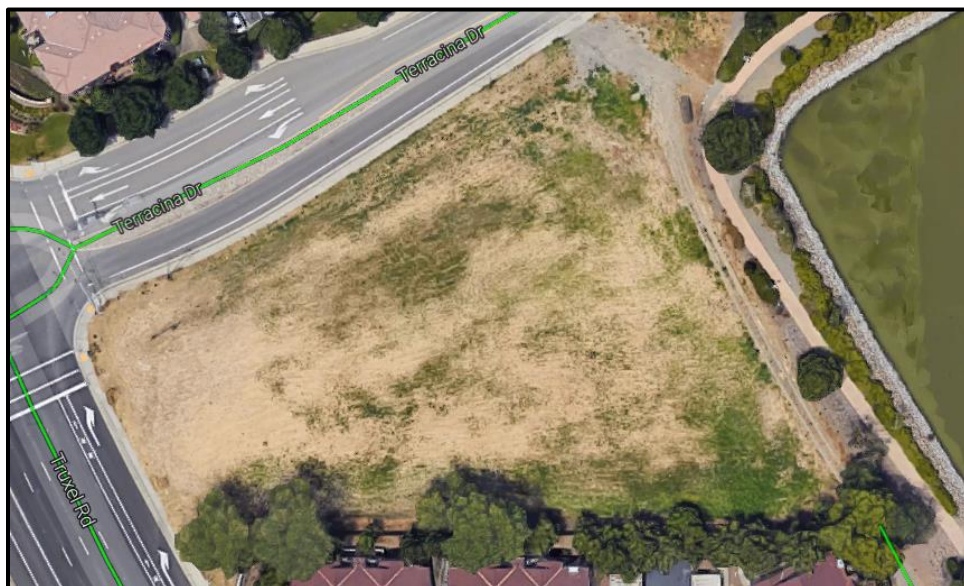


Figure 4 Google Aerial of Project Site

The Sweet Homes Apartments project proposes to provide a gated connection to the walkway around the basin, but it doesn't provide the planned Bicycle Master Plan direct connection that pedestrians could use between Terracina Drive and the existing paved trail on the Tuscaro property. Figure 5 shows our suggested location of a trail segment that would indirectly complete the trail.

WALKSacramento recommends adding this trail segment for two reasons. First, while this trail addition would not result in as direct a connection that extending the Tuscaro trail would provide, and it would not eliminate the highly-skewed connection or the downgrades between the trail segments and basin walkways, it would at least provide a shorter link between Truxel Road and the trail behind Tuscaro Apartments. Second, the configuration of the utility access in the project proposal would not appear to be public as it goes through the un-gated parking lot for Sweet Homes Apartments. Pedestrians would have to walk more than a quarter-mile on Tuscaro and back if they weren't aware of that the private parking lot provides access to the public trail. The utility access/trail as we recommend would function and appear as a multi-use trail.

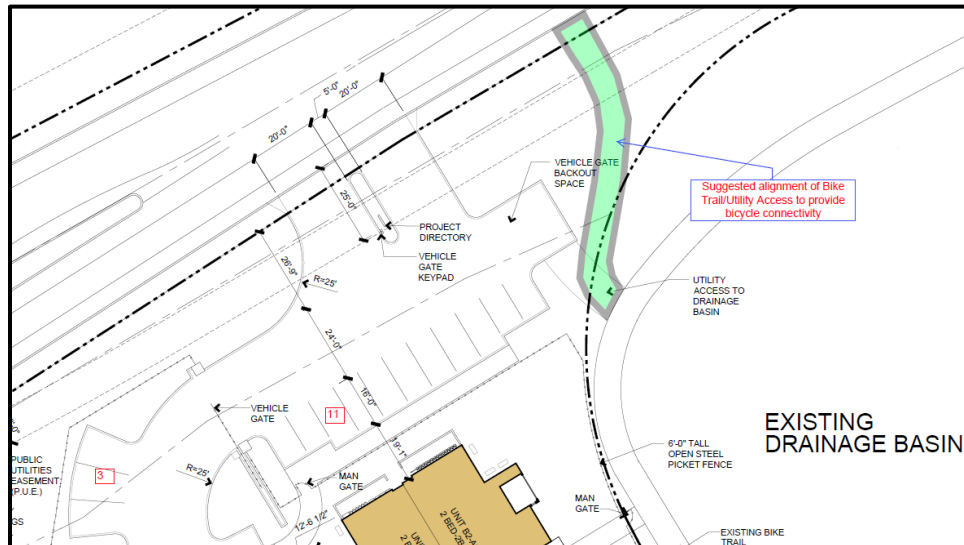


Figure 5 Suggested Trail Connection Between Terracina Drive and Walkway Around Detention Basin

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 at (916) 446-9255 or [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

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*

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