



11/29/2017

VIA EMAIL

Daniel Abbes, Assistant Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: 1818 X Street Apartments (DR17-367)**

Dear Mr. Abbes:

WALKSacramento has reviewed the project routing for 1818 X Street Apartments (DR17-367) and we offer the following comments. The project proposes 41 residential units and one office in two 3-story buildings with a total of five roof units and decks, 11 on-site vehicle parking spaces, and a bike/mail room with capacity for 20 bikes.

The project site is several blocks from the light rail Broadway Station, four bus routes and numerous restaurant, retail and service uses on Broadway. Walking and biking as the primary transportation mode for residents will be facilitated by the convenient access to transit and local destinations, and the long-term bicycle storage provided in the bike/mail room.

It's difficult to ascertain the utilization of the space within the bike/mail room, but since bike parking availability will be important to reducing vehicle parking demand, it would be helpful to see detailed plans for the bike parking. Confirmation that 20 bikes will fit in the room or that more could fit is necessary.

The courtyard with social gathering space between the buildings will help to create a sense of community within the apartment complex. The narrow separation between the buildings at the X Street frontage should reduce freeway noise within the courtyard. However, it appears that most of the units have only bedroom windows and entrance doors facing the courtyard. The lack of apartment active living space facing the courtyard severely limits "eyes on the courtyard." Hopefully we're misinterpreting the relationship of the unit plans to the site layout. Better surveillance of the courtyard by apartment occupants can create a better sense of community within the development, improve the sense of safety within the courtyard, and reduce the potential for crime in the courtyard and the apartments.

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.

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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