



11/29/2017

VIA EMAIL

Angel Anguiano
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: CADA Site 21 (DR17-365)

Dear Mr. Anguiano:

WALKSacramento has reviewed the routing for CADA Site 21 (DR17-365). The project consists of a mixed-use high rise building comprising of nine stories, 1,500 sf ground floor retail, 86 for-sale residential units, 70 tenant parking stalls on two levels accessible from Neighbor's Alley, and 60 long-term bike parking stalls within the High Rise Residential (R-5) zone. The project will require demolition of one existing apartment building.

CADA Site 21 is proposed for 1320 N Street at the southwest corner of 14th and N Streets. The site location is close to many walkable destinations including the 40-acre California State Capital Park and an adjacent church. It is the last undeveloped parcel directly on Capital Mall.

WALKSacramento recommends incorporating the following to improve the walking and biking-supportive elements of CADA Site 21:

- Provide illumination on Neighbor's Alley and N Street for safe nighttime walking.
- Provide a bike ramp onto the sidewalk and repurpose the parking spot next to the corner curb extension for a more direct route to the Residential Cyclist Entry door. This will improve bicycle access, reduce pedestrian conflicts, and eliminate auto movement next to the proposed outdoor seating.
- Use extra-wide or double doors at the Residential Cyclist Entry and the garage entrance to the Resident/Bike Storage Room to allow for bikes to more easily access the bike storage room.
- Widen the alcove at the Residential Cyclist Entry door to improve pedestrian and bicyclist sightlines.

New development that facilitates and motivates people to walk and bike, combined with streets that are walkable and bikeable, is needed to improve the health of our residents. Many people don't achieve the recommended minimal amount of daily physical activity, often due to the obstacles to walking and biking created by the built environment in which they live. CADA Site 21 will be in a prime location, but there are a few elements of the site and building design that will not achieve the same level of support for daily physical activity. These elements involve lighting and bicycle parking access.

Lighting is important to increase safety at night, from both a Crime Prevention Through Environmental Design (CPTED) perspective and a mobility perspective. People walking at night should be able to see their surroundings and be seen by people in the area for personal safety. They should also be able to see the surface they are walking on to prevent falls. There appears to be pedestrian lights along the project's 14th Street frontage. However, the plans don't seem to indicate locations for pedestrian lights in the alley or on N Street. Continuous lighting around the building will be very important for pedestrian and personal safety. Lighting in the alley will help prevent turning conflicts between pedestrians and cars entering and exiting the residential vehicular entry to the parking garage. **WALKSacramento recommends the project provide illumination sufficient for pedestrian travel on Neighbor's Alley and N Street for safer nighttime walking.**

We are pleased to see the addition of the curb extension on the corner of 14th and N Streets to provide additional pedestrian visibility and placemaking. However, due to the location of the Bike Room entrance, there is potential for bike and pedestrian conflict on the sidewalk near the proposed café seating. **WALKSacramento recommends the project provide a bike ramp onto the sidewalk and repurpose the parking spot next to the corner curb extension for a more direct route to the Residential Cyclist Entry door. This will improve bicycle access, reduce pedestrian conflicts, and eliminate auto movement next to the proposed outdoor seating.**

We are pleased to see that the bike room provides about 55% more than required bike parking spaces. However, the single door entrance provides a narrow and difficult-to-navigate entrance and exit for heavy bikes (e.g. cruisers, cargo bikes, bikes with trailers). **WALKSacramento recommends the project provide extra-wide or double doors at the Residential Cyclist Entry and the garage entrance to the Resident/Bike Storage Room to allow for bikes to more easily access the bike storage room.**

The alcove of the Residential Cyclist Entry door does not provide good sightlines for residents entering or exiting through the door. The poor sightlines may lead to potential pedestrian/bicyclist conflicts. **WALKSacramento recommends the project widen the alcove at the Residential Cyclist Entry door to improve pedestrian and bicyclist sightlines.**

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. WALKSacramento commends CADA's efforts to achieve these goals through placemaking, enhanced streetscape, and natural surveillance.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please don't hesitate to contact me.

Sincerely,

Molly Wagner
Project Coordinator

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

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