



4/16/2018

VIA EMAIL

Dana Mahaffey, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: The Core Natomas (P18-011)

Dear Ms. Mahaffey:

WALKSacramento has reviewed the project routing for The Core Natomas (P18-011) and we offer the following comments.

We are happy to see that the buildings along streets, entry driveways or adjacent land, i.e. Buildings 2, 4, 6 and 7, have their fronts facing outward and the garage-side of the buildings facing into the complex. This places more "eyes on" the street and open space, and it facilitates walking trips that begin in a pedestrian environment rather than in a parking lot.

The project site design provides good active transportation circulation and access, but there are a five locations where it could be improved. The pathway between Building 2 and the clubhouse/pool area on sheet A1.4 Path of Travel occupies a portion of a parking lot end island in which there are trees shown on sheet L1.1 Illustrative Landscape Plan. We recommend that the landscape island be enlarged to accommodate the path of travel. Figure 1 shows the area of concerned encircled in red.

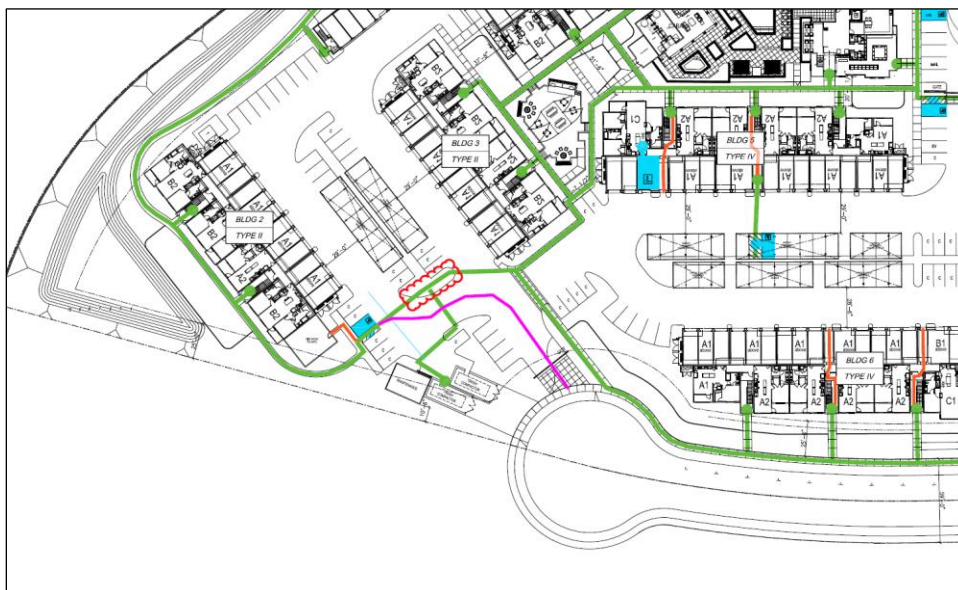


Figure 1

The bike storage room in Building 4 is less than 50 feet from the perimeter sidewalk in the Emergency Access Easement, which provides direct access to the street. However, the anticipated path of travel for bicyclists seems to be the parking lot since the EAE sidewalk is only 6' wide and too narrow for both pedestrians and bicyclists. We recommend that the sidewalk within the EAE be widened to at least 12' to accommodate pedestrians and bicyclists. Figure 2 shows the provided bicycle access in magenta and the recommended access encircled in red.

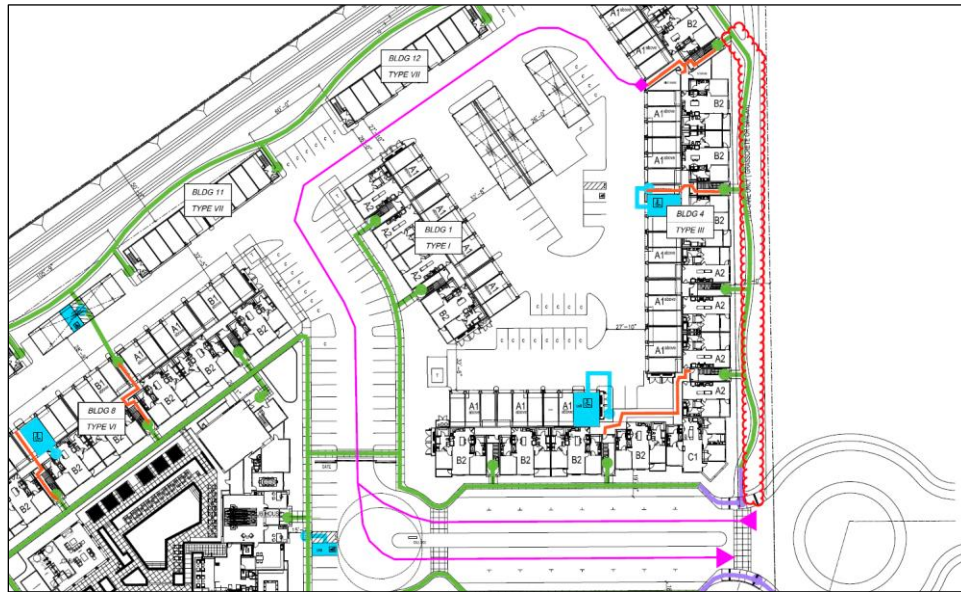


Figure 2

Building 6 and the west end of Building 7 have paths of travel to the clubhouse/pool area that somewhat indirect and may result in people walking through the parking lot and between parked cars. If it can be accomplished, we suggest adding a walkway connecting the sidewalk between Buildings 6 and 7 to the northwest end of Building 7. Figure 3 shows the intended pathway encircled in red.

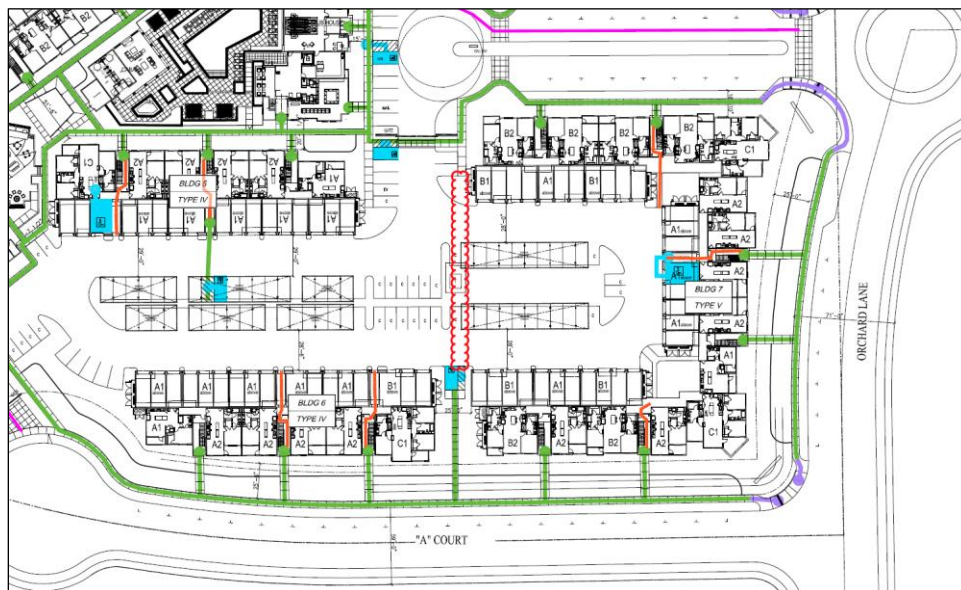


Figure 3

Building 1 has good access to the clubhouse/pool area, but it's a significant out-of-the-way path of travel to the perimeter sidewalk in the freeway buffer area. We suggest adding a walkway in the area encircled in red in Figure 4.



Figure 4

The driveway off of "A" Court would be the likely entrance bicyclists would choose to use to get to the bike storage room in Building 2, but that entrance is gated. If a parallel bike path could be constructed between the gates and the sidewalk, bicyclists would have convenient access without riding on the standard width sidewalk which should be pedestrians only. Figure 5 shows the area of concern encircled in red.

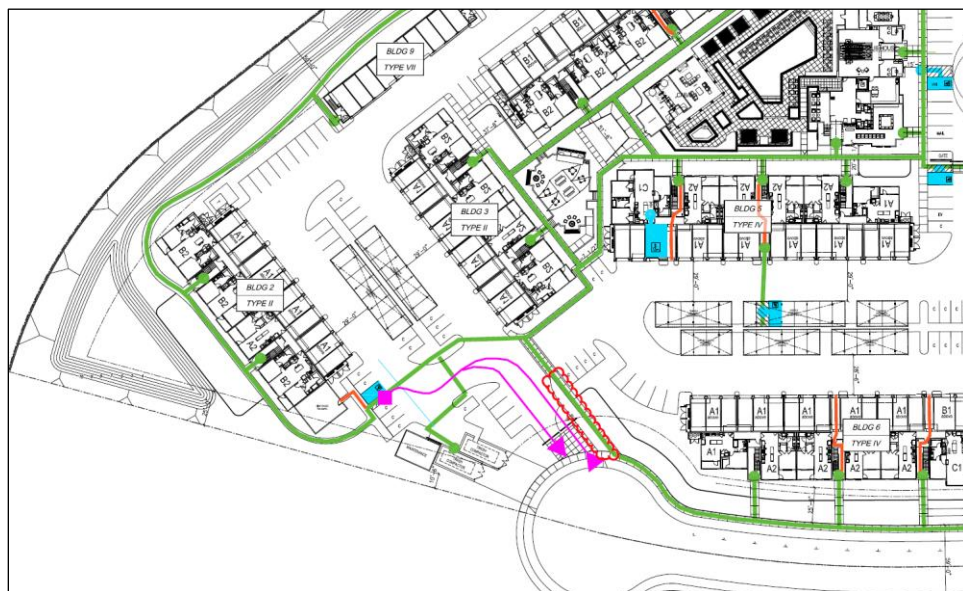


Figure 5

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.

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.

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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www.sacbike.org

Sacramento Area Bicycle Advocates
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