



7/16/2018

VIA EMAIL

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

**RE: The Core Natomas (P18-011)**

Dear Ms. Mahaffey:

Thank you for routing the revised project documents for The Core Natomas (P18-011). WALKSacrimento provided comments on the original routing and we made five recommendations, four of which were fully or partially implemented in the revised plans.

1. Implemented: Pedestrian path of travel between Building 2 and the clubhouse/pool area.

The new pathway is primarily on sidewalks and has enhanced crosswalk pavement at one driveway and one drive aisle.

2. Partially implemented: 12' sidewalk in the EAE that provides bike/ped access to the Building 4 bike parking room.

The sidewalk width was increased to 6', but the sidewalk will not be wide enough for both pedestrians and bicyclists. This sidewalk will be the primary route choice for bicyclists that use the bike storage room that's now in Building 13 just north of Building 4. As this is the only sidewalk for Buildings 4 and 13, and it's the most direct bicycle route to the street, it's important to safely accommodate both modes of travel. **We recommend increasing the width of the sidewalk within the EAE between Orchard Drive and the Building 13 bike storage room to at least 8', but preferably 12'.** In addition, see the first bullet below.

3. Implemented: Walkway between Buildings 6 and 7.

The Building 7 and the south wing of Building 6 now have a more direct pathway to the clubhouse.

4. Implemented: Direct pedestrian access between Building 1 and the sidewalk in the freeway buffer.

The sidewalk was extended to the north end of Building 1's frontage, and curb ramps were added near the north end of Building 1 and the east end of Building 11.

5. **Not** implemented: Bike access between "A" Court and the interior drive aisles.

Bicycling will provide an important contribution to public health, sustainability and reduced environmental impacts of The CORE Natomas. Schools, retail, services, transit and a major employment corridor are within a 10-minute bike ride of the project site, so bicycling could be a popular mode of short-distance travel for residents of The CORE. It's important to provide adequate bicycle facilities to ensure that bicyclists are not compelled to ride on the sidewalk and put pedestrians at risk. Access at "A" Court is of concern, especially with its proximity to the bike storage room in Building 2. Since a multi-use sidewalk and gate is not provided at "A" Court, we make the following recommendation.

- **Provide bicyclists with the means to open the driveway gates.**

The project narrative and drawings don't give any indication as to how the vehicle gates will be activated. Bicyclists may be best served by having, at minimum, a post-mounted keypad or card reader on the right hand side of the entry driveway. A method for bicyclists to open the gate from the inside should also be provided. This recommendation applies to both "A" Court and the two gates on either side of the Clubhouse.

The revised routing included a new drawing (L1.4) showing proposed walls and fences. Consequently, we offer the following two recommendations.

- **Eliminate the 6' masonry at the eastern edge of the EAE along Building 4, and replace the 6' masonry wall between the freeway soundwall and the south end of Building 13 with an open steel fence.**

The proposed masonry wall along the eastern boundary seems unnecessary and will degrade the pedestrian environment on the sidewalk along Buildings 4 and 13. Masonry walls are required by City code (17.620.120) to be constructed where non-residential uses abut residential uses. Rather than proposing to construct a commercial use, this project proposes to construct residential abutting land zoned residential having an approved tentative map for residential. If the City interprets the Code differently, we strongly recommend the City provide a deviation now and amend the Code at the next opportunity.

The wall is also in direct opposition to the relative openness of Buildings 6 and 7 and the south wing of Building 4. Those buildings have sidewalks directly connecting their front elevations and entrances to the public way. Their fencing and gates are between buildings, which provides not just a more welcoming face to the surrounding area, but it provides a better and unobstructed view to building occupants.

- **Add more trees along the rear walls of Buildings 9-12 and the inside wall along the freeway.**

The 14' wall along the freeway combined with the mostly-flat 24' walls with few windows on the freeway-facing elevations of Buildings 9-12 will create a somewhat unpleasant canyon-like dead zone. Dense row of trees on both sides would help alleviate such a condition.

- **Provide pedestrian and bicycle access to Buildings 4 and 13 from the EAE sidewalk and parking lot.**

Perhaps it is an oversight, but the area between Buildings 4 and 13 appears to be landscaped and without sidewalks to provide access to the bike storage room in Building 13. A sidewalk connecting the EAE sidewalk, the bike storage room, and the parking lot should be provided.

Sincerely,

Chris Holm  
Project Manager