



8/1/2018

VIA EMAIL

Michael Hanebutt, Associate Planner
City of Sacramento Community Development Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

RE: Arden Gateway (DR18-209)

Dear Mr. Hanebutt:

WALKSacramento has reviewed the project routing for Arden Gateway (DR18-209) and we offer the following comments.

Although gates are proposed for the project and the two resultant blocks will be large - approximately 13 acres in phase 1, and 11 acres in phase 2 – the edges of the apartment complexes are fairly permeable and will provide pedestrian connections to Sacramento Inn Way and the unnamed street between the two phases. However, the project frontage along the east-west segment of Royale Road has no connections and the north-south segment of Cormorant has only one. Compounding this, pedestrian circulation within each of the phases is incomplete. Physical interconnectedness is important for establishing a social community and facilitating pedestrian travel, so creating a complete pedestrian network will be essential.

Many of the interior buildings don't have sidewalks connecting to the perimeter buildings, requiring either walking around the buildings and through drive aisles and parking rows, exiting one pedestrian gate and entering another, or using the public sidewalk to get to a gate and sidewalk that leads to the interior. Also, the only entrance to the community buildings in each phase appears to be at the public entrance, which means going through a pedestrian gate at the public sidewalk, and significant out-of-path travel for most residents.

There are also many places shown on the conceptual site plan, pedestrian path of travel and vehicular circulation plan, and landscape plan where building entrances don't appear to connect to sidewalks. Even if those sidewalks were added to the drawings, the incomplete pedestrian circulation mentioned above would remain. Figure 1 shows the provided (Lime = internal pathways; Aqua = via public sidewalks) and missing connections (Red) between buildings. **WALKSacramento recommends adding sidewalks and parking lot crossings to complete the on-site pedestrian circulation.**

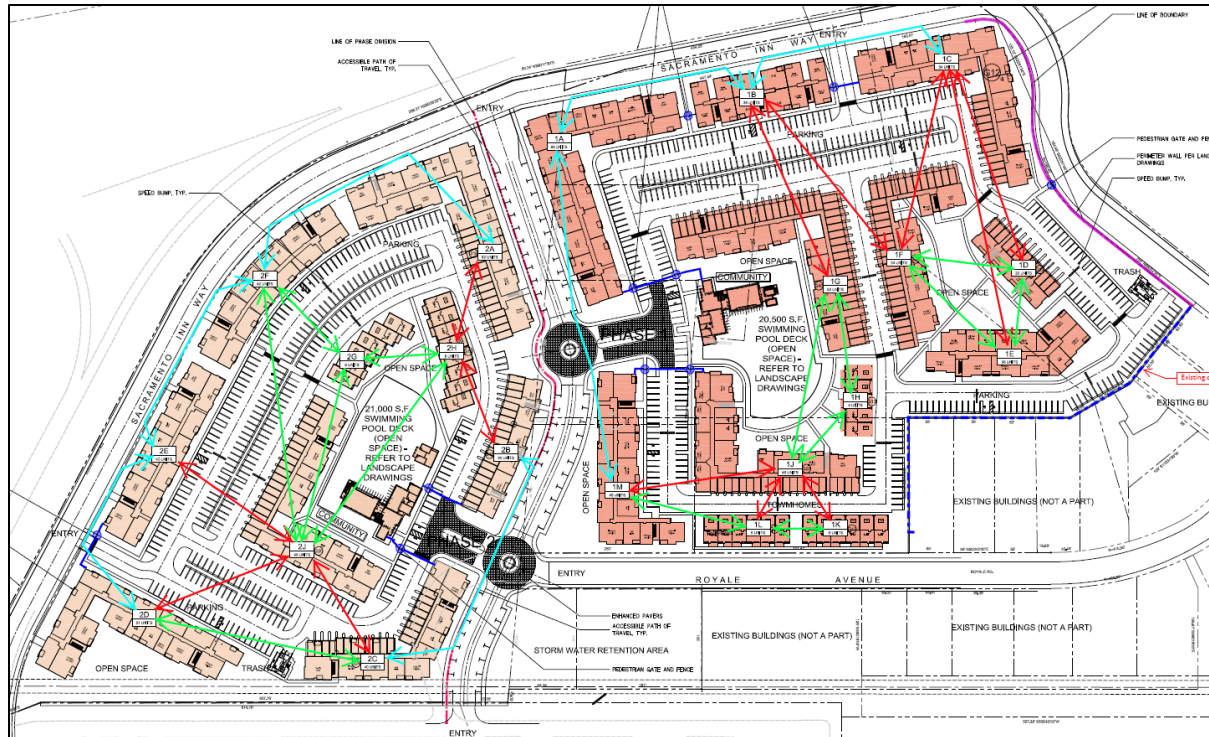


Figure 1 Connections Between Buildings

The major destinations within walking distance of Arden Gateway will be Arden Fair, the Arden Fair Mall Transit Center, the office and medical uses in Point West, and D.W. Babcock Elementary School/Park. The elementary school and park will be less than a five minute walk from the closest pedestrian gate, although there is a sidewalk on only one side of the street and it's on the north side which will entail two street crossings that wouldn't be necessary if the street was complete.

All other nearby destinations along Arden Way and to the west will require walking a direct route on the drive aisles through the parking lots on the west side of Arden Fair mall, or walking over a mile on streets without sidewalks east of Arden Fair mall to the southern entrance, also without sidewalks.

The most direct route to the shopping center stores would be from the street between the two phases on the project site and the sidewalk near the northeast corner of the Sears building.

WALKSsacramento recommends that the applicant work with the property owners to the south on adding a sidewalk connecting Royale Road to Arden Fair. See Figure 2 below, where the solid red line indicates the needed sidewalk path and the dotted line indicates existing Arden Fair sidewalks.

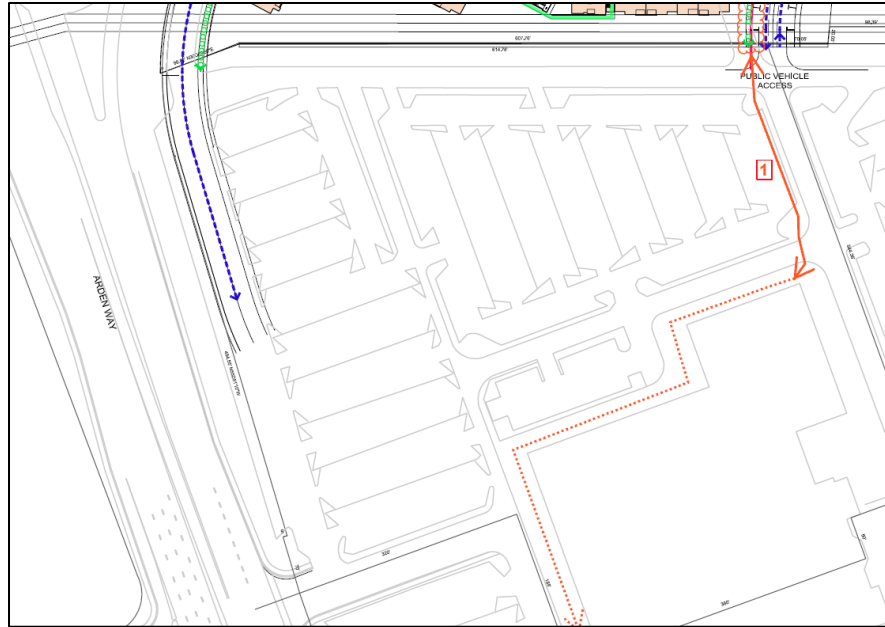


Figure 2 Pedestrian Route to Arden Fair

There appears to be potential location for a pedestrian connection to the Arden Way sidewalk which connects to destinations southwest and northwest of the Arden Gateway project site. Google street views in Figures 3 and 4 show a gate in the fence between Arden Fair and Arden Way about 50 feet south of where Sacramento Inn Way meets the Arden Fair parking lot.



Figure 3 Looking east from Arden Way



Figure 4 Looking west from Arden Fair

Figure 5 shows the recommended route on the Site Conceptual Plan. This would provide the shortest distance to destinations near Arden Way north of the site, such as the office and light industrial off of Harvard street and Blumenfeld Drive, and the Swanston light rail station, and destinations south of the site, such as the office and medical in Point West, and Cal Expo.

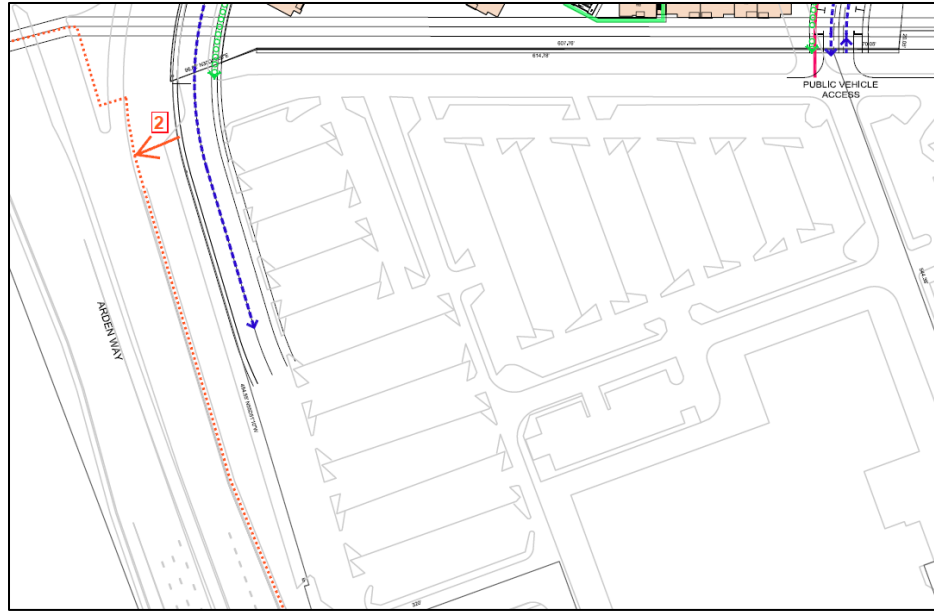


Figure 5 Recommended Pedestrian Route to Arden Way

We are happy to see new sidewalks on both sides of Sacramento Inn Way may continue south of the project site. The conceptual site plan and the circulation plan both show the sidewalks extending about 330' into the Arden Fair parking lot. Providing sidewalks all the way to Sears Driveway will provide a pedestrian route away from the noise and high-speed traffic of Arden Way. We suggest considering the benefits versus costs, though. There may be potential pedestrian risks at the intersection where the extension of Sacramento Inn Way would meet Sears Driveway, and the sidewalk on the east side will cross the ends of ten drive aisles. See Figure 6.

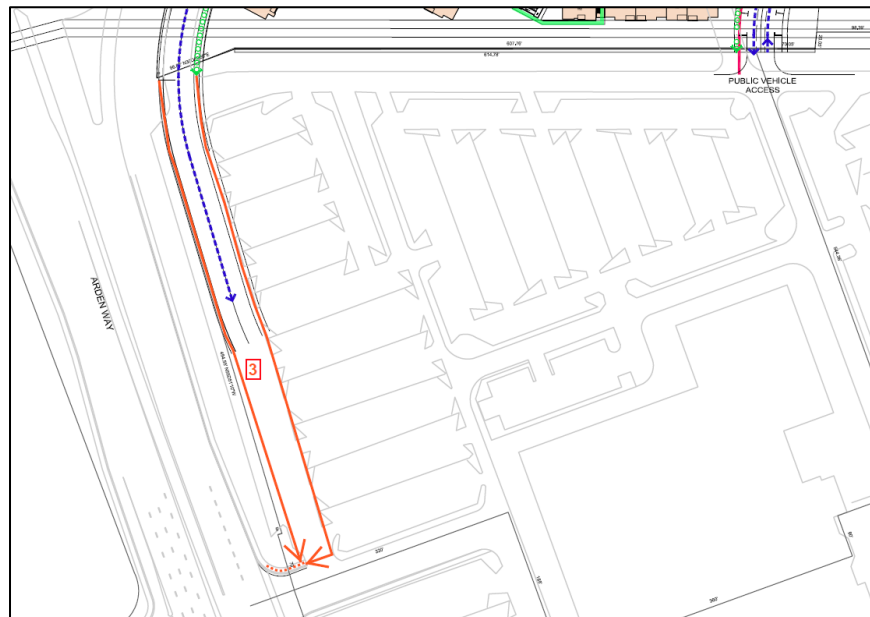


Figure 6 Extension of Sacramento Inn Way Sidewalks

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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