



1/28/2020

VIA EMAIL

Jose Quintanilla, Assistant Planner
City of Sacramento Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: Natomas II Apartments (P19-075)

Dear Mr. Quintanilla:

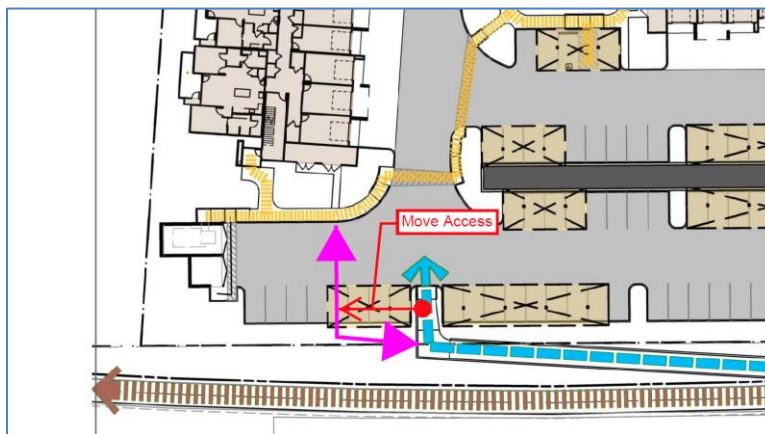
WALKSacramento has reviewed Natomas II apartments and we offer the following comments.

The project incorporates several elements that will provide support active transportation. It will provide access to the freeway landscape buffer bike trail, the Natomas Crossing Drive and the Natomas Crossing Drive I-5 overcrossing trail. Convenient access will promote use of the trails by pedestrians and bicyclists for transportation and recreation. Each of the apartment buildings has bike storage rooms, which will make it more convenient, and therefore more likely, that residents will have bikes and use them. Our comments discuss pedestrian access to the bike trails and the public sidewalk on East Commerce.

Bike Trail Access

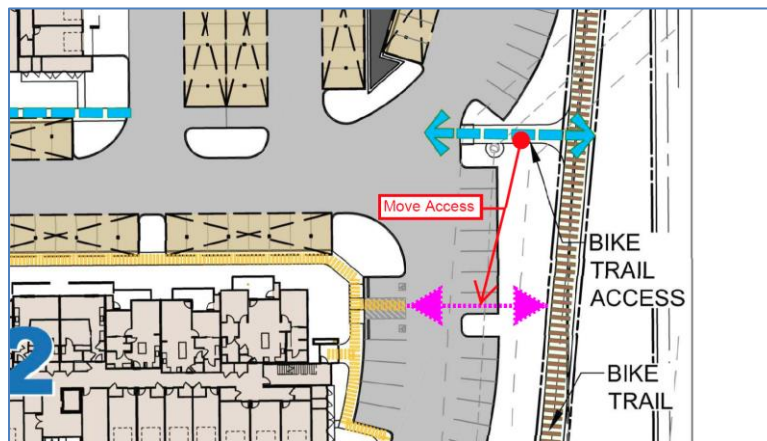
The bike trail access points will be fairly convenient for bicyclists, but pedestrians access could be improved by shifting the access points slightly at two of the locations and adding a crosswalk for the third.

The first access point, near the northwest corner of the project site, is at a drive aisle T-intersection and the pedestrian path is at an angle to both drive aisles. We recommend shifting the access point about four parking spaces to the north. This would put the access point directly across the drive aisle from the sidewalk at Building 7. It may also allow construction of a single carport structure as the access would be to the north of the carport rather than through the carport.



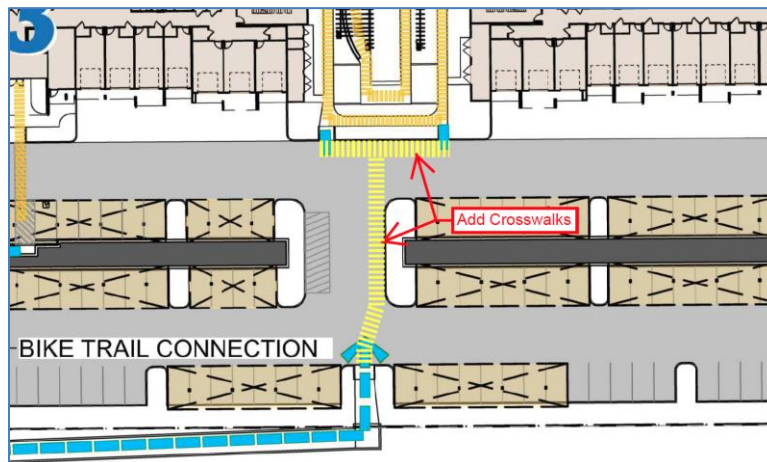
Pedestrian Access to Bike Trail near Building 7

The second access point that should be moved is on the south edge of the site and aligned with the sidewalk at the west end of Building 1, but the pathway would require walking through several parking spaces or around a landscape island. We recommend moving the access point to the west and adjacent to the landscape peninsula so it aligns with the access aisle between the two accessible parking spaces at the south end of Building 2. This would place the access point in a more central location, shorten the distance pedestrians would be walking in the drive aisle and create an orthogonal crossing of the drive aisle. Should it be feasible, we also recommend adding a crosswalk and necessary hardscape features to make the access point an accessible route.



Pedestrian Access to Bike Trail near Building 2

The access point that needs a crosswalk is near the midpoint of the west edge of Phase 1 and opposite the open space and bocce ball court between Buildings 2 and 3. We recommend adding crosswalks along the curb between the curb ramps near the buildings, and between the curb and the western edge of the site.

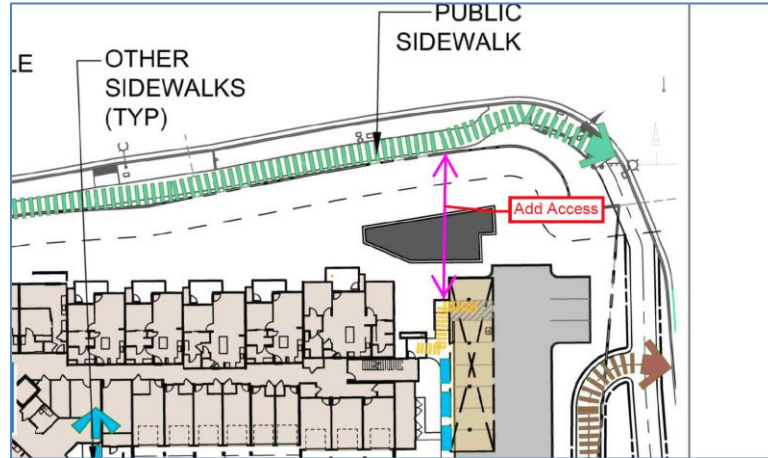


Pedestrian Access to Bike Trail near Buildings 2 and 3

Public Sidewalk Access

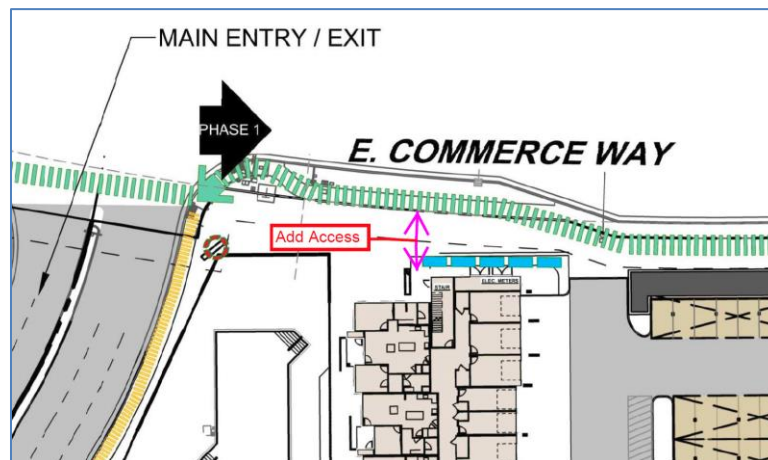
There are also two buildings on the east side of the site where there may be opportunities to add sidewalks between the building and East Commerce that would significantly improve pedestrian access to the street sidewalk near the corner of East Commerce at Natomas Crossing Drive. The sidewalk at the south end of

Building 1 is about 60' from the public sidewalk on East Commerce. Extending the project sidewalk would shorten the distance to the corner for units at the south end of Building 1 by about 750'.



Pedestrian Access to East Commerce from Building 1

There's also an opportunity to provide convenient pedestrian access between Building 4 and the corner of East Commerce at the project main driveway. Adding about 20' of sidewalk would shorten the walking distance from units at the east end of Building 4 to the corner by over 475'.



Pedestrian Access to East Commerce from Building 4

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 public health and physical fitness, better air quality, a stronger sense of cohesion and safety in neighborhoods, and more sustainable communities and local economies.

Sincerely,

Chris Holm
Project Manager