



8/19/2020

VIA EMAIL

Kimber Gutierrez, Associate Planner
Sacramento County Office of Planning and Environmental Review
827 7th Street, Second Floor
Sacramento, CA 95814

RE: Carmichael Commons (PLNP2019-00157)

Dear Ms. Gutierrez:

Thank you for routing Carmichael Commons resubmittal 5 (July 2020) to WALKSacramento. We appreciate the responsiveness of the applicant to comments made by the community and WALKSacramento. We made five recommendations in our February 26, 2020 letter to support more walking by residents of Carmichael Commons and the surrounding neighborhood. We were pleased to receive the applicant's responses to our first four recommendations. Our previous recommendations are included below with a summary of the applicant responses and our responses underlined. Figure 1 shows the locations of our recommendations and numbers to clarify the locations of the specific recommendations have been added.

Recommendation #1: Add sidewalk segments and a crosswalk on south side of the primary site entry driveway between Hackberry Lane and the Village Square drop-off entrance. The pedestrian route has been implemented on the site plan; however, the applicant stated that the enhanced paving will indicate the driveway crossing. Enhanced paving can indicate to drivers the location of a pedestrian crossing but the paving must be different from the non-crossing areas outside of the crossing.

Recommendation #2: Add sidewalk segments and a crosswalk between the sidewalk segment in Recommendation #1 and the sidewalk parallel to the north-south drive aisle. The applicant responded that the presence of the drip line area for a Heritage Oak that to be preserved has precluded adding the sidewalk. The sidewalks that were added at the back of curb on both sides of the area of concern are a good alternative; however, the crossing isn't marked. As there will be a desire line across the eastern edge of the "Drop Off" circular drive, there should be differentiated enhanced paving and curb ramps on each side of the driveway.

Recommendation #3: Mark a crosswalk on the primary site entry driveway between the public sidewalk segment. The applicant responded that the enhanced paving is intended to act as an indicator of the crossing. The crossing paving should be differentiated from the driveway to clearly show the pedestrian area.

Recommendation #4: If feasible, also add sidewalks and crosswalk on the north side of the driveway. The site plan clearly shows a sidewalk and a crossing of the north-south driveway on the north side of the "Primary Site Entry" driveway.

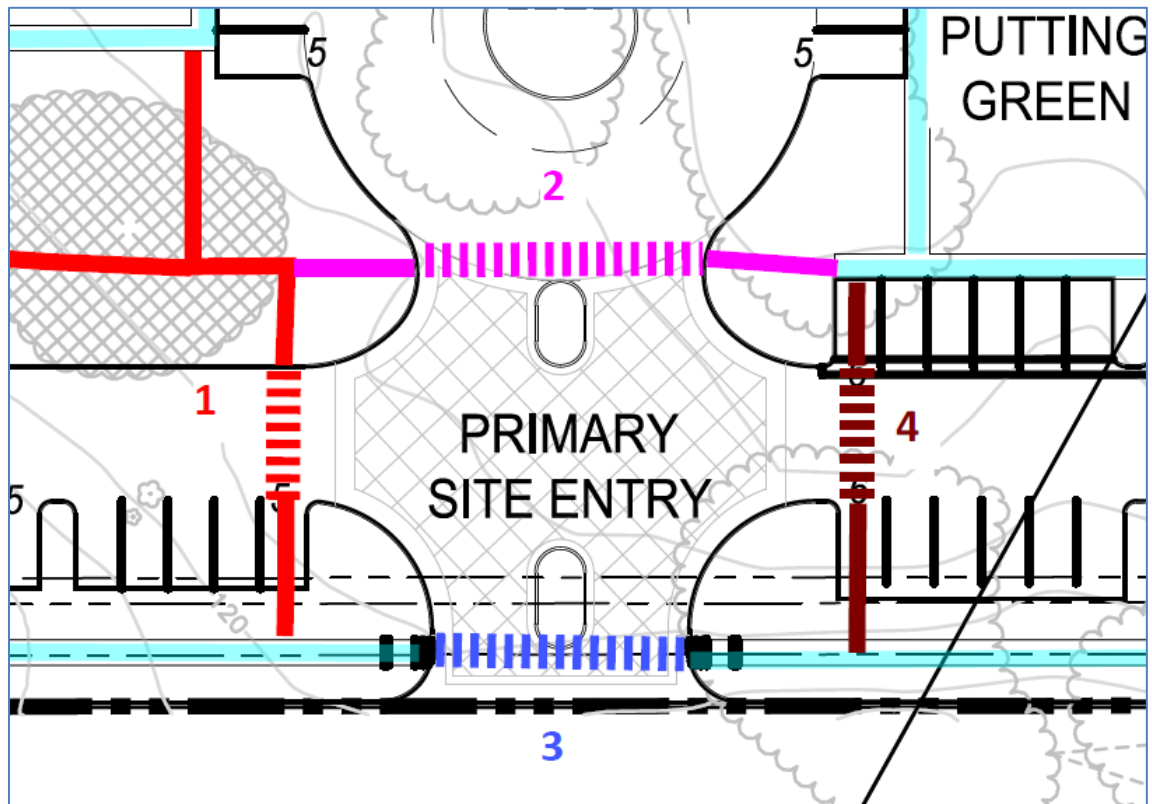


Figure 1

Recommendation #5: Move the access sidewalk from the west side of the emergency access driveway to the east side of the driveway and terminate near the back of the public sidewalk at the new bus stop pullout. If this is infeasible, a connection between the sidewalk on Hackberry Lane and the sidewalk around the pickleball courts should be added to provide more direct access to the bus stop. No response was provided by the applicant.

The reason we made this recommendation was to shorten and make more direct the walking path to Winding Way and the future bus stop. Considering the change to the sidewalks northeast of the pickleball courts made in the July site revision, our alternative recommendation would have a greater benefit than the primary recommendation. The figure below illustrates the walking route from Building B to the future bus stop location. The blue line indicates the route from the west entrance of Building B and the maroon line indicates the route from the north entrance. We recommend adding a sidewalk between the pickleball courts and the sidewalk on Hackberry Lane as indicated by the dashed green line in Figure 2.

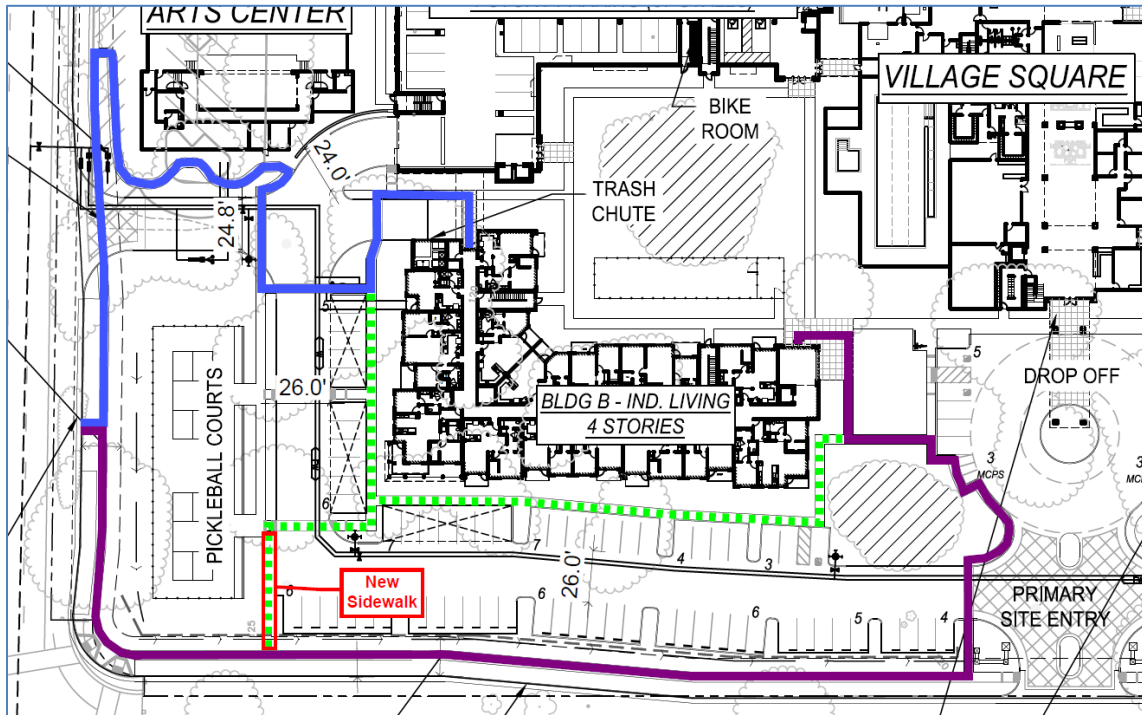


Figure 2

Sincerely,
Chris Holm
Project Manager