



3/3/2021

VIA EMAIL

Arturo Carrasco-Becerra
City of Sacramento Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: Duckhorn Manufacturing and Logistics Center (DR21-017)

Dear Mr. Carrasco-Becerra:

Thank you for routing the Duckhorn Manufacturing and Logistics Center project to WALKSacramento.

The project site is accessible by bike using the existing bike lanes on Duckhorn Drive. In the future, the site will have much greater active transportation accessibility following construction of the planned westside I-5 freeway landscape corridor bike trail and Natomas Crossing bike/ped bridge over I-5. Should a mid-block crossing of San Juan Road at the corridor trail be constructed, a more convenient route to downtown using the existing Riverdale North-Gateway Oaks I-80 bike/ped bridge would be established. Several provisions need to be made to the project design to better facilitate active transportation to the Duckhorn Manufacturing and Logistics Center, though.

The site information/statistics on the project drawings indicate there will be six bicycle parking spaces for each of the two buildings based upon the Office land use designation, and 2 spaces for each of the buildings based upon the Warehouse designation. Although the type of bike parking to be provided is not identified, the calculations used appear to be for short-term spaces.

As the specific building area for each of the land uses is not identified in the project routing, the land use that requires the greatest number of bike parking spaces should be used. This would mean the project should provide 18 long-term spaces and 6 short-term spaces for Building A and 10 long-term and 3 short-term spaces for Building B.

The project proposes to use a “wave” rack for short-term parking of six bikes. Although diagram 14 on sheet A01.3 includes a note that the rack accommodates a minimum of six bicycles and the manufacturer classifies the rack as having a capacity of 5 bikes, these capacities are for perpendicular parking which does not provide stable support for parked bikes. The actual capacity for parallel parking bikes with two points of contact on the specified rack is only two bikes. Also, please note that the City’s Bike Rack Design and Placement Design Standards do not allow “wave” racks to be installed as part of an approvals process.

Sheets A01.1 and A01.2 indicate specific locations for bicycle racks and lockers, but there is no indication as to which type or how many of each type are provided at those locations. The symbols shown on the drawing imply there’s a bike rack on the west side of the northwest corner of Building A and a bike locker on the north side. Since the north side is out of view of the closest building entry, the bike locker should be moved to the west side of the building. The

situation is similar at the southwest corner of Building A. The bike locker on the south side should be moved to the west side.

The bike parking at the southeast corner of Building B would be more attractive to bicyclists if it was located closer to the building entrance. Move the Building B bike parking at the east side of the southeast corner of the building to either side of the nearby double-door entry.

We also note that the symbol for the locker seems to indicate that it's a two-bike locker, whereas Figure 15 on sheet A01.3 has the model and dimensions for a standard Dura Bike locker that holds a single bike.

Secure and convenient bike parking is only part of the site elements needed to facilitate and encourage active transportation. There also needs to be a connection to the planned freeway landscape corridor bike trail. Since the trail will be attractive to pedestrians in addition to bicyclists, the on-site connection to the landscape corridor should be wide sidewalks that are aligned with the sidewalks along the west side of Building A and the east side of Building B. Such an alignment would be intuitive and safest for pedestrians and bicyclists. If crossing the bio retention areas is infeasible, extending the sidewalk along the north side of each building would place the trail connection outside of the bio retention areas and still provide a convenient driveway crossing.

In summary, our recommendations to improve the active-transportation and public health supportive elements of the project are as follows.

- Provide 18 long-term and 6 short-term bicycle parking spaces for Building A.
- Provide 10 long-term and 3 short-term bicycle parking spaces for Building B.
- Specify bike racks that provide two-points-of-contact parking.
- Identify locations for long-term and short-term bike parking separately.
- Locate all bike parking close to and within view from building entry doors.
- Add connections to the freeway landscape corridor bike trail.

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