



8/9/2021

VIA EMAIL

Daniel Abbes
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Donner Field Senior Apartments (IR21-226)

Dear Mr. Abbes:

Thank you for routing the Donner Field Senior Apartments project to WALKSacramento. The project will provide housing on an infill site that's close to service and retail destinations on Stockton Boulevard and Broadway, is just a half-block from bus stops on Stockton Boulevard, and is several blocks from the high-frequency bus route on Broadway. The proximity to daily destinations and public transit will facilitate the Donner Field residents easily using active transportation, but project site plan details will affect the degree to which the residents will leave their car — if they have one — parked and travel by walking, biking or using transit. We have the following comments regarding the health-supportive elements of the project site plan.

We are pleased to see the project incorporates two covered seating areas, each with a view of the outdoor common space. These amenities will encourage social interaction and outdoor activities.

We are also pleased to see that the project includes a 34-bike-capacity storage room. The room has easy access from the parking lot, but it's not clear how bicyclists will be able to enter and leave the parking lot. We recommend adding keypad controls on both sides of the 8th Avenue auto gate for bicyclists to open the gate.

The site plan shows two pedestrian access points - gates on 45th Street at the Community Building visitor entry and at the public sidewalk next to the common area. There's also an exterior door and sidewalk to the 8th Avenue public sidewalk from the north ground-floor breezeway and stairwell. Provisioning the door will for general use will provide more convenient access to 8th Avenue. If the 8th Avenue breezeway door/gate is intended for emergency egress only, we recommend converting it to an entry/exit door for residents.

The building floor plan along 9th Avenue is very similar to the floor plan along 8th Avenue except the apartment to the west of the stairwell has a second bedroom that occupies the space where the breezeway would be. Reconfiguring that 9th Avenue 2-bedroom unit as one bedroom may allow for a breezeway, door and sidewalk to 9th Avenue for more convenient access to Stockton Boulevard. We recommend incorporating a ground floor breezeway at the stairwell with an exterior door and sidewalk to the public sidewalk in the 9th Avenue building wing.

We are pleased to see the existing large-canopy street trees in the landscape planter on 8th Avenue will be retained. It appears that the existing trees on 45th Street and the corner at 9th Avenue will be removed with the demolition of the attached sidewalks and construction of detached sidewalks on both streets. The new landscape planters will have fourteen new trees, but they're proposed to be medium-canopy trees. The landscape planters on 45th Street and 9th

Avenue are 6-½' and 8-½' wide, respectively, so larger trees that shade more of the sidewalk, street, and buildings may grow well. We recommend planting 25' and 35' diameter shade trees instead of 15'-20' diameter canopy trees on 45th Street and 9th Avenue.

The site plan indicates bike parking will be provided between the accessible ramp and the public sidewalk next to the stairs in front of the Community Building entrance on 45th Street. While the location is within view of several areas within the building, it doesn't appear feasible to place more than two racks with parking on the street side of each rack. We recommend moving the bike racks to the space adjacent to the Covered Community Porch and/or the Rain Garden.

The reconstruction of the sidewalks on 45th Street and 9th Avenue will improve pedestrian circulation, but the proposed improvements on 45th Street of the southeast corner at 8th Avenue and the northeast corner at 9th Avenue will not create complete intersections – specifically, there will still be missing crosswalks at the intersections.

The 45th Street sidewalk on the project side of the street does not extend to the 8th Avenue curb, so there will be no crosswalk to the north side of 8th Avenue. It doesn't appear that extending the 45th Street sidewalk and adding a curb ramp on 8th Avenue would be in conflict with driveways on the north side of 8th Avenue, so it appears feasible to create a crosswalk on the east leg of the intersection. We recommend extending the 45th Street sidewalk to the street and adding curb ramps on the north and south sides of 8th Avenue to create a crosswalk at the east leg of the intersection.

The 9th Avenue sidewalk on the project side of the street terminates at the 45th Street sidewalk, so there will be no crosswalk on the north leg of the 45th Street at 8th Avenue intersection. However, the presence of a streetlight and drain inlet at the northeast corner plus the driveway on the west side of 45th Street complicate the provision of a new crosswalk. Also, the 45th Street sidewalk is detached north of 9th Avenue and attached south of 9th Avenue, so the crosswalk on the east leg will be skewed without altering the southeast corner of the intersection. We suggest the applicant analyze the potential for creating a crosswalk on the north leg of the 45th Street at 8th Avenue intersection.

WALKS Sacramento 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