



February 28, 2022

VIA EMAIL

David Hung
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Twin Rivers Redevelopment (Block D) (DR22-009)

Dear Mr. Hung:

Thank you for providing Civic Thread the opportunity to comment on the plans for the Twin Rivers Block D Redevelopment. The project proposes the construction of five apartment buildings with a total of 116 units on a 3.25 acre lot in the High-Rise Residential zone (R-5-SPD) within the River District Special Planning District. In general, we are pleased to see more infill developments close to the Central City. We are also happy to note that a portion of the units will be subsidized, short- and long-term bicycle parking is provided on site, the developer has proposed the minimum number of vehicle parking spaces, and electric vehicle parking spaces are present. Our chief concerns are that of the surrounding built environment and the safety and convenience of people choosing to bike or walk to destinations around the site.

The site is bound to the southeast by North 12th St, a main arterial road that provides a connection to Downtown Sacramento. The City's North 12th St. Complete Streets project is currently in progress and provides a Class IV separated bikeway from C St. to Richards Blvd. This new facility has the potential to make a significant difference in how many trips to and from the Twin Rivers development can be safely made via active transportation. The N. 12th St. bikeway travels past the southernmost corner of the Twin Rivers site and then connects to Richards Blvd. via Sunbeam Ave. People leaving the site via bicycle may access the bikeway via the back door of Building S that lets out onto the sidewalk adjacent to Swallowtail Ave., which then connects to the bikeway on the west side of N. 12th St.

On the north side of Richards Ave, across from the Twin Rivers development, are Smythe Middle School and Dos Rios School Park. If students living at Twin Rivers walk to the middle school, they currently have two signalized crossing options at the intersections of Richards Blvd and Dos Rios St, and Richards Blvd and Sunbeam Ave. These two crossings are spaced over 1000 feet apart and are not particularly convenient given the location of the site. General best practice for a safe and pleasant pedestrian environment is to provide crossings every 300-600 feet on major arterials. As such, we would recommend the City work with the developer to determine the feasibility of providing an additional signalized crossing or Rapid Rectangular Flashing Beacon (RRFB) on Richards Blvd, which could have the side benefit of slowing traffic in a school zone as well as improving the safety and convenience of walking from the development to the school. One potential connection point to look at is Pipevine Street. Should a crossing be provided, it is critical to ensure that the crossing is timed appropriately for people of all abilities.

On the site, we recommend increasing the number of bicycle parking spaces. At present, 70 bicycle parking spaces are provided, which meets the minimum requirements of the [City Code](#). The completion of the North 12th St Complete Streets project means that more people may choose to bike to and from the site, and this number may grow further as investments in bicycle infrastructure in the area continue to result in improvements to the active transportation environment. Having ample bicycle parking will further encourage active transportation as a replacement for vehicle trips. We recommend a total of 116 long-term bicycle parking spaces for a ratio of 1 spot/unit.

The plans do not include detailed specifications on long-term bicycle storage/parking. We suggest including specifications on the type of racks and clarifying the location of the long-term bicycle storage areas versus the short-term bicycle racks. Placement of long-term bicycle racks should be as convenient as possible (close to building entrances) to encourage cycling for short trips. The City of Sacramento's [Bike Rack Design and Placement Design Standards](#) can be used to determine the best types of racks for the site's needs. In general, if bicycle storage rooms are used for long-term bicycle parking, we recommend including a variety of floor-mounted and wall-mounted parking to ensure racks are accessible to a wide variety of users (including youth, disabled people, and the elderly).

Development projects that lead to more walking and active travel are critical to our community's future. Civic Thread 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. The Twin Rivers Redevelopment (Block D) has great potential to be a walkable, bikeable site.

Thank you for considering our comments. Please notify Civic Thread of future routings or notices for this project.

Sincerely,

A handwritten signature in black ink that reads "Kathryn Canepa". The signature is written in a cursive, flowing style.

Kathryn Canepa
Project Manager, Civic Thread