



7/31/2014

VIA EMAIL

Evan Compton, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Senior Artist Community at Mansion Flats (P14-024)

Dear Mr. Compton:

WALKSacramento has reviewed the development project routing for Senior Artist Community at Mansion Flats dated June 12, 2014 and offers the following comments.

Development projects that lead to more walking and active travel are critical to our community's future. People need moderate-intensity exercise, such as brisk walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 38% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel.

The potential for walking by the future residents of the Senior Artist Community at Mansion Flats is very good, considering the proximity of the many arts, entertainment, dining and services destinations. For those future residents that are in good physical health and want to maintain their health, using the stairs in the building can be an excellent addition to their daily physical activity.

Designing stair wells for convenience will provide the greatest opportunity for daily stair use. Factors associated with stair use include the distance from the stairs to elevators and to the nearest entrance, and the number of turns from the stairs to the closest entrance¹. The Senior Artist Community building has three stairwells located in good locations: next to the lobby on the east side of the building and along the north and south corridors near the west end of the building. Travel to the stairs from most apartments is no less convenient than access to the elevator, and the number of turns from the stairs to the entrance is the same as from the elevator.

For stair use to be a part of daily physical activity the stairs must be accessible from every floor. The floor plans included in the project routing show external doors in the stairwells on the first floor, but they don't show the locations of doors within the building. It's important that stairwells have doors providing free entry and exit to residents on every floor, just as the elevators will provide. We recommend the inclusion of first floor

¹ Ishak A. Mansi, MD, FACP, Nardine Mansi, AIA, Hayam Shaker, MD, and Daniel Banks, MD, MS, FACP, "Stair Design in the United States and Obesity: The Need for a Change", *Southern Medical Journal* 102 no. 6 (June 2009): 610-614.

interior corridor doors on each of the three stairwells. This is critical to providing the same access that residents using the elevators would enjoy.

Natural light within the stairwells may encourage more use of the stairs and we're glad to see the north and south stairwells have two windows on each floor. However, the stairwell on the east doesn't appear to have windows. We recommend this stairwell also have windows to increase its use by residents, especially since it's next to the lobby.

For more information on using stairs to increase physical activity, see the New York City *Active Design Guidelines*².

The parking for residents and visitors, except for two on-site spots, will be provided in a parking lot across 16th Street from the project site. Therefore, most vehicle trips will require drivers and passengers to cross the north leg of the 16th Street and H Street intersection. During peak hours there are a high number of left turning vehicle movements from eastbound H Street placing pedestrians at risk of collisions. We recommend the signal timing at the intersection be reviewed and improvement of pedestrian crossing facilities be considered.

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 physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or cholm@walksacramento.org.

Sincerely,

Chris Holm
Project Analyst

Enclosure: Development Checklist for Biking and Walking

² The City of New York, 2010. The Active Design Guidelines: Promoting Physical Activity and Health through Design. The City of New York, New York (<http://www.nyc.gov/adg>), accessed on July 31, 2014).

DEVELOPMENT CHECKLIST for BIKING and WALKING

*Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)
September 2012*

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

POLICIES

- Walking and biking is a priority
- Adopted a policy to develop a full multi-modal and ADA accessible transportation system

Project Review and Comment

POLICY CONSIDERATIONS

- Pedestrian Master Plan
- Bicycle Master Plan
- Regional Blueprint
- Regional Blueprint Consistent General Plans
- Adopted Climate Action Plans
- Subdivision ordinances to support pedestrian and bicycle access and safety
- Zoning ordinance to support pedestrian and bicycle access and safety

ENGINEERING

- SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS
 - Pedestrian Level of Service "C" or better on arterials
 - Bicycle Level of Service "C" or better on arterials
- SAFE CROSSINGS FOR PEDESTRIANS
 - every 300-600 feet on major arterials
 - well lit, marked crosswalks
 - audible signals & count-down signals
 - median refuge islands
- SPEED MANAGEMENT
 - Speed limits based on safety of pedestrians and bicyclists
 - Implement "road diets" where there is excess lane capacity
- STREET DESIGN STANDARDS
 - Maximize pedestrian and bicyclist safety
 - Sidewalks buffered by trees and landscaping on major arterials
 - Vertical curbs
 - 5' minimum sidewalk widths, 8' in front of schools
 - 6' minimum bike lanes on busy streets

- ❑ INTERSECTIONS
 - Median refuge islands for pedestrians
 - Signal timing to enable safe passage
 - Signal detection for bicyclists
 - Crossings on all 4 legs of intersections

- ❑ ELIMINATE BARRIERS
 - Freeway, railroad, river and creek crossings
 - Obstructions in sidewalks and bike lanes

NEW DEVELOPMENT – REQUIRE

- ❑ Walking & bicycling circulation plans for all new development
- ❑ Direct and convenient connections to activity centers, including schools, stores, parks, transit
- ❑ Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- ❑ Minimum width streets
- ❑ Maximum block length of 400'
- ❑ 4-lane maximum for arterials; Recommend 2 lanes wherever possible

NEW DEVELOPMENT – DISCOURAGE

- ❑ Cul-de-sacs (unless it includes bike/ped connections)
- ❑ Gated and/or walled communities
- ❑ Meandering sidewalks
- ❑ Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

BUILDINGS – REQUIRE

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – long & short term
- ❑ Shower & clothing lockers

OLDER NEIGHBORHOODS

- ❑ Improve street crossings
- ❑ Reduce speeds
- ❑ Provide new connections
- ❑ Create short cuts for walkers and bicyclists by purchase of properties or other means
- ❑ Provide sidewalks on both sides of major streets

Policy Review and Comment

ENFORCEMENT & MAINTENANCE

- ❑ Enforce speed limits
- ❑ Enforce crosswalk rules – conduct crosswalk sting operations
- ❑ Enforce restrictions against parking on sidewalks
- ❑ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ❑ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ❑ Sweep streets and fix hazards
- ❑ Repair and replace broken sidewalks

EDUCATION

- ❑ Train staff on pedestrian and bicycle facility design.
- ❑ Train development community about pedestrian and bicycle planning and safety issues
- ❑ Bicycle skills training

FUNDING

- ❑ Include pedestrian and bicycle facilities in capital improvement programs
- ❑ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ❑ Support Measure A pedestrian and bicycle facility allocation
- ❑ Set priorities based on safety and latent demand
- ❑ SACOG Community Design grants & Bike/Ped grants
- ❑ California Bicycle transportation Account
- ❑ Safe Routes to School

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