



12/8/2016

VIA EMAIL

Teresa Haenggi, Associate Planner
City of Sacramento Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: Howe and Folsom Retail (P16-058)

Dear Ms. Haenggi:

WALKSacramento has reviewed the Howe and Folsom Retail (P16-058) project routing and we offer the following comments. The Howe and Folsom Retail project, located at the northwest corner of Folsom Boulevard and the most westerly portion of Bicentennial Circle, proposes 5,137 square feet of commercial uses with four tenant spaces, one having a drive-through window, and 34 parking spaces.

The Howe and Folsom Retail project site is within a half-mile walk of 646 one-, two- and three-bedroom student housing units at The Phoenix Apartment Living, 252 mobile home units at Golden Palms Mobile Home Estates, and a significant number of employees at the Carol Miller Justice Center and the AAA office. This could mean there are more than 2,000 people living and working within a 10-minute walk of the proposed project, and more residents in the College Glen neighborhood that live slightly farther away. Thirty minutes of walking (about 1-1/2 miles) or other moderate-intensity physical activity each day can help prevent the development of chronic disease and overweight. Less than a third of the people in the Sacramento region attain this level of physical activity. Development projects that lead to more walking and active travel are critical to our community's future, and the Howe and Folsom Retail project needs a few changes to the site plan to be walkable.

There will be two main routes of pedestrian travel to Howe and Folsom Retail – from the north on Bicentennial Circle, and from the east on Folsom Boulevard. The building is roughly parallel to Bicentennial Circle, so the northeast and southeast corners are logical points of pedestrian access. **WALKSacramento recommends adding walkways to the building from the public sidewalk at the following two places to provide safe and convenient pedestrian access: 1) along the building-side (southeast) of the driveway at the drive-through exit, and 2) near the midpoint of the curve in the drive-through lane between the entrance and the order board. The walkways should consist of a sidewalk between the street and drive-through lane, and a raised crosswalk on the drive-through lane.** See the drawings below.

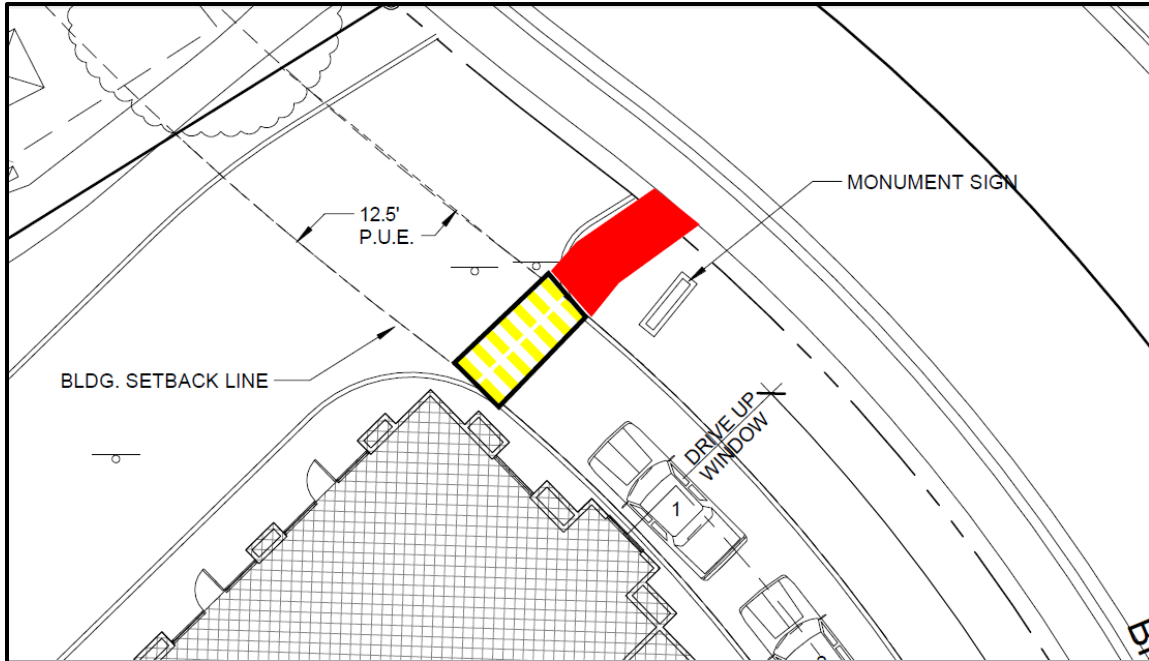


Figure 1 Sidewalk (red) and raised crosswalk (yellow) at northeast corner of building

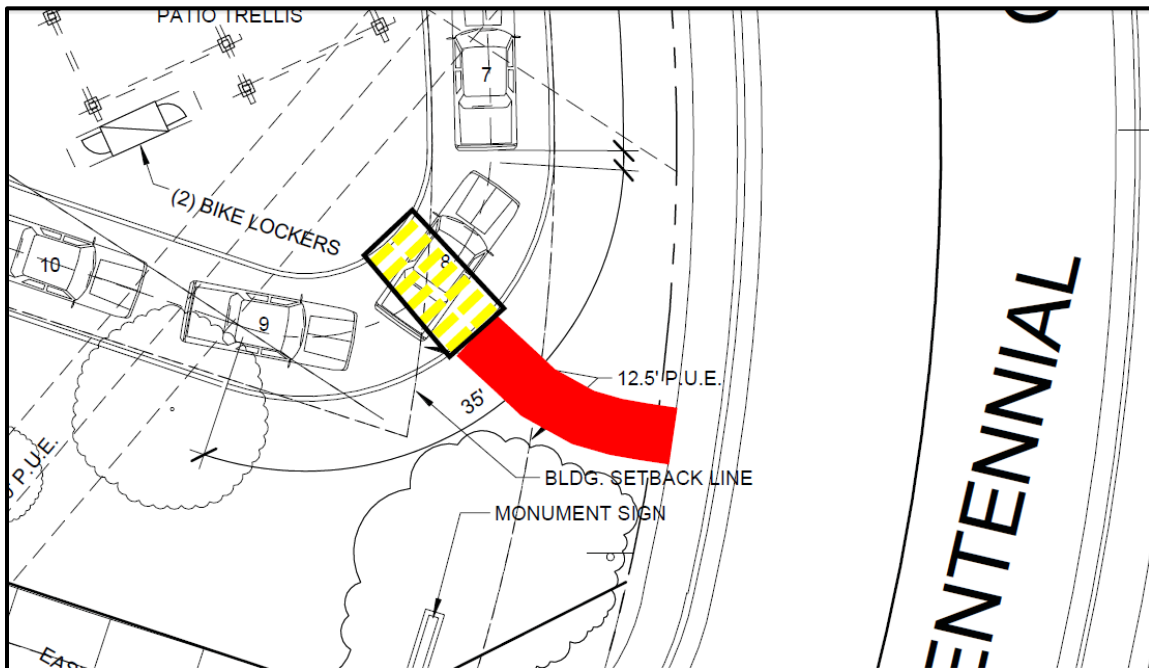


Figure 2 Sidewalk (red) and raised crosswalk (yellow) near southeast corner of building plaza

The landscape plan has a significant number of shade trees on the project site periphery. The trees will enhance the visual appeal of the site and provide shade for pedestrians on the public sidewalks as they approach the retail center. However, it doesn't appear there will be much

shading of the parking lot, which can lead to higher localized air temperature and a less pleasant environment around the building, especially since the south face of the building has no tree shade. **WALKSacramento recommends adding additional short trees with wide canopies to the parking lot and the plaza on the south side of the building, plus pergolas and/or photovoltaic structures to cool the pedestrian environment.**

Finally, if any of the tenants of Howe and Folsom Retail appeal to the youthful residents of The Phoenix Apartment Living complex, it may be beneficial to provide more than the minimum required long-term and short-term bicycle parking spaces. Also, considering the high number of parking spaces provided for cars, we recommend changing one or two of the parking stalls to bicycle parking.

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 Manager

Attachment: Development Checklist for Biking and Walking

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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