



1/8/2018

VIA EMAIL

Ethan Meltzer, Assistant Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: 2241 - 2251 Harvard Street Office Buildings (P17-061)

Dear Mr. Melzer:

WALKSacramento has reviewed the project routing for 2241 - 2251 Harvard Street Office Buildings (P17-061) and we offer the following comments.

The project site, at the northwest corner of Arden Way and Harvest Street, is immediately adjacent to a bus stop for Routes 22 and 23 on Arden Way. With over 250,000 square feet of offices proposed for Buildings A and B, the short distance between the buildings and the bus stop will make it convenient for employees to use transit, especially if the pedestrian route is direct. Landscape Plan sheet L1.1, Preliminary Grading and Drainage Plan sheet C2.0, Preliminary Utility Plan sheet C3.0, Conceptual Water Quality Plan sheet C4, and Tentative Parcel Plan sheet TPM each show a walkway between the Harvard Street sidewalk and the Building A perimeter sidewalk. However, the Site Plan, Night Time Lighting Perspective, and Parking Lot shading Calculation sheet L1.2 do not show the walkway. We request that, at minimum, the Site Plan be updated to show the walkway.

We are glad to see pedestrian routes between buildings with striping across driveways, but the path of travel between Building A and Building B is indirect. If there are uses in Building B, such as food service or a fitness center, that may generate more walking trips than other uses on the site, such as the childcare facility, then the walkway between Buildings A and B should be more direct.

The existing 39'-high 1-story building directly south of the parking garage appears to have a direct pedestrian connection to the southwest corner of the parking garage. Unfortunately, the proposed site layout appears to have a disjointed walkway between proposed Building B and the existing building. Additionally, the sidewalk along the west side of Building E has been eliminated and the driveway crossing to the parking garage has been changed from an orthogonal orientation to skew. With the pedestrian travel between Building B and the parking garage even more disjointed and less coherent, people may be motivated to walk through the driveways and parking areas. We recommend that the crossing be returned to a perpendicular crossing of the driveway and that a direct and continuous walkway between Building B and the parking garage be included in the site design.

The site plan appears to show bollard lighting along the walkway between Harvard Street and the plaza between Building B and 25'-high 1-story building having the day care. This is an improvement compared to the walkway along the north side of the existing main driveway entrance that has only

driveway lighting. Bollard lighting of the walkway between Harvard Street and Building A should be added for pedestrian safety and wayfinding.

Employees could get additional daily physical activity to improve their health by walking during work breaks or before/after work if there was a walking path around some or all of Harvard Park business park without numerous driveway crossings. The site plan and tentative parcel map show that the parking lot extends to within about 8 feet of the parcel lines. Should the amount of provided parking spaces be reduced significantly, we would recommend using the space to construct a perimeter walking path.

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.

Sincerely,

Chris Holm
Project Analyst

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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