



7/2/2018

VIA EMAIL

Michael Hanebutt, Associate Planner
City of Sacramento Community Development Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

RE: 1220 H Street Mixed Use (DR18-193)

Dear Mr. Hanebutt:

WALKSacramento has reviewed the project routing for 1220 H street Mixed-Use (DR18-193) and we offer the following comments to improve the walkability and active-transportation supportive design elements. The design of the built environment can have a positive impact on health by encouraging or facilitating physical activity as part of daily life. While 1220 H Street is proposed for a location where many daily destinations and transit are within walking and biking distances, elements of the building and site design could incrementally add to the daily physical activity of the residents.

Using stairs instead of elevators can easily provide light to moderate physical activity as part of daily life. Factors associated with stair use include the distance from the stairs to elevators and to the nearest entrance, and the number of turns between the stairs to the closest entrance.

Each of the stairwells and elevators in the proposed project are accessed via a hallway between the lobby and the garage. Entering the hallway from either building entrance, one would come to a stairwell door prior to either of the elevators. Since the decision point to take the stairs comes before the elevator decision point, people may be more likely to choose to use the stairs. It's also very beneficial that the each of the stairwells are close to the building entrances rather than off in a corner of the building, and that it's a fairly direct path to the stairwell doors.

There are two other changes that could encourage even greater stair use. Relocating the Stair #1 doorway on level 1 so that it opens directly into the lobby would give the stairs much greater prominence compared to the elevator, and it would eliminate the obstacle the door creates when it opens into the hallway. The door for Stair #2 on level 1 obstructs the hallway when it's open, but it also partially blocks the garage doorway. Similarly relocating the Stair #2 doorway may also lead to greater stair use. The stairwell doors on levels 2-8 are already in such locations.

Additional elements that could encourage stair use include transparency and the stairwell interior design. Windows in the stairwell doors help to open up the stairwell psychologically, making the stairwells more apparent to people in the hallways and helping people using the stairs to feel less isolated. Providing interior illumination and finishes that are similar to those used in the hallways will make people more comfortable with using the stairs, too.

The retail tenant spaces on either side of the lobby entrance will activate the street, and the transparent lobby façade will visually connect the interior space with the sidewalk space. The bike racks on H Street will further activate the space in front of the building, although redistributing the racks could provide greater visibility of the racks from within the retail spaces and increase the number of bikes that could be parked. The City's 2017 *Bike Rack Design and Placement Design Standards* should be consulted for rack-to-rack spacing.

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.

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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