



6/29/2018

VIA EMAIL

Robby Thacker  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: 65 East (P18-045)**

Dear Mr. Thacker:

WALKSacramento has reviewed the routing for 65 East (P18-045), a mixed-use student housing development having one 3-story and one 5-story residential building, one 6-story residential and retail building, and a 5-story parking garage at the southeast corner of Folsom Boulevard and 65<sup>th</sup> Street. The project will include 762 bedrooms comprising 184 apartments, common spaces for residents, 8,000 square feet of retail space, and 329 parking spaces.

We question whether the location of the parking garage, as a freestanding structure set apart from 98% of the residential units and bedrooms, at the southeast corner of the project site will encourage or discourage active transportation and transit. There are numerous factors to consider, such as the reason for travel (school, work, shopping, visits to home), the cost of parking on the Sac State campus, the level of convenience of using various modes (Sac State Hornet Shuttle, Regional Transit, walking, and biking), ease or difficulty of exiting and entering the garage. If a parking garage that's essentially a standalone structure is constructed, is the corner of Q Street and 67<sup>th</sup> Street across from the light rail station the most effective location to promote transit use and reduce the need for autos by the residents?

The proposed 15'-wide sidewalks, including a pedestrian zone approximately 8' wide, on Q Street and 65<sup>th</sup> Street will improve walking conditions for light rail riders walking to or from the west side of the project and destinations north and west of the site. The sidewalk on 67<sup>th</sup> Street, though, is only 12' wide and the pedestrian zone will be only about 6' wide. Additional sidewalk width will be needed to accommodate light rail riders, 65 East residents and bus loading and unloading in front of the garage.

Not only will the parking structure adjacent to the bus stops on 67<sup>th</sup> Street and the light rail station on the other side of Q Street do little to support transit ridership, but the façade does little to obscure the auto-orientation of the building and the impact of lights from the vehicles maneuvering in the garage at night. The materials on the garage façades, such as the green walls and the metal panels, if perforated, will soften the appearance but it will still be an uninhabited structure that won't activate the street.

Incorporating commercial or residential uses along Q Street and 67<sup>th</sup> Street would activate the street and provide "eyes on the street" to improve the safety and perceived safety of people waiting and

using transit at the bus stops and light rail station. Improving the "eyes on the street" at this corner would also encourage more transit use by 65 East residents on a daily basis and at night.

While reviewing the drawings included in the project routing, we noticed there are several discrepancies associated with walking among the drawings in the routing. There are differences for access to the uses in Building 2, and access to 67<sup>th</sup> Street via the emergency vehicle access (EVA) driveway.

Circulation Diagram A1.2 shows pedestrian access from the courtyard to Building 2 at one stairwell door in the commercial space, one door in the lobby and one door in the common space, and one door in another common space area. The landscape drawings L-1 and L-2 show the first three access routes, but not the entryway into the Yoga/Fitness common space. The site and building plans, however, show only the stairwell door. We assume there will be doors into Building 2 at the four locations shown in the circulation diagram. However, residents wanting to patronize the commercial use at the north end of Building 2 will have to walk around the building or through the lobby to get to the street entrance(s). Access to and patronage of the commercial use at the north end of Building 2 would be enhanced for 65 East residents if there was an entrance into the space from the courtyard.

The circulation diagram also shows a path of travel from the site interior to 67<sup>th</sup> Street that passes through the EVA gates. We recommend incorporating pedestrian access within the gate to provide convenient street access and travel to the light rail station. Without a pedestrian activated gate, residents would have to use the lobby entrance mid-block on Folsom Boulevard, or walk around the north end of Building 2 to get to 65<sup>th</sup> Street. Pedestrian access through the EVA gate could also accommodate bicyclists and provide a path of travel to the bike storage rooms in the garage without having to mix as much with the garage vehicle traffic.

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

*[www.walksacramento.org](http://www.walksacramento.org)*

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