



10/24/2014

VIA EMAIL

Teresa Haenggi
300 Richards Blvd.
Sacramento, CA 95811

RE: Whole Foods Project at 2025 L Street and 2101 Capitol Ave (P14-045)

Dear Ms. Haenggi:

WALKSacramento has reviewed the proposed Whole Foods Project at 2025 L Street and 2101 Capitol Ave. The project includes a new six-story mixed-use building with a 47,313 square foot grocery store on the ground floor (Whole Foods), structured parking, and 141 residential units. The project proposal also includes a six level parking structure with 13,000 square feet of commercial use on the corner of 21st Street and Capitol Avenue. The proposal includes General Plan Amendments from 0.16 acres of Traditional Neighborhood Medium to Urban Corridor Low, and the rezone of 0.406 acres from Residential Office (RO) to General Commercial (C-2).

Development projects that lead to more walking and active travel are critical to our community's future. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

WALKSacramento commends the project for replacing the existing trees with shade trees. The project plans include bulb-outs at 20th Street and 21st Street for outdoor dining opportunities for Whole Foods patrons. Existing street trees will be removed on L Street, 20th Street and 21st Street. The project will replace the existing 13 trees that do not qualify as heritage trees or as desirable street trees with 15 trees considered large canopy trees. Trees contribute to public health through air pollution sequestration, and reduce air temperatures through shade provision. According to a study produced by the University of Illinois, apartment buildings surrounded by trees and greenery are less likely to have violent crimes than apartment buildings

with little or no vegetation.¹ The study associates street trees with increased surveillance, and well-groomed trees act as an indicator that owners and residents care about a property to watch over it and each other.

Consider switching the market parking ramp with the residential parking ramp to minimize pedestrian risk. The parking ramp located on 20th Street has the potential to have more vehicle-pedestrian conflict than the 21st Street parking ramp due to its proximity to the entrance and outdoor eating patio. Install mechanisms at parking ramp entrances to alert pedestrians when cars are vacating the lot.

Consider allowing access from the second floor market garage parking lot into Whole Foods through the stairwell adjacent to 20th Street. Customers may be more likely to use the stairs if they have direct access to the store rather than exiting onto the street. Wide glass windows may increase the visual appeal of the stairwell and allow for customers to view the layout of the store prior to entering.

The stairwell located adjacent to L Street has a high potential use by residents due to its proximity to the hallway. Stair use can be affected by the building occupant's awareness of the stairs and the environment of the stairwell. Include signs near the stairwell that encourage residents to use the stairs. Providing an environment similar to the hallways, including flooring, wall coverings, artificial lighting, and signs indicating the floor number could make stair use more desirable to building residents. Substantial stairwell lighting may improve the safety of its users, and natural lighting could be more aesthetically pleasing to experience.

The project provides outdoor dining opportunities which helps to create a sense of place for street users. The outdoor dining patio connects Whole Foods patrons with the outside environment and the surrounding community. It also helps to decrease crime by providing more "eyes on the street."

Consider including more bicycle parking for Whole Foods employees to encourage travel by active transportation to and from work. The current plans include retail and residential bike parking on L Street, but do not include parking spaces for a retailer likely to have more than 100 employees. Place bike parking within visible distance from building windows and entrances.

WALKSacramento applauds the project for its location as an infill development project. The potential for walking by future residents is very good, considering the proximity to desirable locations. The site location is also close to multiple bus and light rail options which allow for multimodal transit. In addition, the mixed-use development creates new commercial destinations for existing residents.

¹ "Environment and Crime in the Inner City: Does Vegetation Reduce Crime?" *Environment and Behavior*. Vol. 33 No. 3, May 2001.

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 egerhart@walksacramento.org.

Sincerely,

Emily Alice Gerhart
Project Coordinator, WALKSacramento

Enclosure: 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
Teri Duarte, Executive Director
WALKSacramento
909 12th Street, Suite 122
Sacramento, CA 95814
(916) 446-9255
tduarte@walksacramento.org

www.sacbike.org
Tricia Hedahl, Executive Director
Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
(916) 444-6600
tricia@sacbike.org