



2/8/2019

VIA EMAIL

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

RE: Railyards Lot 12 P18-086

Dear Michael Hannebutt:

WALKSacramento has reviewed the Development Project Routing Railyards Lot 12. Thank you for the opportunity to review and provide comment on the project.

WALKSacramento offers the following comments on the project.

- **Prioritize the pedestrian experience in and around the project area.**
- **Improve midblock bike and ADA accessibility.**

Railyards lot 12 is a proposed infill project in the Railyards Special Planning District. The project will consist of an interior courtyard, two 6 story buildings with both long term and short term bike parking. This project will be part of a large project in an undeveloped area of the City. It is important this project be a destination for all modes of travel and the area be conducive to the various users that will visit this site.

The interior design of the building is conducive to physical exercise by siting the stairs as a viable alternative to the elevator. The public landscaped courtyard is urban greening that will enrich the whole project and create a welcoming pedestrian environment. WALKSacramento offers the following recommendations.

Prioritize the pedestrian experience in and around the project area.

Creating a courtyard that will visually draw pedestrians into the space it is important for the surrounding street to support pedestrian activity. This includes providing a more robust tree canopy surrounding the buildings and encouraging more on-street activation. The street is only activated along the proposed Camille Lane. Along that proposed street, stores open out into the street activating the area and engaging with the street. No other street has this same kind of activation. While the courtyard provides tree canopy, urban greenery and a pedestrian friendly atmosphere it is important to activate the whole block.

WALKSacramento recommends having storefronts open on to the street whenever feasible. This activates the streetscape and creates a welcoming pedestrian environment around the whole façade. Enhance the tree canopy around the entire property to create a more amenable pedestrian environment.

Improve mid-block bike and ADA accessibility.

The long term bike parking is located inside each building and can be access from the street of the courtyard. each with street and courtyard access. According to the Railyards Bike Circulation Network on 6th St. there is a Class IV bike lane and along 5th St. there is a Class II bike lane. Regardless of the direction that a cyclist will approach the building it will be most convenient for employees and other users of the long term storage to access bike parking along 5th and 6th St. rather than walk or bike through the courtyard. The street access to the long term bike parking for both buildings is accessed by stairs. This would require users of the storage to physically carry their bikes up the stairs, open the corridor door and get in to the storage. Some users may not have the physical strength or ability to carry their bicycles up stairs and the location of this storage makes it difficult for those users to take advantage of the long term bike storage. Bikes comes in many different shapes and sizes and not all bikes are conducive to being carried up stairs. Effective long term bike storage should be reflective of the many users that will take advantage of the resource.

This midblock entry is also difficult to access by families with a stroller or users who require ADA access. Adding a ramp or bike ramp along either one or both of the midblock entry ways would increase the accessibility of the whole project to many different users. This will allow families with strollers and people of all abilities to access the midblock corridor as well as cyclists using the long term bike storage.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. 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 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.

Sincerely,

Emma Askea
Project Assistant