



2/9/2021

VIA EMAIL

Sean de Courcy
City of Sacramento Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: Railyards Central Shops (PB20-049)

Dear Mr. de Courcy:

Thank you for routing the Railyards Central Shops project to WALKSacramento. The project proposes to rehabilitate and reuse the existing 60,000 square-foot Paint Shop building, construct a new 12,500sf commercial building, and develop streetscapes and open space areas. The project will be a milestone for the Railyards as it will be the first development to occur adjacent to the Sacramento Valley Station.

The project narrative describes the 5-acre site as an interconnected pedestrian district with curbless multimodal streetscapes. However, there are many, many bollards that effectively create a low open fence along all of Stanford Street and much of Stevens Street that suggests separate pedestrian and automobile spaces. For the safety of pedestrians and the well-being of drivers, the streetscape should be either curbless, multimodal, and with a very low vehicle speed, or curbed with a low speed limit.

Bollards can be hazardous to pedestrian and bicyclists, especially if they're not wide enough and tall enough to be easily seen. We suggest eliminating the street-side bollards from the plan and using trees and low-wall planters with sitting walls on the building side to provide a street edge and demarcate parking spaces for drivers. Not only would there be more shading of hardscaped areas, but the amount of greenery would be increased. Both the environment and people would benefit.

As the streetscape is intended to be multimodal, automobiles must be driven at speeds compatible with pedestrians. We recommend that 5-mph speed limit signs be posted conspicuously on the streets throughout the project site, not just at the entrance from Camille Lane or any other connecting street.

The absence of curbs, curb ramps and tactile surfaces will make finding their way difficult for some pedestrians. We recommend installing tactile site maps at several locations for people with limited vision. This amenity will further improve the multimodal space that will be shared by pedestrians, bicyclists and drivers.

We are pleased to see racks for short-term bike parking distributed around the site and lockers for long-term bike parking located near the southwest corner of the Pavilion building. The project narrative states that the Paint Shop will be a mixed-use entertainment venue for 3,500 to 5,000 people. The proposed bike parking, both short-term and long-term, may be adequate for non-event operations, but much more bike parking will be needed on event days for employees, vendors, special event staff, and attendees. We recommend adding short-term and long-term bike

parking, and adopting a traffic management plan that provides for additional short-term racks, secure employee parking, and a bike valet service for events.

Summary of Recommendations

- Replace all street-side bollards with trees and low-wall planters.
- Post 5-mph speed limit signs.
- Install tactile maps.
- Increase short- and long-term bike parking.
- Adopt a traffic management plan with valet service and additional short- and long-term bicycle parking.

WALKS Sacramento 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 public health and physical fitness, better air quality, a stronger sense of cohesion and safety in neighborhoods, and more sustainable communities and local economies.

Sincerely,

Chris Holm
Project Manager

cc: Anis Ghobril, City of Sacramento Public Works Department