



6/24/2021

VIA EMAIL

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

**RE: Stockton Boulevard West (IR21-347)**

Dear Mr. Anguiano:

Thank you for routing the Stockton Boulevard West project to WALKSacramento. The project proposes to construct a five-story building with 130 residential units on a 1.5-acre site. The plans include several features that will encourage and facilitate active transportation by residents and guests, reduce the project's negative impacts to air quality, and improve public health. The building will have residential units and common space areas fronting the majority of the building's sides facing Stockton Boulevard, 9<sup>th</sup> Avenue, and 10<sup>th</sup> Avenue, with an exceptional amount of glazing used on the street-facing facades. We make the following comments to improve the health-supportive features of the project.

**ACCESS TO THE BIKE STORAGE ROOM** The project includes a bike storage room with a capacity of 72 bikes. Although the bike room has double doors opening towards Stockton Boulevard, there is no means to enter from either a common area of the building, such as the lobby, or the parking lot. This arrangement means that residents will need to exit and re-enter the building to get to their bikes, and they'll need to walk their bikes on the sidewalk to get onto a street if travelling north. A door between the bike room and a common space area of the building would allow more convenient access, and a door between the bike room and the parking lot would allow convenient access to and from the street for travel in any direction. We recommend adding access doors into the bike storage room from the lobby and the parking lot.

**SHORT TERM BIKE PARKING** The Site Plan at Level 1, A1.03 calls out short term bike parking for an area near between the building's southeast corner and 10<sup>th</sup> Avenue. Bicyclists will be most comfortable with bike racks located close to an entrance that's used frequently and within view of building occupants. Some of the area at the proposed location may be visible through the gym windows, but it doesn't appear to be close to an entrance. We recommend moving the short term bike parking to a location on Stockton Boulevard so it's closer to the lobby entrance and visible from frequently occupied areas, such as the lobby, leasing office and the gym.

**SHARED RIDEABLES PARKING** With many destinations near the project site, shared rideables may be a highly sought out form of transportation for residents and visitors. Adding parking for shared rideables in addition to short term bike parking could increase use of active transportation and diminish the demand for vehicle parking. We recommend adding shared rideables parking on the Stockton Boulevard frontage.

**PEDESTRIAN ACCESS TO COMMON AREAS FROM RESIDENTIAL UNITS** The ground-level studio units west of the parking entrance driveway are separated from the rest of the building's ground-level amenities and residential units by the parking lot driveway, which is the only way in and out for vehicles. The proposed pedestrian travel route runs between perpendicular parking spaces on each side of the driveway. This will be neither a pleasant nor safe route. The City's Infill Housing Design Standards include a design principle for pedestrian circulation to "provide protection from moving vehicles for people traveling between buildings and to and from community amenities," and a standard that states "Pedestrian walkways and paths of travel shall not be combined with, or be a part of driveways unless textures, patterns, and colors are provided to designate pedestrian crossing areas and entries. Pedestrian walkways adjacent to parking areas and driveways shall have a minimum grade separation of 6". We recommend either reconfiguring the building to place the parking lot entrance at the west end of the building or improving the pedestrian design of the driveway crossing.

**STAIRWELL ACCESS ON LEVEL 1** It appears that none of the stairwells have ground level doors at hallways or common use areas. This will require that all residents use the elevator to get to the 2<sup>nd</sup> floor, and will likely ensure that the stairwells are used primarily for emergency access. This will be a lost opportunity to allow residents to add to their daily physical activity by using the stairs rather than the elevator. We recommend providing access to the stairwells from common use areas at ground level.

**PARKING LOT TREE SHADING** It's not clear how much of the parking lot will be under the building. Sheet A1.03 indicates that only a triangular section on the western parcel will not be under the building, but in reviewing other plan drawings it could be the line indicating the building edge may be a vestige of a design. Although the project may meet the City's requirement for parking lot shading, adding some trees to the parking lot area that is not under the building would help to reduce urban heat island effects and provide a green view that could improve the health of residents overlooking the parking lot and for those using the parking lot.

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

Please notify WALKSacramento of future routings or notices for this project.

Sincerely,

Chris Holm  
Project Manager