

Item No. 8

Supplemental Material
For
City of Sacramento
Planning Commission
Agenda Packet

For the Meeting of: October 23, 2008

Additional Material

Revised Material

Contact Information: Elise Gumm, 808-1927

Project Name: Station 65

Subject: Additional comments from community groups



October 22, 2008

Elise Gumm, Associate Planner
City of Sacramento
Development Services Department, Current Planning
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

RE: Station 65 (P08-068)

Dear Ms Gumm:

WALKSacramento submits the following comments on Station 65. These comments are based on the September 23, 2008 Development Project Routing.

WALKSacramento encourages people to walk and bicycle in their communities. 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. WALKSacramento is a member of the Partnership for Active Communities, formerly the Safe Routes Sacramento Partnership. The Partnership 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.

1. Move the bus parking area from 67th Street to the south side of Q Street

The bus parking area on 67th Street will be an unsafe and unpleasant area for pedestrians and passengers due to the building elevation and sidewalk design. The east elevation of Building 1 on 67th Street is 388.5' long at ground level with 46' of retail windows at the south end and about 40' of retail windows at the north end. There are eyes-on-the-street at those two places only - the other 302.5 feet of the building elevation consists of the street side of the parking garage and the delivery entrance. Only about eight feet of one bus parking space is not in front of the garage wall. The waiting area for passengers should be in clear sight of the public and the site design does not provide for that.

This will also be an unattractive place for passengers to wait for buses. Standing between a parking garage wall and buses is not likely to be pleasant. It is important to provide attractive and well lit areas for waiting transit passengers so that ridership is encouraged rather than discouraged.

The sidewalk area provided for bus loading is inadequate. The sidewalk width of six feet with a two-foot landscaped planter along the building will not provide enough

room for people waiting for buses, ADA loading areas, shelters, and people passing by.

WALKSacramento recommends that all bus parking and loading be provided on the south side of Q Street. This would provide more eyes-on-the-street from the two retail spaces and pedestrian paseo entrance at the south end of Station 65; there would be convenient transfer between all buses and light rail without having to cross Q Street; and the waiting area would be more open and there would be more room for amenities such as shelters and benches.

2. Provide safe pedestrian crossing of motor court driveways

The sidewalks along Buildings 2 and 3 line up well with the island, but the motor court driveways on 65th Street may be a hazard for pedestrians as they cross from sidewalk to island to sidewalk. We recommend constructing raised sidewalks to the island so that cars are encouraged to enter and exit at slow, safe speeds and are discouraged from stopping within the pedestrian crossing.

3. Clear corner of 65th Street and Q Street of obstructions and furniture

A high level of pedestrian activity should be expected at Q Street considering the mixed uses at Station 65 on the north side and a light rail/bus transfer station on the south side. More room for pedestrians should be provided at the southwest corner of the project. The landscaped area on the west side of the corner will provide pedestrians some protection from right-turning vehicles, but it limits the waiting and movement area for pedestrians. The tables to the east of the corner will also decrease the available room for pedestrians and patrons using the tables may feel crowded by pedestrians at the corner.

4. Consider locating Sac State shuttle stop to south side of Q Street

The frequent arrival and departure of the Sac State shuttle at the motor court may interfere with safe crossing of the motor court by pedestrians. Please consider how the combination of hotel, office, and shuttle use of the motor court may impact pedestrians. Wouldn't it be better to provide space for the shuttle at the light rail station?

5. Provide signalized pedestrian crossing at Folsom Boulevard and 67th Street

There is no crossing of Folsom Boulevard east of 65th Street that is close and convenient to Station 65. In view of the pedestrian trips expected to be generated by Station 65, there should be a pedestrian crossing of Folsom Boulevard at 67th Street. Due to the traffic volume on Folsom Boulevard and the bus traffic on 67th Street, a traffic signal may be warranted.

6. Modify northbound 65th Street right-turn lane

The right-turn lane from northbound 65th Street to eastbound Folsom Boulevard is very wide and has a large radius. Please modify the lane geometry to reduce vehicle speeds and provide safer crossing by pedestrians.

7. Locate bike racks at locations within view of those using the racks

Since there are no offices on the paseo, the bike racks will probably be used primarily by shoppers and restaurant patrons. In this case, the bike racks should be located close to and within view from store and restaurant windows. The bike racks near the southwest corner of Building 1 are placed near the paseo in an area protected from the elements by three walls and the second floor above it. The racks will be more secure if the retail spaces to the north and south have large windows to allow observation from within. We also suggest placing some racks between Q Street and the southern facing retail spaces.

8. Locate changing and shower facilities near Class I bike parking

Employees will be more likely to bike to work if they have changing and shower facilities close to where they park their bike. Place the changing room and showers as close as possible to the Class I bike parking room on the ground floor of the parking garage.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 709-9843 or cholm@walksacramento.org.

Sincerely,



Chris Holm
Project Analyst

WALKSacramento
909 12th Street, Suite #122
Sacramento, CA 95814

cc: Mark Lucas, Lucas Enterprises
Molly Wright, Sacramento Metro Air Quality Management District
Ed Cox, City of Sacramento - Public Works Department
Traci Canfield, Sacramento Regional Transit
Walt Seifert, Sacramento Area Bicycle Advocates (SABA)
Paul Zykofsky, Local Government Commission
Partnership for Active Communities Steering Committee
Anne Geraghty, *WALK*Sacramento



**Sacramento
Housing &
Redevelopment
Agency**

*65th Street Redevelopment Advisory Committee
630 I Street, 2nd Fl, Sacramento, CA 95814
Tel: 916 440-1399 x 1287
Fax: 916 447-2261*

To: City of Sacramento City Planning Commission
From: 65th Street Redevelopment Advisory Committee (RAC)
Date: October 22, 2008
Re: Station 65 Project (P08-068)

The 65th Street Redevelopment Advisory Committee wishes to extend its support for the Station 65 project (P08-068) at the southeast corner of 65th Street and Folsom Boulevard developed by Mr. Mark Lucas of Lucas Enterprises.

The Redevelopment Advisory Committee is responsible for reviewing and commenting all entitlement projects in the 654-acre Redevelopment Project Area. The RAC which represents the homeowners and businesses within two City Council districts is committed to seeing the blighted sections of the area revitalized with economically-beneficial projects consistent with a mixed use, transit-oriented vision.

If implemented, the Station 65 project will provide significant benefits to the 65th Street Redevelopment Project Area. By incorporating a mix of uses (retail, housing, hotel, and office) in a well-designed structure that complements existing transit connectivity, this project can be the catalyst for revitalizing an economically-stagnant area of Sacramento.

Station 65 is consistent with the RAC's project area priority of creating broad economic benefits. This project will create hundreds of jobs and tens of millions in new tax revenues—some of which will return to the redevelopment area and enable the creation of new projects to revitalize the area.

Thank you for considering our remarks as you evaluate the Station 65 Project. Should you have any questions regarding this letter, please contact the SHRA 65th Street Redevelopment Planner at (916) 440-1300 ext. 1287.

From: "Anna Tsu" <serpentine418@gmail.com>
To: <egumm@cityofsacramento.org>
Date: 10/21/2008 5:34 PM
Subject: Station 65 (P08-068): SABA comments

To: Elise Gumm, Associate Planner, City of Sacramento

From: Anna Tsu, for Sacramento Area Bicycle Advocates

Re: Station 65 (P08-068)

Dear Ms. Gumm,

Thank you for providing an opportunity for the Sacramento Area Bicycle Advocates to comment on the Station 65 plans. We would like to compliment the development team on a nicely designed mixed-use project which increases urban density and community, allows easy access to public transit, and includes bicycle-friendly features such as long and short-term parking. We do, however, have a few suggestions to improve bicycle access and safety with regards to this development.

1. Street crossings:

a. We recommend that the corner of Folsom and 65th (adjacent to Building 3) be extended outward, reducing the radius of the corner, and thereby calming the speed of traffic. This will improve safety and comfort for both bicycles and pedestrians. The current pork chop pedestrian island can then be eliminated, or reduced in size. The extended corner could feature a larger sidewalk/plaza area, perhaps including some small trees, space for outdoor seating (if some of the retail space indicated includes a cafe or restaurant), and short-term bicycle parking.

b. Traffic signals are already present at the intersection of Folsom Blvd and 65th Street, and at 65th & Q Streets. However, we would like to see these signals include signal detection of bikes (preferably video detection, as it is cheaper and more reliable), to facilitate bicycle crossings. Traffic signals could be considered at the intersection of Folsom and 67th as well.

2. Automobile parking:

We strongly support unbundling parking costs from residential and commercial lease costs, in order to encourage non-car transportation. "Free" parking hides the true cost of automobile use.

3. Bicycle parking:

We recommend adding specifics on bike parking, because quality can vary widely. Both long and short-term parking should be available. The Association of Pedestrian and Bicycle Professionals has short term bicycle parking guidelines at <http://www.apbp.org/pdfsanddocs/Resources/Bicycle%20Parking%20Guidelines.pdf> The indicated bicycle parking areas are well situated for long-term parking, but short-term bicycle parking should be provided closer to the office and retail entrances to the development, to maximize visibility, security, and convenience.

4. Bus transfers and loading:

We recommend that additional bus loading zones be considered on Q Street, instead of dividing bus stalls between Q Street and 67th. This will facilitate transfer of passengers from one bus to another, and from the relatively busy light rail station to and from the buses. Bus transfers are facilitated when drivers and passengers can see the other buses present at the transfer station. Bus zones as presently planned appear too far from each other, and the Q Street zones are relatively isolated, impacting passenger safety and security. This is primarily a pedestrian issue, but also affects those bicyclists who bring their bikes onboard the light rail or buses.

SABA is a nonprofit corporation with more than 1,400 members. We represent bicyclists. Our aim is more and safer trips by bike. We're working for a future in which bicycling for everyday transportation is common because it is safe, convenient and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient and least congesting form of transportation. SABA can be reached by phone at 916-444-6600, and on the web at www.sacbike.org.

Thank you,

Anna Tsu
Program Assistant

From: Jodi Samuels <planning.samuels@yahoo.com>
To: <egumm@cityofsacramento.org>
Date: 10/22/2008 4:41 PM
Subject: Fw: Support of Station 65

See below.

Jodi Samuels, PhD
Commissioner
City Planning Commission
915 I Street
Sacramento, CA 95814

--- On Tue, 10/21/08, Jerry Vorpahl <jerry@powerinn.org> wrote:

From: Jerry Vorpahl <jerry@powerinn.org>
Subject: Support of Station 65
To: mendezm1@hotmail.com, panamaredhat@hotmail.com, mnotestine@mognot.com, planning.samuels@yahoo.com, blw2@mindspring.com, dwoo@insurance.ca.gov
Cc: tpace@cityofsacramento.org
Date: Tuesday, October 21, 2008, 10:28 AM

Dear Planning Commissioner,

The Power Inn Alliance, a coalition of over 600 property and business owners in the Power Inn Area, has endorsed Station 65, the proposed mixed use, TOD Development at 65th St. & Folsom Blvd as presented to our Planning and Zoning Committee by developer Mark Lucas.

This is the kind of project that will add greatly to the entire area, particularly with incorporation of the proposed Target retail facility and the 65th St./University Village Opportunity Area that is under study for inclusion in the 2030 General Plan.

We make this endorsement with the understanding that future planning and development will give consideration to traffic flow, public transportation, parking and pedestrian traffic as befits a mixed use facility such as this.

Thank you for your positive consideration for this project as important to the economic growth and development of Sacramento.

JERRY VORPAHL
Executive Director
Power Inn Alliance
3791 Power Inn Road
Sacramento, CA 95826
916-453-8888

See us online:www.powerinn.org