



10/8/2014

VIA EMAIL

David Hung, Associate Planner
Community Development Department, Current Planning Division
City of Sacramento
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: CVS Pharmacy (P13-002) Revised August 2014

Dear Mr. Hung:

WALKSacramento offers the following comments on the August 2014 revised plans for the CVS Pharmacy (P13-002) project at 3710 Franklin Boulevard. The project proposes to demolish the Mercado Loco grocery and construct a 16,500 square foot retail store/pharmacy with a two-lane drive-through facility.

Our letter commenting on the January 2013 project routing recommended two changes to improve pedestrian safety and walkability: 1) Add pedestrian access from Sutterville Road near the northwest corner of the site, and 2) Add pedestrian access from Franklin Boulevard near the southeast corner of the site. The August 2014 plan revisions respond to the first recommendation by providing safe and convenient access to the store entrance from west on Sutterville Road. However, the second recommendation has not been implemented as there is still no pedestrian access provided from Franklin Boulevard.

The August 2014 plan revision moved the building close to the street, perhaps in consideration of the City's General Plan policies in Chapter 6 Land Use and Urban Design. Policies LU 6.1.12 promotes development that transforms visual and physical character of the corridors by locating buildings at the back of the sidewalk and off-street parking behind or between buildings. Policies LU 6.1.5 and LU 6.1.11, and Urban Form Guideline 5, though, stipulate that entrances shall directly address the street.

The placement of the building in the August 14 revision results in the back of the building facing the street; even the drawings showing the exterior elevations refer to the side facing Franklin Boulevard as the "East/Rear Elevation." Policy LU 6.1.11 and Urban Form Guideline 5 also include transparency of the building fronts as a desired feature. However, two of the three windows will have a wall with graphics 18" behind the window. This will not present a pedestrian-friendly view at the street.

The revised landscape drawing shows excellent placement of trees along Franklin Boulevard. The shade and the barrier between street traffic and the sidewalk created by

the trees will enhance the pedestrian environment. This type of streetscape creates a safer and healthier walking space for people. The Sutterville Road side has no trees between the street and sidewalk nor between the sidewalk and the building. Even though it's the north side of the building, trees are still important for shade and safety.

WALKSacramento recommends further revision of the site plan that results in a building that has entrances on the street, sidewalks that directly connect additional, non-street fronting entrances to the public sidewalk, and trees along all street segments. Please see the plans for the Sebastopol CVS/Chase below, which has an entrance at the top left and top right of the pharmacy building, as an example of a design that addresses the street.



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 cholm@walksacramento.org.

Sincerely,
Chris Holm
Project Analyst

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

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