



12/18/14

VIA EMAIL
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Casey Kempenaar, Senior Planner
Planning Department
City of Citrus Heights
6237 Fountain Square Drive
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RE: Capital Nursery Plaza (DRP14-06, UP14-05, PM-14-02)

Dear Mr. Kempenaar:

Thank you for sending us the 11/20/2014 revised site plan for Capital Nursery Plaza project at 5410 Sunrise Blvd in Citrus Heights. After reviewing the project's revised site plan and site details, and inspecting the project site and the surrounding neighborhood, we offer the following comments and recommendations:

The revised site plan reveals changes to walkways and roadways that improve pedestrian circulation and safety. WALKSacramento commends the project for:

- Relocation of the transit stop to the south side of Building C on Sunrise Blvd better integrates the transit stop into the development and provides transit riders direct access to the pedestrian walkways leading to building entrances.
- Removal of the one-way entrance on Sunrise Blvd near the Fast Food restaurant eliminates a potential point of conflict between pedestrians and motorists and between motorists entering the shopping area and those exiting the Fast Food drive thru.
- Addition of a sidewalk along the northern side of Building A allows direct access to the building from Madison Ave, reducing the potential for conflicts between pedestrians and motorists in the parking lot.
- Addition of a pedestrian walkway from the Fast Food restaurant connecting to the walkway between Building A and the Smart & Final provides safe and direct access between site amenities.
- New curvilinear design along the pedestrian walkway from Sunrise Blvd to the Fast Food restaurant removes the right angle turns and improves access for wheelchairs and strollers.

- Variation in paving material used throughout the site distinguishes pedestrian walkways from driving surfaces and increases pedestrian safety by warning motorists to expect foot traffic in those areas of the parking lot.

The revised site plan also shows several design elements that affect safety and access for pedestrians. WALKSacramento recommends the following changes:

- 1. Consider constructing a marked walkway from the residential access point at the north end of the site to the walkway on the north east side of the Smart & Final.** This would provide the residential community with a safe walkway onto the site near the grocery store anchor. A marked walkway would signal to trucks exiting the loading ramp to be cautious of pedestrians walking between the residential access point and the grocery store.
- 2. Consider relocating bike parking and bike lockers adjacent to building entrances.** The travel distance to bike facilities will be shortened and access will be improved, making them more convenient and safe to use. The bike facilities will also be within patrons' line of site, improving surveillance and helping to prevent crime.
- 3. Consider planting trees with larger canopies along Sunrise Blvd and Madison Ave to shade the sidewalks.** Shade will increase the attractiveness of walkways and provide a more comfortable walking environment to and throughout the site.

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 us at (916) 446-9255 or tmihaela@walksacramento.org.

Sincerely,

Miha Tomuta

Project Coordinator

[Click here to enter author title.](#)

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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