



5/31/2016

VIA EMAIL

Arwen Wacht  
City of Sacramento Community Development Department  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: El Pollo Loco (P16-028)**

Dear Ms. Wacht:

WALKSacramento has reviewed the project routing for El Pollo Loco (P16-028). We offer the following comments with the intent to improve the walkability of the project and interface with its surroundings.

Only about a third of the Sacramento population gets more than 150 minutes of moderate intensity physical activity each week as recommended by the 2008 Physical Activity Guidelines for Americans. Development projects that make it convenient, safe and enjoyable to walk and bike make it possible for people to be physically active on a daily basis. More walking and biking can also reduce driving, which will help to decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions.

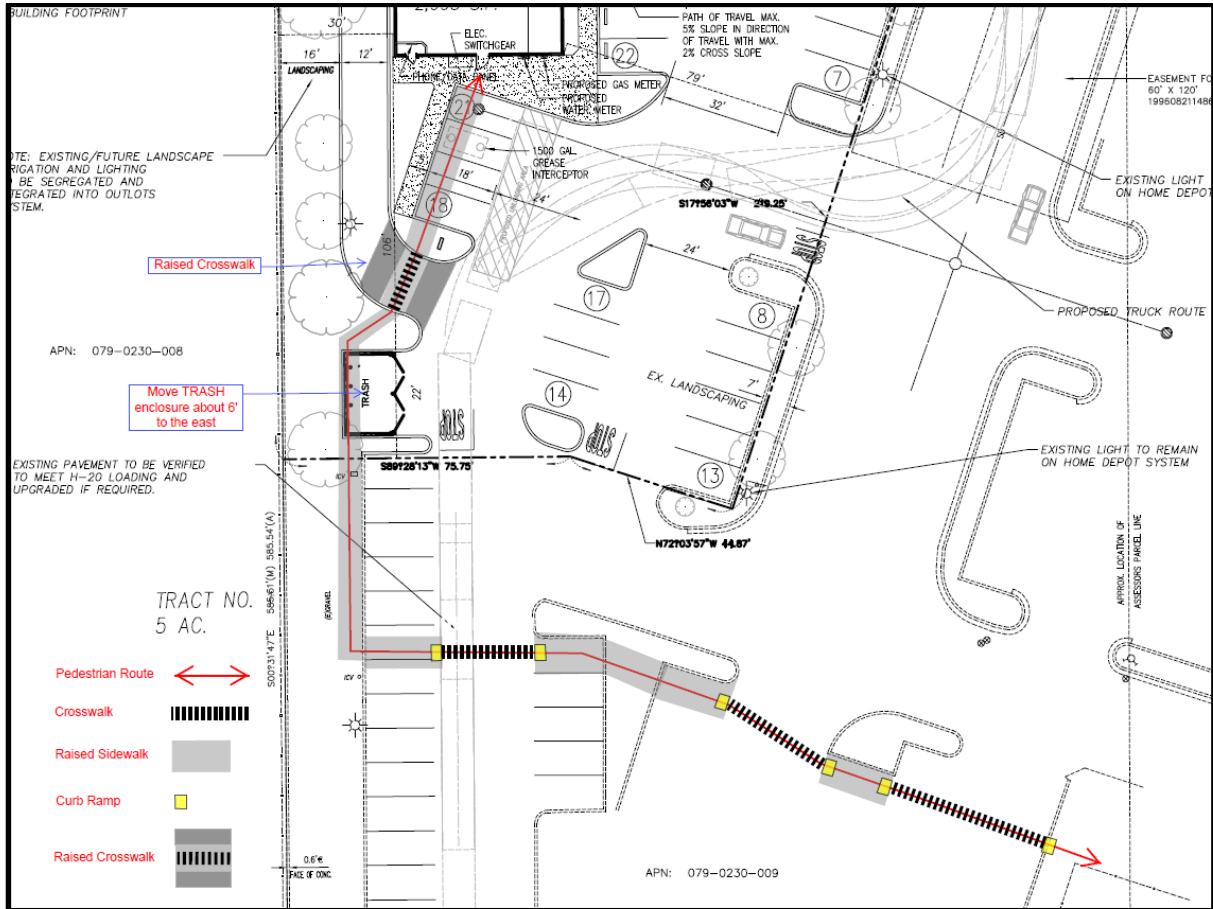
The project is proposed for a site in an area that is primarily office and commercial uses. The area is designated Urban Corridor Low, which the City's 2035 General Plan describes as auto-oriented commercial corridors that are to be transformed to mixed-use, pedestrian-oriented and transit friendly environments.

The project site makes use of a section of the shopping center parking lot that's separate from the existing retail buildings but close to Folsom Boulevard. The project satisfies two of the Urban Form Guidelines for the *Urban Corridor Low* land use designation: the number of curb cuts on the arterial are minimized by using the existing driveway from Folsom Boulevard for vehicular access into the site, and the landscaping between Folsom Boulevard and the restaurant will be improved. The shopping center is very much like typical *Suburban Centers* - auto-oriented shopping centers with large format stores and expansive parking. The project will implement one of the strategies of the *Suburban Center* designation, which is to add new infill development to parking areas along the adjacent corridors.

The El Pollo Loco project, unfortunately, doesn't fully realize the transformation to a pedestrian-oriented land use, primarily due to two aspects of the site plan layout. The first aspect is the lack of pedestrian connectivity to the rest of the shopping center, and

the second is the presence of a parking lot and drive-through circulation between the building and the corner.

A pedestrian connection between the El Pollo Loco entrance and the sidewalk in front of the Home Depot and Office Max is important to provide a safe route to the restaurant for Home Depot and Office Max employees and customers. The site plan doesn't include such a route, but one might be implemented by taking advantage of existing landscape planters and parking spaces. **WALKSacramento recommends adding a pedestrian walkway between the northwest corner of the Home Depot and the El Pollo Loco patio.** See the diagram below for general concept.



The aspect of the site plan that will be most challenging to address is the orientation of the building to the street. The most pedestrian-oriented location for the building would be near the corner, with an entrance facing the corner or Folsom Boulevard, and parking and the drive-through lane on the far side of the building from the corner. This would give pedestrians unimpeded access from Folsom Boulevard to the restaurant and provide a view of people at the restaurant instead of cars. There are also moderately high-density office uses on the other side of Folsom Boulevard, and many employees in those buildings may choose to walk to El Pollo Loco (see also the next paragraph). **WALKSacramento recommends placing the restaurant near the corner.** If such a

change is remotely feasible, WALKSacramento would be glad to work with the applicant to conceive make such a change possible.

Also associated with access to the site from offices on the north side of Folsom Boulevard is the lack of a crosswalk on the west leg of the Folsom Boulevard-Hornet Drive intersection. Pedestrians that would be required to cross three legs of the intersection instead of one leg may become frustrated with the imposition and try to cross Folsom Boulevard at a mid-block location. The number of lanes combined with the traffic volumes and speeds make mid-block crossings very dangerous.

**WALKSacramento recommends adding a marked crosswalk on the west leg of the intersection of Folsom Boulevard and Hornet Drive.**

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.

Sincerely,

Chris Holm  
Project Manager

Attachment: 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

*www.walksacramento.org*

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