



9/24/2018

VIA EMAIL

Robert Williams, Associate Planner  
City of Sacramento community Development Department  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95835

**RE: 5050 Stockton Boulevard (Z18-169)**

Dear Mr. Williams:

WALKSacramento has reviewed the project routing for 5050 Stockton Boulevard (Z18-169) and we offer the following comments. This project appears to be a revision of DR13-247, an approved but expired project.

The project location in the Stockton Plaza shopping center is at the southwest corner of Stockton Boulevard and Lawrence Drive, and it's within the Lawrence Park neighborhood in the City of Sacramento, adjacent to Fruitridge Manor, and within a 10-minute walking distance of Colonial Heights and Tallac Village. The corner location will make it convenient for local residents, especially those from the west, to walk to the site. However, pedestrian access to the proposed building is provided only at the sidewalk next to the Stockton Boulevard driveway.

The best building orientation for pedestrians would be facing the street and at the back of the sidewalk. This would allow people to walk up to the building without having to walk through parking lots or cross drive aisles. However, the project proposes to set the building back from the street and construct double-loaded parking aisles between the building and both Stockton Boulevard and Lawrence Drive.

We are glad to see that the drive-through lane wraps around the back of the building instead of being placed between the building and Stockton Boulevard. Because the drive-through lane entrance is near the front of the building, the drive-through lane is between the building and Lawrence Drive and pedestrian access from the Lawrence Park neighborhood to the west is impeded. This results in a path of travel that goes east to the corner, south along Stockton Boulevard and then back west to the building.

The proposed site plan has the following deficiencies related to pedestrian safety: 1) the walkway between the building and Stockton Boulevard crosses the drive aisle right next to the drive-through lane entrance; 2) there's no direct walkway from Lawrence Drive and the drive-through lane is between the street and the building, hence the desire line from the west may take the driveway off the street, go through the parking aisle, around the drive-through entrance and onto the sidewalk in front of the building; and 3) there's no direct walkway from the south on Stockton Boulevard, hence the desire line may take the driveway off the street, go through the drive aisle and onto the sidewalk in front of the building. Further compounding this situation is the lack of pedestrian walkways between Stockton Boulevard and the southern end or middle of the large retail building frontage in the Stockton Plaza shopping center.

Pedestrian access could be improved by replacing the single walkway with two walkways (see the illustration below). Constructing a walkway between Stockton Boulevard and the southeast corner of the building would provide direct access from the south, and the drive aisle crossing would be safer since it

would be away from automobile turning movements at the drive-through entrance and the driveway. Constructing a walkway from Lawrence Drive to the northeast corner of the building would provide direct access from the west, and a raised crosswalk on drive-through lane would discourage autos from stopping on the crosswalk. If the crosswalk is placed far enough away from the drive-through entrance throat, it would leave enough room for one auto to yield at the crosswalk without blocking the drive aisle.

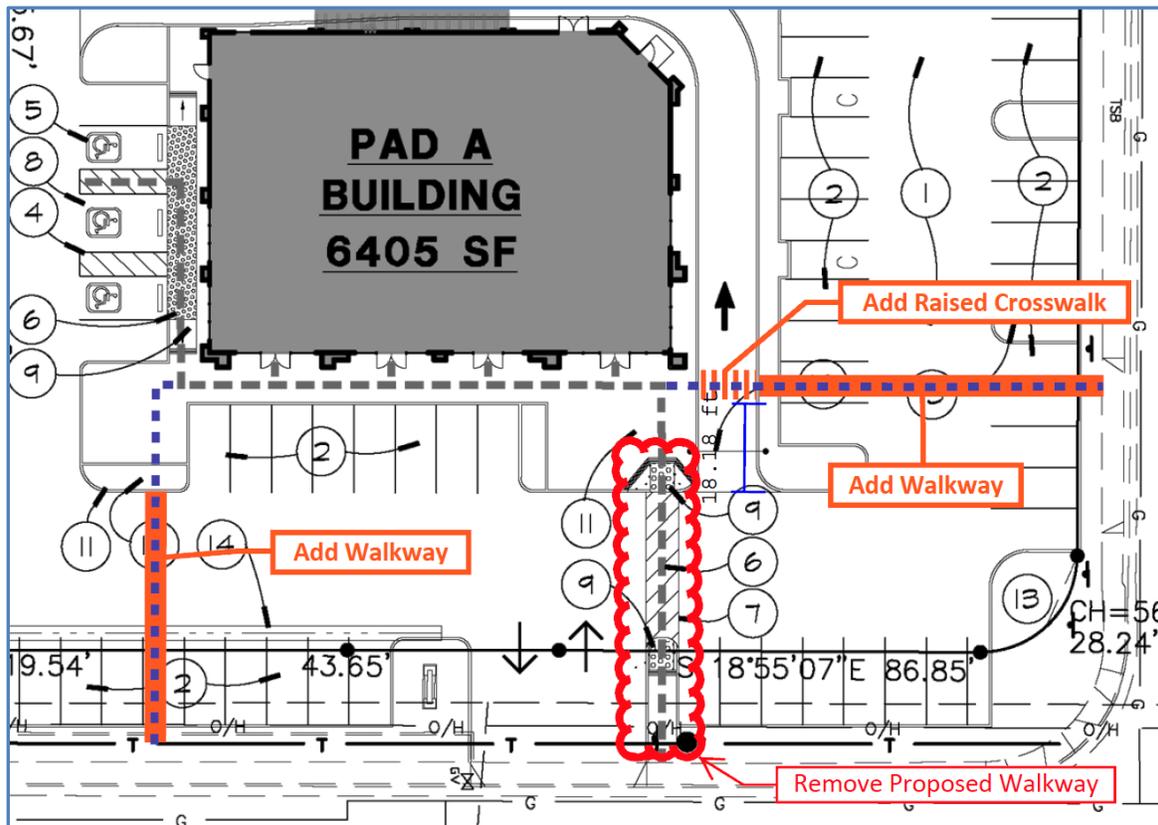


Figure 1 Recommended walkways to provide more direct and safer pedestrian access.

We appreciate the number of trees on the project site, but 37 of the 41 proposed trees are small ornamental trees. We would like to see larger shade trees planted where possible, especially within the street landscape planter strips, so that more of the pedestrian travel way is shaded. Planting larger trees to shade more of the parking lot will also reduce heat island effects, thereby providing a minor decrease in local air temperature for pedestrian comfort.

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.

Sincerely,  
Chris Holm