



11/17/2016

VIA EMAIL

Garrett Norman, Assistant Planner  
City of Sacramento Community Development Department  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: Florin West Shopping Center (P16-049)**

Dear Mr. Norman:

WALKSacramento has reviewed the project routing for Florin West Shopping Center (P16-049) and we offer the following comments.

The Florin West Shopping Center is located on Florin Road at the extreme south end of the South Land Park where it abuts Z'berg Park to the south, Meadowview to the southeast and Golf Course Terrace to the east. The shopping center site is currently not hospitable to walking, especially for people walking from the neighborhoods to the south and east. With the addition of two new buildings on the site and façade upgrades to many of the existing buildings, there is a great opportunity to serve the community with a walkable shopping center that could be a daily destination for many people.

Creating a walkable community is important for residents, businesses and the City of Sacramento. There are many personal and public benefits associated with walkable communities – adequate physical activity can improve public health by reducing the occurrence of chronic disease, more active transportation and reduced personal vehicle travel can reduce air pollution, streets that are safer for pedestrians will reduce fatalities and the severity of injuries from vehicle collisions, and pedestrians and bicyclists often spend more per month than shoppers that drive to local stores and restaurants. The environment for a walkable community doesn't end at the edge of the public right of way, though. Destinations need to be walkable, too.

With the addition of two new retail buildings to Florin West Shopping Center, many residents in the area may want to walk not only to the new restaurants and retail spaces, but to the existing restaurants, stores and shops that will be given façade upgrades. However, the two proposed buildings have no direct pedestrian access from Florin Road. As a result, most of the existing buildings will continue to have very poor access from Florin Road. This is a barrier for both community members walking to the center and for transit riders that get off and on the buses at the two bus stops in front of the shopping center. One bus stop has no access to the shopping center buildings and the other has an inconvenient walkway that requires out-of-the-way travel along the far east edge of the parking lot.

The proposed project makes no attempt to facilitate walking into the shopping center possible. There are some good internal walkways included in the design for the new buildings, e.g. the landscape plan shows a walkway between the buildings, another walkway links to California Family Fitness, and there appears to be a walkway that will connect to the “O’Reilly and Shops” building. These improvements will be of little use to anyone that doesn’t drive to the shopping center, though.

The project also proposes to eliminate two driveways. At first glance this seems good, since reducing the number of driveways along an arterial such as Florin Road should provide safety benefits by reducing the number of conflict points between pedestrians and vehicles. However, the change merely combines two pairs of separated entrance and exit driveways into two driveways, each with in and out movements. On the plus side, this reduces the walking distance across each driveway. However, it doesn’t reduce the number of conflict points, especially the more dangerous ingress movements where vehicle speeds can be faster than those of exit movements. Pedestrians also receive little benefit from the driveway consolidation because none of the recovered space is used for walkways into the shopping center.

Further degrading pedestrian access is the inclusion of drive-through lanes on three sides of the restaurant building and two sides of the multi-tenant building. These drive-through lanes exclude pedestrians, block access to the building entrances and create uninviting spaces that function as the rear of the buildings. In addition, the landscape plan shows several locations with a “42” Metal Panel Fence” or a “42” Height Wall at Low Entry Monolith” that isolate the buildings from the street and entrance driveway. This might be interpreted as an effort to prohibit pedestrians from walking to the buildings.

**WALKSacramento recommends eliminating the drive-through lanes, or reorienting the buildings and drive-through lanes such that direct and unimpeded pedestrian access to the buildings from the street is achieved.** We would be happy to collaborate with the applicant on such an effort. We’ll provide a detailed review of the site and landscape design soon, hopefully after the issues identified in this letter are addressed.

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 feel free to contact me.

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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