From:	Chris Holm
То:	"Angel Anguiano"
Cc:	Zarah Lacson
Subject:	P18-007 comments summary
Date:	Friday, July 20, 2018 3:06:00 PM
Attachments:	Decatur, GA Starbucks interior drive-through lane - Site plan.pdf
	Decatur, GA Starbucks interior drive-through lane - Aerial.pdf
	Decatur, GA Starbucks interior drive-through lane - Street view.pdf
	Coffee Kiosk path of travel.pdf
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Angel,

Here's some comments on the Stockton and Fruitridge Shopping Center project.

Starbucks (Pad A) drive-through

The Starbucks drive-through impedes access to the Starbucks and the rest of the shopping center, and it places pedestrians at the corner between cars moving through the intersection and cars moving in the drive-through. The Starbucks also has little relationship to the street and sidewalk, presenting mostly solid walls to the north and east.

The Starbucks should welcome pedestrians from the corner with an active front or corner facing the intersection with the drive-through lane in between. See the attached site plan and Google views for a similar corner (2601 North Decatur Road, Decatur, GA). What they built is even better than what was in the proposed alternate site plan.

Public sidewalks

I'm glad to see the additional trees with landscape planters of adequate size rather than the small tree wells on Fruitridge and the very narrow planter on Stockton. Walking and biking are common modes of travel in the area. We conducted walk and bike audits on Stockton, Fruitridge and at the intersection several years ago. We saw a lot of wrong way riding and pedestrians crossing outside of crosswalks. Stockton needs better bike lanes and if they aren't provided, the sidewalks may be used for biking.

Should funding be acquired to reconstruct the sidewalks on Stockton so they're detached, many of the trees may be where the new sidewalk would go. Planting the trees closer to the back of sidewalk would provide better shade for pedestrians and avoid having to remove those trees.

The pedestrian space at the corner is also limited. Providing a wider sidewalk or small plaza would give people more room while waiting for the light to cross. The Broadway/Stockton Streetscape Master Plan accepted by City Council in 2001 included the following specific improvement for the Stockton at Fruitridge intersection: *Enhanced pedestrian refuge area on corners - at intersection.* A Starbucks that addresses and activates the corner might contribute to this, too.

Site circulation

The new coffee kiosk on Pad H lies within the pedestrian desire line between the front sidewalks of Building E and Building F. The crosswalk at the drive-through exit is in the middle of the space that will be taken by a vehicle waiting to exit the drive-through and enter the parking lot drive

aisle. We recommend moving the kiosk building, crosswalk and the sidewalks back so the path of travel is straight. See the attached drawing.

The crosswalk between Building E and Building F is indirect, while the existing crosswalk takes the desire line between the buildings. Landscaping could realign the desire line while still providing the curb ramp to the parking along the side of Building F.

There's no bike parking indicated, although in the elevations on Sheet A10 it looks like there might be a single rack at the southwest corner of the Starbucks. Postponing planning for locations could result in unused racks and bikes left where they get in the way of pedestrians.

Chris



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