



October 10, 2006

Alison Thornberry
Planning Department
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Re: Design Review for Anatolia Market Place (Project RC-06-222)

Dear Ms. Thornberry:

WALKSacramento is pleased to offer comments on the Design Review for the Anatolia Market Place proposal to build 8 retail buildings, totaling 129,019 square feet on 14.6 acres.

WALKSacramento is a member of the Partnership for Active Communities, an Active Living by Design project funded by the Robert Wood Johnson Foundation. The Partnership 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. One way that the Partnership is doing this is through the review of proposed development projects in Natomas and Rancho Cordova. The benefits of such active environments include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

After reviewing the project's plans and drawings, and inspecting the project site and the surrounding neighborhood, we offer the following additional comments and recommendations:

1. Include detached sidewalks: WALKSacramento believes that the most important pedestrian improvement needed for this project is to include detached sidewalks. Based on the high volumes and speeds expected along these roads, and on Sunrise Boulevard in particular, separating the sidewalks from the roadway is critical to creating the pedestrian friendly environment the City is striving to achieve. In order to mitigate the impacts on pedestrians posed by Douglas Road, Sunrise Boulevard, and Herodian Drive, we ask for detached sidewalks along the entire perimeter of the project site. We also

recommend that the City ask for sidewalk widths that meet the new standards, including at least 7' along major arterials.

2. Provide a direct link from the corner of Sunrise & Douglas to the project: As designed, a person who is located on the southeast corner of Sunrise and Douglas has to walk approximately 500' to access Buildings 6 and 7, which are only about 100' away. Sending pedestrians out of their way to access a business does not encourage people to use that mode of travel or to frequent that business. We ask for a link from the corner to the plaza between the buildings. We understand there may be some grade issues that make it more difficult to design, but we believe there must be a better alternative to simply leaving the connection out. Any connection that is created should also meet American with Disabilities Act standards.
3. Bicycle Parking details needed: Bicycle parking was not included in the materials we received. The number, location, and rack models all need to be determined as part of Design Review. In our experience, if left for later, these key details may unintentionally fall through the cracks. We recommend that the Planning Commission ask for more details before approval.

The most effective way to ensure that dedicated space for bicycle parking is used is for it to be visible, accessible, convenient, and easy to use. It needs to be out of the way of pedestrians and motor vehicles. If any of these aspects are not met, there is a good chance cyclists won't use what is provided and park wherever they think their bike will be safe. The minimum standard for a bicycle rack is to support the whole bike and enable the user to lock the frame and wheel with a cable or U-shaped lock. The bicycle advocacy group which covers Rancho Cordova, Sacramento Area Bicycle Advocates, recommends four rack designs which can be found in Attachment "A."

4. Reconfigure driveways: Any driveways constructed need to be designed as driveways and not intersections. By continuing the sidewalk across the entrance, the driver is given a clear message that pedestrians may be present and encourages slower turns. For clarification, please see Attachment "B", an illustration from the 2006 Federal Highway Administration's Pedestrian Safety Planning course.

Based on the information provided, it is unclear if any of the entrances have the proper treatment, although there does appear to be some decorative paving used at driveways off of Herodian and Sunrise. We also recommend using the decorative paving at every entrance as it helps reinforce the message that the driver is entering an area that is different from the roadway and requires their increased attention.

5. Provide crosswalks on Herodian Drive: In order to encourage nearby residents to walk to the retail center we suggest including marked crosswalks

across Herodian Drive. The residential street directly across from the driveway entrance off of Herodian would be the most convenient location for a crosswalk. Asking nearby residents to travel to the intersection of Sunrise and Herodian in order to cross the road will discourage walking and instead encourage driving the short distance, adding to congestion and pollution.

6. Improve interior walkways: In general, the interior plan for pedestrian movement is good, but we do ask for a few more improvements. First, please ensure that crosswalks are included across Building 8's car wash exit and also around the textured parking lot intersection directly to the east of the car wash exit. This will complete the network of pedestrian walkways. Second, the parking lot island west of Building 1 includes a meandering walkway that will prove to be difficult for the visually impaired to use. We recommend straightening the walkway. Finally, details about the width of sidewalks around the buildings was not available for us to review. This is another detail the City should have before the project is brought to the Planning Commission to ensure that there is a 5' minimum of pedestrian travel space throughout the project.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact Scott Clark or me at (916) 446-9255 or via email at sclark@walksacramento.org or ageraghty@walksacramento.org.

Sincerely,

Anne Geraghty
Executive Director

Cc: Mark Marvelli, Rauschenbeck, Marvelli, & Becker
Albert Stricker, City of Rancho Cordova Public Works
Rich Bell, Active Living by Design
Jeane Borkenhagen, Sacramento Metro Air Quality Management District
Traci Canfield, Sacramento Regional Transit
Teri Duarte, Sacramento County Department of Health
Rebecca Garrison, 50 Corridor TMA
Walt Seifert, Sacramento Area Bicycle Advocates (SABA)
Sharon Sprows, Odyssey
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