



8/28/2015

VIA EMAIL

Matt Diaz, Associate Planner  
City of Rancho Cordova  
Planning Department  
2729 Prospect Park Drive  
Rancho Cordova, CA 95670

**RE: Anatolia Retail Center (DD9600)**

Dear Mr. Diaz

WALKSacramento has reviewed the Development Project Routing (July 28, 2015) for the Anatolia Retail Center project at the corner of Douglass Road and Sunrise Boulevard. Thank you for the opportunity to review and provide comment on the project.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. This project proposes a 14 acre retail destination adjacent to an abundance of planned and developed homes, creating the opportunity for a significant amount of walking and biking trips. To best encourage and accommodate those trips it is imperative that the site provides safe, accessible, and direct pedestrian routing to and throughout the site. Based on our review we offer the following recommendations:

**Install a pedestrian crossing across Herodian Drive**

The site plan does not indicate any pedestrian crossing amenities across Herodian Drive, connecting the existing community to the project site. Safe, convenient access is a critical element to encouraging pedestrian activity. WALKSacramento suggests installing a high visibility crosswalk across Herodian Drive at Glen Springs Way to increase pedestrian visibility and connectivity to the site.

**Create direct pedestrian paths to storefronts from adjacent roadways**

There is no direct access between the bus stops on Douglas and Sunrise nor the Douglas-Sunrise corner other than at vehicle driveways. According to Rancho Cordova Municipal Code 23.722.060, "Where a berm, landscaping, fencing, or another physical barrier creates a site frontage impenetrable to pedestrians and bicyclists, there shall be no less than one point of access to a pedestrian pathway for every 100 feet of street frontage." Furthermore, according to the same code,

“clear and continuous paths from every primary building entrance to all transit stops and crosswalks directly adjoining the site” are required for pedestrian-oriented spaces. While we acknowledge that providing site access along Sunrise and Douglas every 100 feet would be infeasible, additional pedestrian access at certain areas appears feasible at two main locations:

A pedestrian connection at the Douglas and Sunrise intersection to the plaza area between pads S-2 and S-3 would improve site access for transit riders and future residents of the planned developments to the west. This connection would also help to better activate the major intersection.

Additionally, direct pedestrian access from the bus stop on Sunrise Boulevard to the plaza area between S-4 and S-5 would improve access and site-wide connectivity.

### **Reorient the pedestrian path of travel to be as direct as possible**

The proposed north-south pedestrian path of travel along the fronts of stores on Sunrise Boulevard is indirect and in some places would require pedestrian to go out of their way to remain on a sidewalk or in a crosswalk. If desire lines are misaligned with designated paths of travel, pedestrians may choose to avoid constructed facilities such as sidewalks and crosswalks that have been built for safety. Direct, continuous routes are also important because out-of-path travel ways are potentially confusing or disorienting to sight impaired pedestrians. The following locations represent opportunities to realign the pedestrian path of travel to improve circulation:

At the intersection between S-4 and P-1 the marked crosswalk is several feet out of the pedestrian path of travel. This out-of-path misalignment may result in pedestrians crossing the major driveway outside of the crosswalk.

Additionally, the 8 space parking lot north of P-1 moves a marked crosswalk out of the direct path of travel between P-1 and S-3. Again, this misalignment will require pedestrians and those with mobility impairments to either travel out of their way or go through the parking lot. Because the entrances to the drive-thru and parking lot disrupt the path of travel, a predictable and direct pedestrian route is especially important for minimizing conflicts at this vehicle oriented location.

WALKSacramento staff is available to work with the applicant to best align pedestrian paths of travel.

### **Install internal traffic controls to better facilitate pedestrian crossings**

A stop sign just south of the P-1 drive-thru exit at the stamped intersection will deter drive-thru patrons from making rapid U-turns to exit the site. Instead, with a stop sign, those exiting the drive-thru will first orient themselves at the stop sign to face oncoming pedestrians before turning. Direct lines of sight are necessary for improving pedestrian visibility.

“Slow for pedestrians” signs at the brick stamped corner between S-2 and S-3 will encourage drivers to slow and watch for pedestrians. WALKSacramento commends the applicant for their inclusion of brick stamped areas which help to visually and texturally alert drivers to pedestrian presence. However, the long, uncontrolled drive aisles leading to this corner create the potential for high speed turns and conflicts between pedestrians and motorists. Yield signs will further encourage slowing and attentiveness.

### **Install additional trees along the pedestrian path of travel**

The landscape plan indicates a lack of tree shading in front of S-6, S-4, S-3, and S-2. This is detrimental because the main north-south pedestrian path of travel follows this same route. The pedestrian environment is significantly improved by abundant tree shading which acts to cool near-surface air temperatures. Examples of ample tree shading are found along the drive-thru drive aisle and the east-west pedestrian path. WALKSacramento recommends planting additional trees along store frontages to enhance the site's walkability.

### **Install additional pedestrian and bicycle amenities**

The routing does not indicate the location of any bicycle parking. The project should include both short term and long term bicycle parking spaces in well-lit and visible locations to encourage and accommodate bicycle travel to the site. Bicycle parking should also be directly accessible from bicycle paths of travel and designed in such a way that supports the bicycle's frame rather than only a tire.

Our review of the photometric appears to indicate four locations where additional pedestrian scale lighting could be installed to improve security and visibility. Additional lighting should be included at the plaza area between S-5 and S-6 leading from the intersection, the plaza area between S-4 and S-5, and the pedestrian zone fronting S-3. Additionally, if a pedestrian connection is provided to the site from the Douglas and Sunrise intersection, pedestrian scale lighting should be installed along this path as well.

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 or [kkumar@walksacramento.org](mailto:kkumar@walksacramento.org)

Sincerely,

Kirin Kumar  
Project Manager

Enclosure: 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

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