



8/3/2016

VIA EMAIL

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

**RE: Anatolia Retail Center 2<sup>nd</sup> Submittal (DD9600)**

Dear Mr. Diaz:

WALKSacramento has reviewed the routing for the Anatolia Retail Center (DD9600) 2<sup>nd</sup> Submittal. The project proposes a shopping center with approximately 113,575 square feet of retail on a 14-acre site at the southeast corner of Sunrise Blvd. and Douglas Road. The shopping center would be constructed in two phases. Phase 1 would have 5 retail buildings with two drive-throughs along Sunrise and Douglas and a pad for a future fuel station with a drive-through car wash. Phase 2 would have two or more buildings with a total area of up to 80,000 square feet.

WALKSacramento submitted a letter in August, 2015 commenting on the first submittal. Major areas of concern included pedestrian access to the site from adjacent neighborhoods, internal pedestrian and vehicle circulation, trees and pedestrian and bicycle amenities. The 2<sup>nd</sup> submittal retains the same general arrangement of shops – small buildings along Douglas Road and Sunrise Blvd, and a large building at the rear of the corner of the site adjacent to the residential neighborhoods.

The 2<sup>nd</sup> project submittal made several important changes to the site design: a walkway from the Sunrise bus stop to the center was added that provides a more direct path and shortens the travel distance by about 100'; the travel path along the fronts of the shops is more direct and there's now only one place, instead of five, where one would make two 90° turns to go forward; the community gathering areas at the northwest and southwest corners of the project site have illumination; there is an additional well-landscaped walkway between the shops and the grocery/market; and there is considerable landscaping along the project side of the wall that extends from Douglas Road to Herodian Drive on the east side of the site.

**LOCATION OF BUILDINGS ON THE SITE**

It appears that Anatolia Retail Center is attempting to serve two functions. The project has a large area for a market/grocery building with a fuel center that would function as a community shopping center destination. However, the project description indicates there

are more restaurants in this design to satisfy market demands for neighborhood shopping centers.

Anatolia Retail Center is in the northwest corner of Anatolia and it's bounded by major arterials to the north and west, and residential neighborhoods to the east and south. The residential areas that will be most accessible via walking and biking are to the south and east of the project site. The S-4 shops building will be convenient to residents from the south, but many of the twenty-two smaller tenant spaces and the free-standing restaurant in Phase I will require much longer travel and crossing up to five drive-through lanes and the Sunrise driveway.

Phase II includes a market/grocery store that should also be great value to the neighborhood and needs to be accessible to local residents by foot and bike. Since the market/grocery faces west and away from the wall that runs from Douglas to Herodian, all foot traffic from east of the Anatolia Retail Center will have to walk along almost 300' of the center to an entrance walkway.

With this mix and spatial arrangement of neighborhood- and community-shopping center uses in Anatolia Retail Center that doesn't really provide a neighborhood-feel shopping destination, it will be critically important to provide convenient and safe access and internal circulation for pedestrians. People need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Yet 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. Anatolia Retail Center is an opportunity to provide a destination for Anatolia resident to which they can walk on a daily basis or at least a weekly basis. Between walking to Anatolia Retail Center, Sunrise Elementary School, and Argonaut Park, daily physical activity has the potential to increase for Anatolia residents.

Also, if more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

## PEDESTRIAN ACCESS AND CIRCULATION

Anatolia Retail Center access locations for pedestrians from the local neighborhoods will be primarily at the Herodian Drive driveway at Glen Springs Way and the walkway from Herodian Drive that's at Glen Springs Way (about 160' east of Glen Springs Way and about 400' west of Anatolia Drive). Because the shortest walking distance along Sunrise to the nearest house is about a half-mile, it's not likely very many Anatolia residents will walking up Sunrise and enter at the corner of Sunrise and Herodian or at the Sunrise driveway. However, if crossing Herodian at Glen Springs Way is challenging, pedestrians from the south may choose to walk over to the intersection at Sunrise at Herodian.

Once pedestrians have entered Anatolia Retail Center, they must negotiate the driveways and drive-through lanes serving the strip of buildings along Sunrise Boulevard and Douglas Road. There are a total 11 points of conflict with vehicles at eight crossings along the strip of shops between Herodian Drive and Douglas Road – five drive-through lanes, two bidirectional parking lot drive lanes (two of which also provide access to a drive-through lane entrance) and one bi-directional driveway.

## RECOMMENDATIONS

The 2<sup>nd</sup> submittal made significant changes by changing the tenant spaces and adding two drive-throughs to provide more neighborhood shopping in response to market demand. WALKSacramento believes additional and even more significant changes are needed to allow the center to function as a neighborhood center to which residents of the nearby neighborhoods will walk and also allow patrons that drive to the shopping center to park once. **WALKSacramento recommends grouping neighborhood serving tenant spaces without drive-throughs close to the Glen Springs Way driveway and the future market/grocery, and locating other uses relying upon automobile transportation near the corner of Sunrise Boulevard and Douglas Road.** This would place neighborhood retail close to the neighborhoods and significantly reduce the number of drive-through lane crossings by pedestrians.

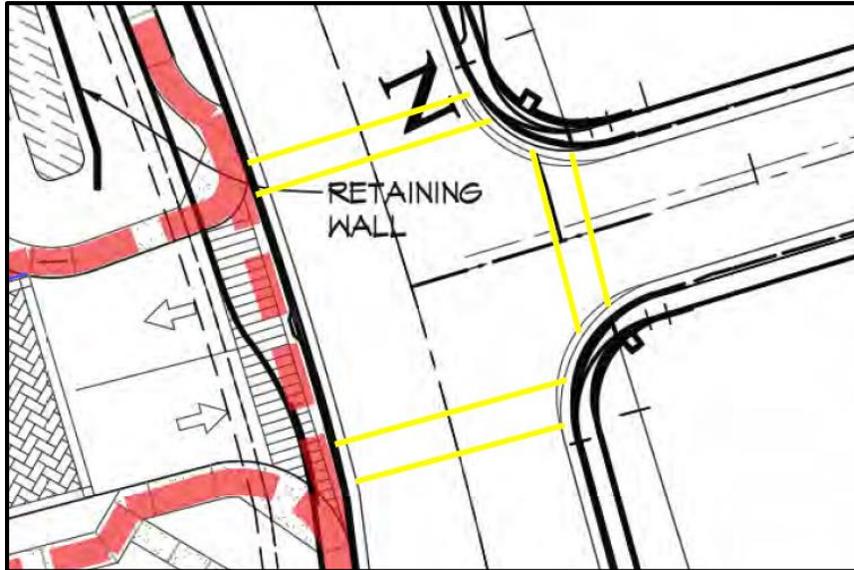
The pedestrian environment fronting the Anatolia Retail Center site along Sunrise Boulevard and Douglas Road is inadequate for comfort and safety. Wide sidewalks should be separated from the high-speed multi-lane roadways with landscape planters containing shade trees as required in the street standard for “Major Arterials.” There are large-diameter utility poles in the pedestrian way at the back of the curb on the sidewalk on Douglas Road, and there are numerous locations on Sunrise where street light poles are in the pedestrian way at the back of the sidewalk. Additionally, the sidewalks along both arterials are undersized. **WALKSacramento recommends replacing the attached sidewalks on Sunrise Boulevard and Douglas Road with wide detached sidewalks and landscaped planters or other features to mitigate the poor design.**

Transit riders using the Sunrise bus stop will have nearby and direct access to the center, but the shortest walking distance from the Douglas Road bus stop to a shop on Douglas road is about 500’; to a shop on Sunrise it’s about 900’. This is extremely far to walk when the closest shop “as the crow flies” is about 50’. We recognize the challenges presented by the 9’ grade difference, but we hope something can be done to shorten the walking distance. **WALKSacramento recommends adding a pedestrian walkway between the Douglas Road bus stop and the center.**

The 2<sup>nd</sup> submittal reduced the number of trees in front of the shops. Trees along the pedestrian walkways provides shade as protection from the sun during the hot months, they help to reduce heat island effects and beautifies the built environment in which case people may want to stay longer. **WALKSacramento recommends increasing the number of ornamental and medium-sized trees in front of the shops S-1, 2, 3, and 4 and free-standing restaurant P-1.**

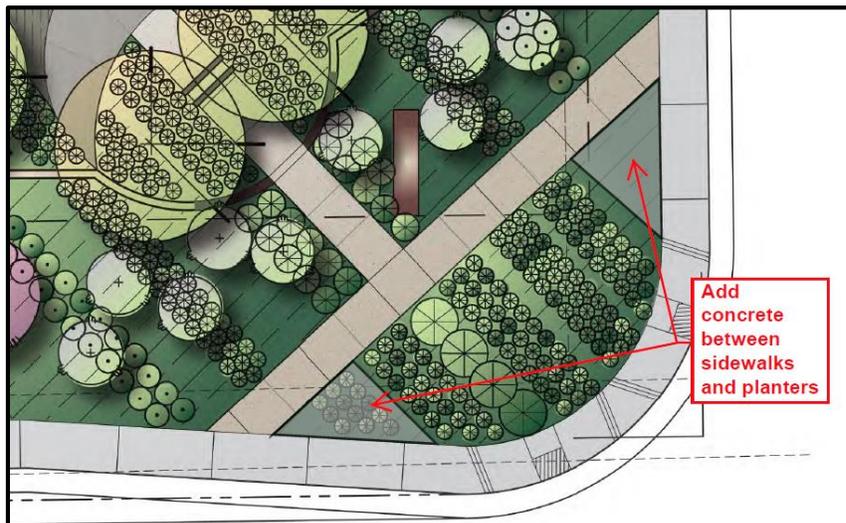
The intersection of Glen Springs Way at Herodian Drive will be a primary access point for Anatolia residents. The drawings provided in the project routing don’t indicate there

will be any improvements to the intersection, such as adding crosswalks, stop controls and additional curb ramps. **WALKSacramento recommends adding marked crosswalks and double curb ramps at the intersection of Herodian Drive, Glen Springs Way and the project driveway.** See the following diagram.



Herodian Drive at Glen Springs Way and Project Driveway

Access from the northeast corner of Sunrise and Herodian unfortunately requires a little out-of-path travel due to the existing utility cabinets and other equipment that are in the way. The landscaped area to the north and east of the corner will likely be used to get to the walkway up to the center making it unsafe to walk through and difficult to maintain. **WALKSacramento recommends adding hardscape within the corner spaces between the public sidewalk at the Sunrise Boulevard/Herodian Drive northeast corner and the project walkway.** See the following diagram.



Plaza at Sunrise Blvd and Herodian Drive

Drive through operations may include frequent vehicular activity throughout the day, meaning that pedestrians walking along the fronts of the shops will likely encounter conflicts with the vehicles. Raised crosswalks at each drive-through entrance and exit that crosses a pedestrian walkway would provide a continuously level surface for pedestrians and help alert drivers to the presence of pedestrians in their path.

**WALKSacramento recommends adding raised crosswalks at drive through lanes.**

The enhanced paving that is provided at vehicle-pedestrian conflict points should help to make pedestrian travel safer. Enhanced paving is provided each of the driveways into the site, at several internal intersections and at other internal locations where significant pedestrian crossings are expected. However, at each of the driveway entrances the enhanced paving doesn't appear to be close to where pedestrians walking on the sidewalk would cross. If the crosswalk is planned to be set back from the street a short distance, the sidewalk should detach from the street prior to the driveway to reduce the inclination to maintain a straight path that's outside of the crosswalk.

**WALKSacramento recommends enhanced paving for crosswalks at every driveway at Douglas Road, Sunrise Boulevard and Herodian Drive.**

It appears the landscaping along east edge of site will be planted as part of Phase II development. Landscaping along the wall as part of the first phase will help to mitigate the vacant appearance of the empty portion of the site and allow more time for plant growth. Therefore, **WALKSacramento recommends including the landscaping along the existing wall on the east edge of the project in Phase I development.**

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.

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

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