



7/31/2018

VIA EMAIL

Nicholas Sosa
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, California 95670

RE: Bradshaw Village Parcel Subdivision (DD9805)

Dear Mr. Sosa:

WALKSacramento has reviewed the project routing for Bradshaw Village Parcel Subdivision (DD9805) and we offer the following comments to improve the walkability of the project.

Bradshaw Village Parcel Subdivision proposes to develop 55 single family homes on a 5-acre parcel within the *Bradshaw Village Center Form Based Plan* area zoned Village Commercial Mixed Use. The change in land use and development of the vacant parcel would result in more residents within walking distance of the existing Bradshaw Village Center neighborhood-serving retail and commercial that occupies much of the adjacent Bradshaw Marketplace shopping center.

The density of people under the proposed project will be less than the envisioned mix of office and multifamily residential in Bradshaw Village Center. To facilitate a comparable number of walk trips for the proposed project, the design of the walking environment and pedestrian connectivity should be carefully considered.

Walking Environment There are four aspects of the project that could be improved to create a better environment for walking, including natural surveillance, house facades, trees, and walls.

- **Minimal natural surveillance** There are no windows on the first floor. The ground level is the most important location for "eyes on the street" as it provides a greater sense of connection between building occupants and people on the sidewalk. The second floor has windows in the laundry and master bed room, and there is a tall window in front of the upper half of the stairs and second floor landing. None of the windows in the house are open to "active living space," where people are likely to be active during daytime and evening hours.
- **Little variation in the house facades** People are more inclined to walk when there is an interesting streetscape, such as that provided by houses with varying shapes. However, the project routing contained only one house plan. This could be an omission, but the 14-house Winter Park subdivision in Sacramento, which Bradshaw Village is apparently replicating, also has only one floor plan.
- **Trees will be limited in front-yard setback areas** Trees can provide several benefits for pedestrians, including cooler temperatures, cleaner air, and a more pleasant view. The 10'

setback between the sidewalk and the front of the houses will leave little room for trees, and those that may be planted will likely be small and could easily block the view from the stairwell windows.

- **Walls along Old Placerville Road** A soundwall is proposed for the project's frontage along Old Placerville Road except at the entry street. Although the 12.5' P.U.E. between the wall and the sidewalk should be landscaped, the pedestrian experience will be diminished by walking between traffic close to the attached sidewalk and a wall separating the sidewalk from the houses.

We also note the *Bradshaw Village Center Form Based Plan* recommends a detached sidewalk with landscaped planter on Old Placerville Road. Since the roadway is planned for six lanes, the detached sidewalk will be even more important for pedestrian comfort and safety. The setback to the side yards should consider future road design.

Pedestrian Connectivity Maximizing the pedestrian connectivity between the new residential and the shopping center, adjacent neighborhoods, and other nearby destinations could compensate for the reduced number of people that will work or live in the area close to Bradshaw Marketplace.

- **No direct connection to Bradshaw Marketplace for the northern houses** There's only one route to the shopping center for all of the houses in the project – 'A' Street to Old Placerville Road to the shopping center entrance driveway. The 800' distance between the northwest-most house and the Starbucks will be about 1,700' with the current site plan.

The wall and other improvements in the northwest corner of the project should be designed to provide a pedestrian path to the shopping center now or in the future as the shopping center is updated or residents desire such a connection. The proposed amendments to the *Bradshaw Village Center Form Based Plan* excludes Parcel A from the requirement for designated pedestrian paths and connections may be unnecessary.

WALKS Sacramento 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.

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

WALKSacramento
909 12th Street, Suite 203
Sacramento, CA 95814
(916) 446-9255

www.sacbike.org

Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
(916) 444-6600