



10/25/2019

VIA EMAIL

June Cowles  
City of Rancho Cordova Planning Department  
2729 Prospect Park Drive  
Rancho Cordova, California 95670

**RE: Rancho Cordova Retirement Residence (DD9900)**

Dear Ms. Cowles:

WALKSacramento has reviewed the project routing for the Rancho Cordova Retirement Residence project. Thank you for providing the opportunity to comment on the project.

The site plan incorporates good pedestrian access with 5-1/2' sidewalks directly between the street and the 6' sidewalks at the main entrance on the northeast side and the service entrance on the southwest side. The meandering sidewalk near the building's southeast side facing Bear Hollow Drive will afford residents and staff the opportunity to walk completely around the building for exercise and enjoyment. We recommend increasing the width of that sidewalk segment to 6' to provide better accommodation of two people walking side-by-side and to maintain a consistent width of the sidewalk around the building.

The sidewalk and drive aisle crosswalk between the northeast corner of the building and the Zinfandel Center parking lot on the adjacent parcel to the north will provide access to the parking lot and the Stone Creek Community Bike Trail. However, drawings C-2, C-4, C-5, A1.0a and Google street and satellite views indicate the north-south sidewalk in the Zinfandel Center parking lot is lacking a curb ramp at its southern terminus in. The missing curb ramp should be constructed as part of the project.

The project proposes to provide parking at 0.7 spaces per suite to accommodate initial demand, with the expectation that residents will need less parking after three to four years. The City doesn't have a parking requirement specifically for congregate care facilities, the classification used in the traffic study. The City's minimum parking requirements for a Senior Independent Living Facility is 0.5/unit plus 0.1/unit for guests, and for a Residential Care Home the minimum it's 1/employee plus 1/facility vehicle plus 0.125/person at facility capacity. It's our understanding that a congregate care facility's parking demand - and trip generation - falls somewhere between senior independent living and residential care.

If the project reduced its parking provision to midway between 0.125 and 0.5 spaces per unit (or suite), there might be about 47 fewer parking spaces constructed. If those 47 unnecessary parking spaces were landscaping, there could be about 7,600 square feet more greenery on the site. Imagine if most of the parking along the building perimeter sidewalks were to be landscaping rather than asphalt and parked cars, the residents would have a more pleasant and health-promoting view from their apartments and as they walked around the building. Since the Zinfandel Center Parking Lot project (DD8562) was conditioned to provide reciprocal access and

parking with the project parcel, the initial demand that exceeds the demand several years after occupancy could be met by the Zinfandel Center parking lot.

We are happy to see the provision of up to 10 short-term bicycle parking spaces, but they're located almost 150' line-of-sight distance and about 180' walking distance from the facility entrance. Not only is this beyond the maximum 100' distance required by City code, but the racks are well beyond the entrance for a visitor that's riding in from the street. Visitors on bicycles may be unaware of the racks and end up locking their bikes to poles or leaving them in the landscaping. Even if they were aware of the racks in the proposed location, they may be uncomfortable leaving them so far from the entrance. We recommend moving the racks closer to the entrance, perhaps near the flag pole.

We also haven't been able to determine the provision and location of long-term bicycle parking. With convenient access to the facility from the nearby bike trail, it should be expected there will be demand for long-term bicycle parking.

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 public health and physical fitness, better air quality, a stronger sense of cohesion and safety in neighborhoods, and more sustainable communities and local economies.

Sincerely,

Chris Holm  
Project Manager