



3/31/2017

VIA EMAIL

Nick Sosa
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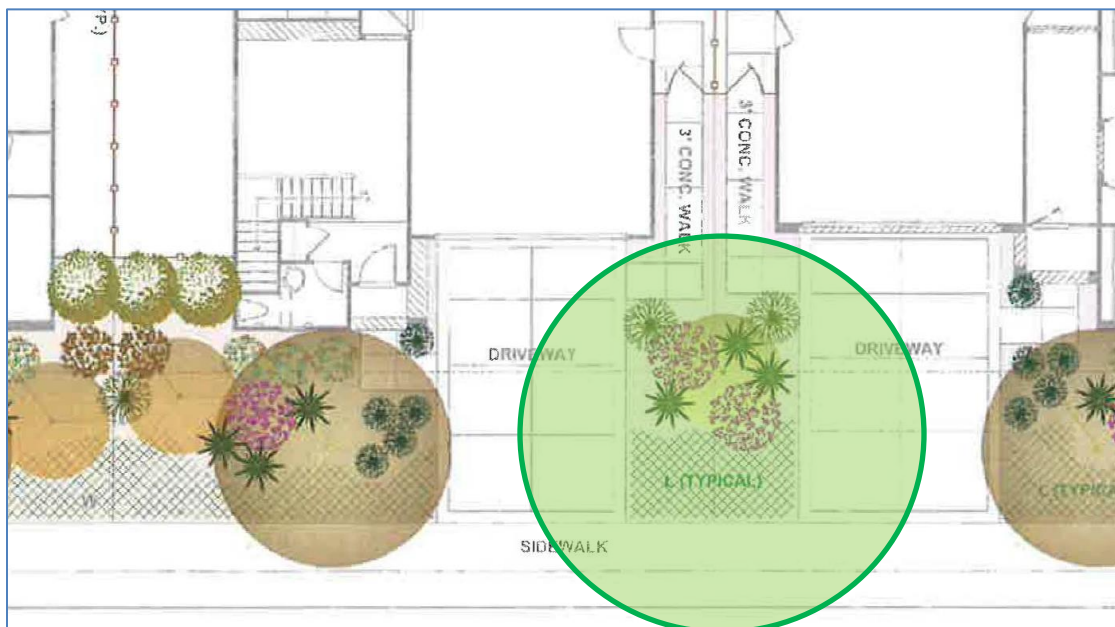
RE: Ciara at Anatolia (DD9693)

Dear Mr. Sosa:

WALKSacramento has reviewed the major design review routing for Ciara at Anatolia (DD9693). The project proposes 4 floor plans and front- and side-yard typical landscaping plans for 139 single-family homes in the Anatolia IV subdivision.

Shading of sidewalks and streets improves the comfort of pedestrians during the hot times of the year primarily in two ways. First, large trees provide pedestrians shade from the direct sun making walking more comfortable. Second, streets and sidewalks that are shaded by trees will absorb less solar radiation and contribute to reduced heat island effects resulting in cooler air in the immediate vicinity, also making the pedestrian more comfortable.

The street trees identified on Conceptual Landscape Layout sheet LC-1.1, except for the Magnolia, will be small to moderate and, therefore, provide little shade of the sidewalk or the street. The 16' setback to the houses leaves little room for larger trees, especially on the lots with two-story houses. However, there may be an opportunity for larger trees on the parcel line between adjacent driveways, where the garage setback is 23-1/2' and the spacing between driveways is about 12'. Conceptual placement is shown below in light green.



Conceptual Landscape Layout sheet LC-1.2 shows the typical corner lot landscape layout for the side yard. We believe there may be two situations – side yards with attached sidewalks and side yards with detached sidewalks - where there’s an opportunity to plant larger trees. The street shown in the diagram has attached sidewalks and while the fence is at the 12.5’ P.U.E. setback, the house is set even further back from the street. The green rectangle superimposed on the diagram below indicates the opportunity area for side yards along attached sidewalks.



The Conceptual Landscape Layout sheets don’t include a layouts for the sides of Tours Way that have detached sidewalks. In these places, there should be room for large shade trees in the landscape planters and/or in the landscape area behind the sidewalk within the public Right of Way.

WALKSacramento recommends adding larger trees to the Street Tree list and the typical landscape layouts so that pedestrian-friendly environments are more likely to be created within the Ciara neighborhood.

Each of the floor plans place active living space, such as kitchens and family rooms, at the back of the house, leaving only front-door side windows and bedroom, bathroom and hallway windows facing the street. Street-facing windows in these areas of the homes will give the appearance of “eyes on the street,” but natural surveillance will be limited because occupants will be less likely to be near an unobstructed window and have a view of street activity. If residents know they are unlikely to be observed, they may feel less safe and be motivated to walk less in their neighborhood.

WALKSacramento recommends including at least one house plan that has the kitchen or family room at the front of the house to provide more effective “eyes on the street.”

Another natural surveillance deficiency of the house plans results from the position of the front doors behind the front of the house. These set-back entrances will be visible from the street or other houses in only one direction, while a door at the front of the house would be visible from both directions on the block. Combined with house plans that don’t have any active living space facing the street, the set-back front doors could motivate more break-ins which could diminish residents’

desire to walk in their neighborhood because of crime. **WALKSacramento recommends making front doors and porches more visible to street traffic by placing them no further from the street than the wall closest to the street.**

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. 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.

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 cholm@walksacramento.org.

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

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