



7/11/2019

VIA EMAIL

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

RE: Grantline 220 Large Lot & Small Lot TSM (DD9837)

Dear Mr. Sosa:

WALKSacramento has reviewed the project routing for Grantline 220 Large Lot & Small Lot TSM (DD9837) and we offer the following comments.

Neighborhood Connections

The SunCreek Specific Plan organizes the community form on a hierarchy of neighborhoods that aggregate to form villages that aggregate to form districts. Neighborhoods are to be compact and walkable with a modified grid/curvilinear street system. Clusters of neighborhoods, some of which may be adjacent to the plan area, comprise villages.

The SunCreek Specific Plan Development Regulations not only require the neighborhood street system to provide convenient walking and biking travel to neighborhood destinations, but at the village level it requires each neighborhood to be designed to facilitate walking and biking between neighborhoods with at least one neighborhood street connection to each adjacent neighborhood unless constrained by environmental features.

Exhibit 8 SunCreek Connections to Adjoining Properties in the SunCreek Specific Plan Project Air Quality Management Plan (extract shown below in Figure 1) has three neighborhood street connections on each of the north, south and west sides of the Grantline 220 property.



Figure 1 Neighborhood Street Connections in SunCreek Specific Plan Project Air Quality Management Plan

Previous proposals for development of the property to the west of the project included three roadway connections in the 2006 plan for The Preserve at Sunridge but only one roadway connection in the 2014

plan for The Ranch at Sunridge. The current plan for The Ranch proposes two, possibly three, pedestrian-bike connections to street stubs on the Grantline 220 property.

The Grantline 220 project, as proposed in both the initial and revised submittals, provides neighborhood street connections to surrounding development at only two places (solid blue arrows in Figure 2, below). Street 25 connects to Arista Del Sol to the north, and Street 16 connects to Sierra Sunrise to the south. There are two other neighborhood streets between Grantline 220 and Arista Del Sol that intersect with Chrysanthy Road, and two between Grantline West and Grantline East that intersect with Americanos Boulevard. Since we believe pedestrian and bicycle crossings of the minor arterials will likely require pedestrian or traffic signals and none are proposed, we haven't included those four streets (dashed orange in Figure 2) as making complete connections between neighborhoods.

There is also a 20' drainage easement at the southwest corner of Grantline 220 that connects to a 20' drainage easement in Sierra Sunrise. While the easements might afford the opportunity for a pedestrian or pedestrian/bicycle connection between neighborhoods, the bend in the pathway hampers adequate natural surveillance so we don't consider the potential connection (solid red in Figure 2) to be complete, even for active transportation.

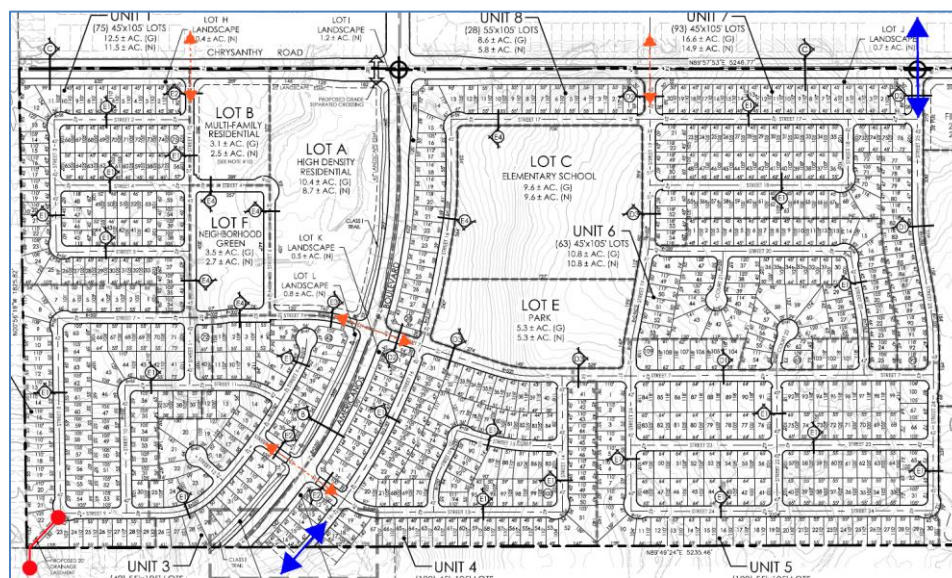


Figure 2 Neighborhood Street Connections in the Grantline 220 LL & SL TSM

Grade Separated Crossings

The applicant indicated in their response to the completeness letter that they propose relocating the future grade separated crossing the intersection of Chrysanthy Road at Americanos Boulevard. The tentative subdivision maps shows a 45'-wide landscape easement that includes a street landscape planter, Class I trail and back-of-trail landscaping on the west side of Americanos Boulevard. We're concerned there may not be sufficient room to add the grade separated crossing approach and structure within the 45' easement while also adding a new sidewalk, a new trail-sidewalk interface, and a pedestrian connection to the adjacent parcel, plus the proposed street landscape planter.

Multifamily Residential Parcels

The two multifamily residential parcels are proposed to be adjacent to each other and within the same neighborhood. This results in the entirety of multifamily in the smaller Grantline West neighborhood and

no multifamily in the larger Grantline East neighborhood. However, the elementary school, the neighborhood park and the future regional town center are in the Grantline East neighborhood. As a result, more than half of Grantline 220 residents, i.e. 55% of the residential units in 40% of the gross residential area, will have the longest walking and biking distances to major destinations and they'll have a wide, busy street to cross.

The SunCreek Specific Plan mixed land uses to minimize travel distances for walking and biking. The majority of multifamily units (dark brown in Figure 3) are in the Grantline East neighborhood and, therefore, close to the school, the park, and the regional town center. We recommend revising the multifamily locations based upon the SunCreek Specific Plan.



Figure 3 Illustrative Plan from SunCreek Specific Plan

Neighborhood Green parks

The Grantline 220 project proposes to provide one 3.5-acre neighborhood green park that's located in the Grantline West neighborhood. The SunCreek Specific Plan included two neighborhood green parks; a 2.1-acre park in Grantline West and a 1-acre park in Grantline East (Figure 4). The larger neighborhood green would serve Grantline West and The Ranch, while the smaller neighborhood green park would complement the 4.9-acre neighborhood park in Grantline East. The neighborhood green park in Grantline East would also provide a green outdoor space for land uses in the Grantline 220 Regional Town Center. We recommend revising the neighborhood green park locations based upon the SunCreek Specific Plan.



Figure 4 Parks in the SunCreek Specific Plan

School location

We're glad to see that the revised Grantline 220 submittal moved the school site away from the location adjacent to the west side of the Regional Town Center. Since the original location was not central to the residential area and almost half of the ½-mile-radius area around the school wasn't residential, the average walking distance for students would have been significantly longer than for a site centrally located to residences. In addition, the town center traffic and school traffic mixing with students walking and biking to school would increase the risk of collisions and discourage walking and biking to school.

The school site location in the resubmittal is more centrally located to the housing area, but when considering the street network, the location isn't as beneficial for community access. First, the school site isn't central to the Grantline East neighborhood, which is the area that will generate the most walk and bike trips to school since there's no major streets to be crossed.

Second, although the site is line-of-sight close to Arista Del Sol to the north, the walking/biking distance will be considerably longer and inconvenient unless the Street 19 (Grantline 220)-to-Street 12 (Arista Del Sol) crossing of Chrysanthy Road is signalized. Without a signal, the long L-shaped block of houses at the southeast corner of Chrysanthy Road and Americanos Boulevard in Grantline 220 combined with the equally pedestrian-unfriendly L-shaped block at the northeast corner of Chrysanthy Road and Americanos Boulevard in Arista Del Sol plus the barrier created by Chrysanthy Road may end up critically discouraging walking and biking to school.

Third, the two collector streets serving the school site, one at Chrysanthy Road and one at Americanos Boulevard, have little vehicle storage capacity between the arterials and the school/park block. This could degrade circulation compounded by more driving to school than might be anticipated were the school in a more walkable location.

To resolve these issues, we recommend the applicant and the school district consider moving the school site to the approximate location depicted in the SunCreek Specific Plan as shown in Figure 5.



Figure 5 School Site in the SunCreek Specific Plan

Block Sizes

There are several large blocks in the Grantline 220 project that will diminish the connectivity. Figure 6 shows the large blocks shaded red. The orange shading indicates blocks that are marginally large and whose shapes require out-of-direction travel; the lavender shading indicates large blocks that should be permeable to pedestrians and bicyclists via walkways in the park and the cul-de-sac and via easements with walkways between the multifamily parcels and through the larger multifamily parcel. Blue arrows indicate missing connections.

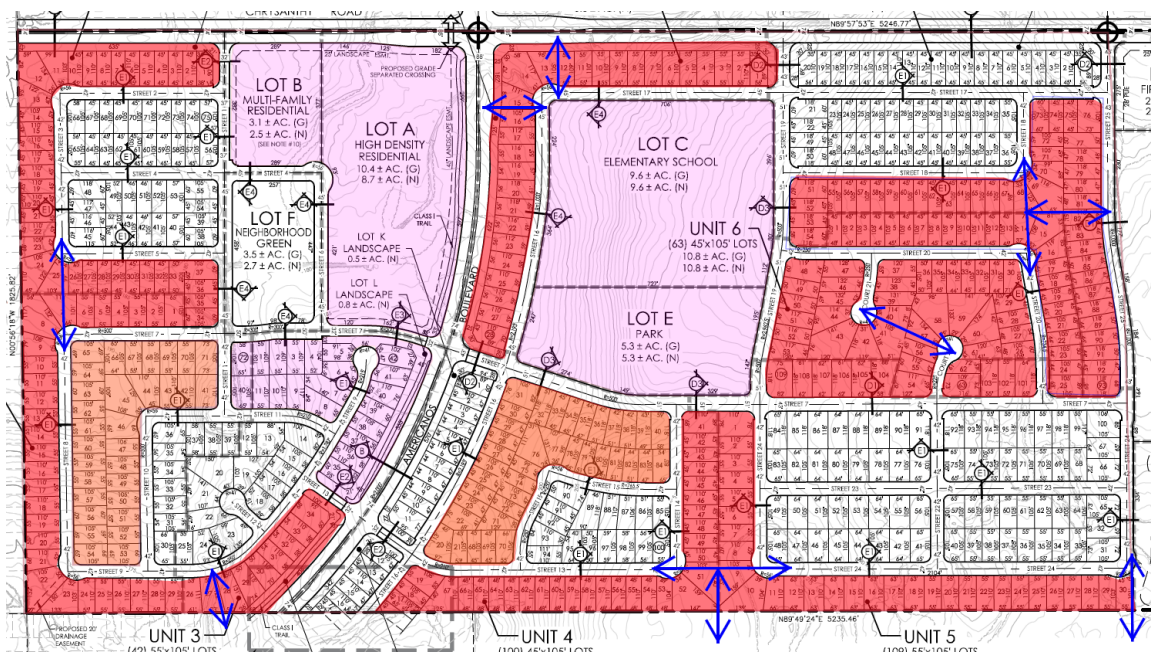


Figure 6 Large Blocks and Missing Connections

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.

Please don't hesitate to contact us if you have questions regarding our comments and recommendations.

Sincerely,

Chris Holm
Project Analyst