



12/4/2019

VIA EMAIL

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

**RE: Four Seasons Community Clubhouse (DD9912)**

Dear Ms. Cowles:

WALKSacramento has reviewed the project routing for the Four Seasons community Clubhouse and we offer the following comments.

**Phasing**

1) The project proposes three phases of construction with the clubhouse in the first phase, the fitness building and indoor swimming pool in the second, and the ball room in the third. The project narrative states the phasing will allow the facilities to come on line as needed. For the maintenance or improvement of the physical health of initial Four Seasons residents, we suggest shifting the fitness building (gym, movement room and locker rooms) to the first phase.

**Main entry driveway**

2) The sidewalks from the street on both sides of the main entry driveway should connect to the sidewalk in front of the clubhouse.

**Northern driveway**

3) The corner radius on the west side (southbound traffic) of the northern driveway appears to be about 25' and it may contribute to southbound vehicles turning into the Recreation Center at a speed that will put pedestrians unnecessarily at risk of injury. Elderly pedestrians are at a greater risk for severe injury from collisions than younger adults, so turning speed should be limited by appropriate geometric design of the driveway throat. Even though the driveway will have some truck traffic, that traffic will not be approaching from the north and, therefore, won't need the large radius turn on the west side of the driveway.

4) The sidewalk on the west side of the northern driveway appears to connect to only the terrace outside of the pre-function room in the Ball Room building in the landscape plan, but in the site plan it appears to connect to the crosswalk on the north side of the service driveway. We presume the site plan is correct, and we recommend that the walkway also connect to the trellis-covered path on the south side of the Ball Room building

5) The pathway from the street to the service driveway crosswalk has unnecessary turns. Detaching the sidewalk from the northern driveway and setting it back so it lines up with the sidewalk in front of the accessible parking space would provide several benefits. It would eliminate two turns and avoid backtracking, reducing the temptation for pedestrians to cut

through the lawn. It would also allow construction of a landscape planter adjacent to the driveway with the opportunity to plant an additional tree that shades the driveway asphalt surface.

### **Southern driveway**

6) There should be sidewalks on both sides of the driveway; on the south side connecting to the future apartments, and on the north side connecting to the Recreation Center.

### **Future apartments**

7) Although the future apartments are not part of this project, the Recreation Center site design should anticipate the desire for apartment resident to be able to conveniently walk to the tennis courts, clubhouse and ball room. The proposed site plan places a row of parking and drive aisle between the eastern apartment building and the Recreation Center uses. There should be a crossing between the apartments and the Recreation Center.

8) The site plan allocates 21 of the parking spaces to the future apartment buildings. The landscape plan indicates there could be 37 units total. We're pleased to see that the apartments might be parked at a ratio of about 0.6 spaces per unit. However, even though the recreational, fitness and social facilities at the recreation center will be conveniently close for walking or biking, cars may still be an essential travel mode for Four Season residents since shopping and services will not be within walking or easy biking distance. This may lead to parking in places that were not intended to be used by the apartment residents.

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