



1/14/2021

VIA EMAIL

David Oulrey, Assistant Planner
Sacramento County Office of Planning and Environmental Review
827 7th Street
Sacramento, CA 95814

RE: Champion Oaks (PLNP2020-00092)

Dear Mr. Oulrey:

WALKSacramento has reviewed the project documents for Champion Oaks and we offer the following comments to improve the health-supportive design elements of the proposed project.

The Champion Oaks project proposes a tentative subdivision map for 152 RD-5 lots, 64 RD-20 lots and approximately 2 acres of improved park land and approximately 2 acres of open space along Elder Creek with a 10' multi-use trail and a 5' equestrian trail.

The project site wraps around the two rear sides (northern and eastern) of the Champion Oaks Commercial shopping center, which currently has a Walmart Supercenter. The adjacency will make it feasible for many Champion Oaks residents to walk or bike to the Walmart for groceries and other daily needs.

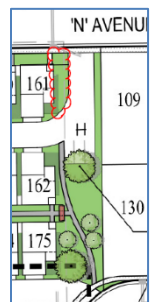
The design of the shopping center and the presence of a wall between the Champion Oaks site and the shopping center limits pedestrian and bicycle access to only the northwest and southeast corners of the shopping center. This arrangement will require that most trips from the neighborhood will be longer than if direct access was provided and the Walmart had an orientation to the neighborhood. In addition, land on the south side of Gerber Road, across from the proposed Champion Oaks subdivision and the Champion Oaks Commercial shopping center is zoned SC - Shopping Center and will be a destination for Champion Oaks residents in the future.

Eliminating potential impediments and incorporating design features that facilitate walking and biking could encourage more residents to choose walking or biking instead of driving. Shifting trips to walking and biking will improve the health of residents and contribute to the County's sustainability and climate goals. We recommend the following to improve the health-supportive design of Champion Oaks.

Connect the RD-5 neighborhood north of 'M' Avenue and 'N' Avenue to 'P' Avenue

The RD-20 Lots 153-207 and RD-5 Lots 109-121 effectively create a large L-shaped block that creates a barrier to north-south movement. We imagine there is the intent to provide an accessible route between 'N' Avenue and 'P' Avenue, but the site and landscape plans don't show a sidewalk between the 'N' Avenue sidewalk and the north-south sidewalk on Parcel E.

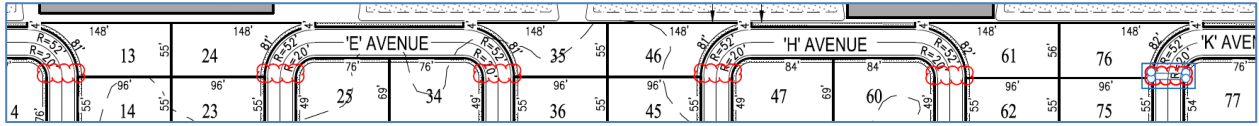
- Add a sidewalk on the east side of Lot 161 to create a continuous walkway between 'N' Avenue and 'P' Avenue via Parcel E.



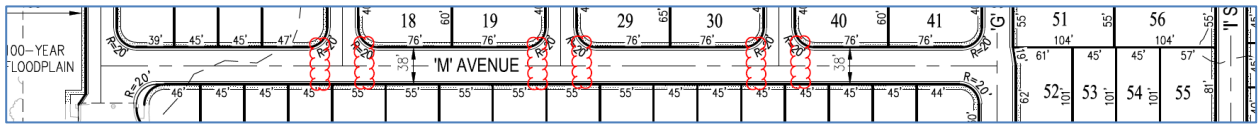
Improve pedestrian connectivity throughout the site

We expect that every intersection will have curb ramps at the corners to allow crossings for people of all abilities, however, there are some locations where it's not clear that landings and ramps will be provided.

- Add curb ramps at the south end of the following intersections (elbows): 'B' Avenue at 'C' Street, 'E' Avenue at 'D' Street and 'F' Street, 'H' Avenue at 'G' Street and 'I' Street, and 'K' Avenue at 'J' Street.



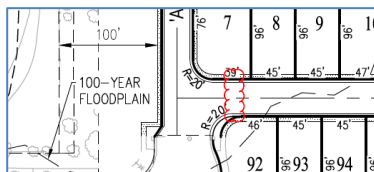
- Add curb ramps on both sides of the street where the neighborhood trail connections are made at 'B' Avenue, 'E' Avenue, 'H' Avenue and 'K' Avenue.
- Evaluate lotting and driveway locations, and add curb ramps to facilitate unmarked crosswalks on all legs of the following intersections in the RD-5 neighborhood: 'M' Avenue at 'C' Street, 'D' Street, and 'F' Street; 'G' Street/'N' Avenue at 'M' Avenue;



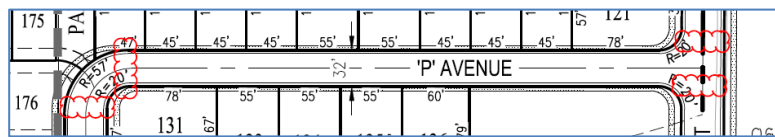
and 'N' Avenue at 'I' Street, 'J' Street, 'L' Street and 'O' Street.



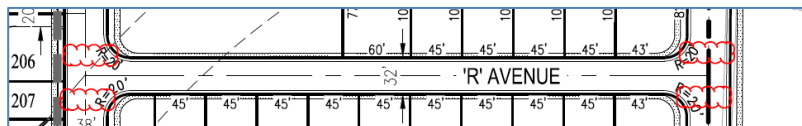
- Add a landing area on the south side and curb ramps on both sides of 'M' Avenue to facilitate an unmarked crosswalk between Lots 7 and 92 at the intersection of 'A' Street at 'M' Avenue.



- Add landing areas and curb ramps to facilitate unmarked crosswalks on all legs of the following intersections in the RD-20 neighborhood: 'Q' Street and 'O' Street at 'P' Avenue;



and 'Q' Street and 'O' Street at 'R' Avenue.



Improve the Class I trail terminus at 'AA' Street

The abrupt termination of the bike trail at the 'AA' Street sidewalk will make it difficult for bicyclists to safely access 'AA' Street in order to get into the Champion Oaks Commercial shopping center and to safely access Elk Grove Florin road to access the future Elder Creek trail extension west of Elk Grove Florin Road.

- Add trail segments to connect the Elder Creek trail to 1) the 'AA' Street-'A' Street elbow or 'A' Street at the north end of the elbow, and 2) the northeast corner of 'AA' Street at Elk Grove Florin Road.

We would also like to provide the following observations on the RD-20 house plans' contribution to activating the paseos and alleys.

Plan 1

- Courtyard with sliding door into kitchen will help activate and provide "eyes on" the paseo.
- Powder room pop out limits view of the paseo from the kitchen.
- Entry door and side window are set back from the living room and will limit the view of the paseo.
- Porch is too shallow and narrow to be used for sitting or gathering, so it won't help activate the paseo.
- No "eyes on the alley."
- Patio set back 15' from alley will provide limited "eyes on the alley."

Plan 2 and Plan 2 (alt)

- Entry door and side window are set back from the living room and will provide little paseo view.
- Double window in BR2 Suite will marginally contribute to "eyes on the paseo."
- Porch is too shallow and narrow to be used for sitting or gathering, so it won't help activate the paseo.
- Window(s) in "primary suite" will provide limited "eyes on the alley."
- Patio set back 13' from alley will provide limited "eyes on the alley."

Plan 3

- Kitchen sink window provides some "eyes on."
- Porch is too shallow and narrow to be used for sitting or gathering, so it won't help activate the paseo.
- Window(s) in "primary suite" will provide limited "eyes on the alley."
- Patio set back 13' from alley will provide limited "eyes on the alley."

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