



8/31/2018

VIA EMAIL

June Cowles
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 965670

RE: Stone Creek Industrial Tentative Parcel Map (DD9800) 2nd Resubmittal

Dear Ms. Cowles:

Thank you for routing to us the Stone Creek Industrial Tentative Parcel Map (DD9800) 2nd resubmittal. We'd like to call attention to several details in the submission: the walkways and trail alignment at the new driveway proposed at Tinta Fina Drive; the trail interface at the parking lot near Lot 17; the trail connection to Stone Creek Community Bike Trail; bike parking access and areas; and curb ramps and pedestrian circulation.

Walkways and trail alignment at the new driveway proposed at Tinta Fina Drive

Portions of the existing bike trail along Baroque Drive and south of Tinta Fina Drive are proposed to be relocated at a new driveway. The curb ramps and crossing appear to be about 10 feet behind the curb. This position may put the crossing within the area in which exiting vehicles may be stopped for the stop sign. Also, there is a discrepancy between the site/landscape plans (A6, 7 and 8 / L1, 3, 6, 8 and 10), which show typical radii on the corner curbs, and the civil plans (C1, 2, 3.1 and 4.1) that show squared-off corners. We also note that with shared ramps and the width of the driveway, the Baroque Drive crosswalks will be skewed significantly.

Please consider 1) retaining the existing bike trail alignment and adding curb ramps at either side of the driveway, 2) realigning the proposed walkway from the northeast corner of Lot 5 so it is parallel to the driveway, and 3) constructing a single perpendicular curb ramp at Baroque Drive similar to the existing curb ramp (See the markup on the last page of this letter). This would provide several benefits for pedestrians. The driveway crossing would be set back from the intersection allowing pedestrians to cross the driveway at a place where cars will have adequate room to yield; the Baroque Drive crossings would be perpendicular to the street; there would be less trail reconstruction required; and pedestrian-bicycle conflicts may be reduced..

Trail interface at the parking lot near Lot 17

The proposed trail spur near Lot 17 will provide a convenient connection to the north, but the interface with the parking lot is not shown and there's no pedestrian access to the sidewalk on the northeast side of the buildings on lots 17 and 18. The trail interface at the parking lot curb will need a curb ramp, and the sidewalk at the building on lot 17 will need to be extended so that a driveway crossing can be made. Otherwise, if an ADA compliant path of travel isn't provided then there should be some features at the bike trail to identify the route as bike only and not pedestrian.

Trail connection to Stone Creek Community Bike Trail

Connecting the southeast side of the project site to the Stone Creek Community Bike Trail will greatly improve access to many of the buildings. If the grade difference between the site and the trail makes a connection near the midpoint of the southeast parcel line infeasible, we recommend the new trail section run parallel to Zinfandel Drive. This would allow cyclists to travel in both directions as opposed to a single direction on the project side of Zinfandel Drive, and it would separate pedestrians on Zinfandel from the bike trail traffic. If the connection is made near Zinfandel Drive, then access near lot 17 would be the primary access point for much of the northern and northeastern portions of the project site and improvements there are even more important.

Bike parking access and areas

It's good to see the many bike parking areas distributed around the site, but many of the short-term locations appear to be small with inadequate maneuvering room and either inconvenient access paths or curbs and parking spaces blocking access. The short-term parking at north ends of the buildings on lots 8, 10, 12 and 17 will have good natural surveillance as the buildings have entrances and windows a sidewalk-width away, but parked bicycles may encroach the sidewalk and impede pedestrian movement. We recommend adjusting the bike parking locations to avoid interference with pedestrians and adding curb ramps directly adjacent to the parking areas and to provide convenient access for bicyclists that minimizes travel on the sidewalks.

Curb ramps and pedestrian circulation

The pedestrian circulation throughout the site is not quite complete. Most of the buildings are connected with sidewalks and driveway crossings, but there are several buildings that have dead-end sidewalks in front of them and there's a few locations where curb ramps should be provided but aren't shown on any of the drawings.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me.

Sincerely,

Chris Holm
Project Manager

