



10/14/2019

VIA EMAIL

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

RE: Sierra Sunrise (DD9862)

Dear Ms. Cowles:

WALKSacramento has reviewed the 2nd submittal Sierra Sunrise (DD9862) project routing. The project revisions added the following features that will improve pedestrian and bicycle travel within the project and to surrounding areas. A second pedestrian paseo (Lot Z) and stubs at the east end of Streets 8 and 23 were added to connect the project site to parcel 067-0100-009 in the unincorporated area of the County. A sidewalk between North Campus Road and the end of the Street 1 cul-de-sac, and Lot KKK Private Drive/Emergency Vehicle Access, also at the end of the Street 1 cul-de-sac, were added to provide pedestrian and bicycle access to the Ranch. A sidewalk was added to the Lot 'V' Paseo connecting Street 28 to Kiefer Boulevard.

Although the 2nd submittal made improvements to pedestrian and bicycle travel, we have the following recommendations to further improve the project.

Improve the north-south pedestrian/bicycle travel way in units 8 and 3. The north-south travel way links composed of Lot X Paseo, Lot B Neighborhood Park, Lot W Paseo, Lot C Neighborhood Green and Lot V paseo are not fully connected. We're making the assumption the parks will have multi-use sidewalks that will facilitate north-south travel, as opposed to bicyclists being forced into the streets that have parking but no bike lanes surrounding the neighborhood park.

- **Shift Lot X Paseo to the east so it's centered between the crosswalks on each side of Street 20.** This will make paseo-street transitions more intuitive. Please ensure that the driveway on Lot 22 doesn't interfere with the crosswalk on the east side of the intersection.
- **Add curb extensions at Lot X Paseo on both sides of Street 17 to facilitate mid-clock crossings between the Lot H Detention Basin sidewalk and secondary bike trail.**
- **Add curb extensions on the north side of Street 19 at Lot X Paseo that line up with the curb extensions on the south side of Street 19 at Street 20.**
- **Replace parking with bike lanes on Street 20 from Street 19 to Street 21.**
- **Replace parking with bike lanes on Street 32 from Street 21 to Street 24.**

- **Add curb extensions on the south side of Street 24 at Lot W Paseo that line up with the curb extensions on the north side of Street 21 at Street 21.**
- **Shift Lot W Paseo to the east so it's centered between the crosswalks on each side of Street 32.** Please ensure that the driveway on Lot 156 doesn't interfere with the crosswalk on the east side of the intersection.
- **Add curb extensions on both sides of Street 25 to facilitate mid-clock crossings between Lot W Paseo and Lot C Neighborhood Green.**
- **Change Streets 25 and 28 where adjacent to Lot C Neighborhood Green to cross section E so it has an 8'-wide sidewalk on the park side.**
- **Move Lot V Paseo to between Lots 107 and 106 so the north-south network is collinear for its full length.**
- **Add curb extensions on both sides of Street 28 to facilitate mid-clock crossings between Lot C Neighborhood Green and Lot V Paseo.**

Improve access to Lot B Neighborhood Park. Bike lanes are provided on Street 22 for only the short, first block east of Americanos Boulevard. The two blocks approaching the park from the west and east, Street 22 and Street 23, have parking on both sides and no bike lane. The park may be expected at many times to have activities that attract people by car, and with parking on both sides of the streets on all four sides of the park, the traffic may be too intense for many bicyclists to share the road.

- **Replace parking on Street 22 between Street 18 and Street 21 and on Street 23 between Street 21 and the project's eastern boundary with bike lanes.**
- **Replace parking with bike lanes on Street 20 from Street 19 to Street 21.** This is also included in the north-south travel way recommendation above.
- **Replace parking with bike lanes on Street 32 from Street 21 to Street 24.** This is also included in the north-south travel way recommendation above.

Improve access to adjacent future development to the east. Street 8 stub will connect Village 1 to parcel 067-0100-009 in the unincorporated County area east of the project site, and Lot Y Paseo, Lot Z Paseo and the Street 23 stub connect Villages 3 and 8 to parcels 067-0100-009 and 067-0100-010. The unincorporated areas of the County on the east edge of the project site may be developed in the future as part of the Grant Line North Planning Area.

- **Add paseo connecting Street 12 to parcel 067-0100-009 in the unincorporated area of the County.** The distance between the Street 8 stub and the Lot Y Paseo is approximately ½ mile. We suggest widening and moving the 20' Access Easement currently proposed for between Lot 20, Unit 1 and Lot 65, Unit 2 to near the west side of the Street 12 elbow.

Improve the depiction of secondary bike trails as included in the SunCreek Specific Plan. The bike trail network included in the SunCreek specific Plan will provide important intra-

neighborhood, inter-neighborhood and inter-community connections that will be needed to increase active transportation and decrease motorized travel.

- **Change the cross section of Streets 15, 17 and 18 where adjacent to Lot H Detention Basin to include a 12'-wide Class I trail on the detention basin side.** This would connect the north-south pedestrian/bicycle network to the secondary bike trail on the east side of Lot E and the north side of the Lot H.
- **Show the SunCreek Specific Plan secondary bike trail within the Lot J Preserve Buffer on the east side of the Lot E Preserve between the northeast corner of Lot H Detention Basin and the northeast corner of Lot 26, Unit 1 at the boundary of the unincorporated County parcel 067-0100-009.**

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.

Sincerely,

Chris Holm
Project Analyst