



11/15/2019

VIA EMAIL

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

RE: Shalako TSM (DD8117)

Dear Ms. Cowles:

Thank you for the opportunity to comment on the 3rd resubmittal routing for the Shalako TSM project.

We'd first like to mention some potential errors in the Tentative Map Phasing Plan. The first two improvements in the *SunCreek Specific Plan Major Frontage Roads* - Kiefer Blvd from Sunrise Blvd. to East Edge of Preserve and Kiefer Blvd from East Edge of Preserve to Rancho Cordova Pkwy – refer to a separated sidewalk, but we believe it should refer to a multi-use trail as shown on the street cross section. In the *Parks and Open Space* section, the Main Channel Wetland Preserve Buffer (Lot 16) improvement indicates that the trail is 10'-12' wide with 2' DG shoulders on each side (a total width of 14' to 16'), whereas street cross section H indicates the trail is 16'.

We commented on several items in our July 22, 2019 letter on the 2nd resubmittal. Following are summaries of our comments and the 3rd resubmittal outcomes.

Street cross section B is missing the bike lane on the east side adjacent to the landscape corridor and Lot 18. The bike lane wasn't added, but 2' DG shoulders were added to the multi-use trail on the east side. If the intention is to accommodate northbound bike travel on the trail, please account for access ramps. One will be needed at the southern location where the bike lane is dropped, and one will be needed where the bike lane returns.

Street cross-section C is missing the bike lane on the open space side. The bike lane that was on the side opposite the open space was replaced with parking. As with cross section B above, ramps will be needed for riders to access the trail when the bike lane is dropped, and to access the street when the bike lane returns.

It appears the street may function as a collector, so there should be bike lanes on both sides. If bike lanes are not provided on both sides, we recommend adding bike ramps to access the trail at every intersection.

Improvements for Lot 1 in the Tentative Map Phasing Plan table should be for a 12' trail, not 10'. The trails adjacent to Lot 1 along Sunrise Boulevard and Kiefer Road are now within Lot 34 and are 10' wide with 2' DG shoulders on each side.

The 12' trail in Lot 3 should be memorialized in a Trails Plan. The trail is now 10' wide with 2' DG shoulders on each side according to the Tentative Map Phasing Plan. A trails plan was not

provided, but if the TM phasing plan is part of the project approval, it should be sufficient. However, we recommend including a trails plan drawing or call outs on the phasing drawing to better convey the trail network.

The Lot 1 buffer trail along Sunrise Boulevard should be memorialized in a Trails Plan. If the TM phasing plan is part of the project approval, it should be sufficient. However, we recommend including a trails plan drawing or call outs on the phasing drawing to better convey the trail network.

The 12' trail connecting the southeast edge of Lot 1 to the 12' trail along northeast side of Street B should be memorialized in a Trails Plan. A trails plan was not provided, but if the TM phasing plan is part of the project approval, it should be sufficient. However, we recommend including a trails plan drawing or call outs on the phasing drawing to better convey the trail network.

Add a bike lane on project side of the street in cross section F. We appreciate that the bike lane was added. However, we didn't notice earlier that the cross section is interim and not the ultimate cross section that would have bike lanes in both directions. As depicted in the routing, there will be a bike lane only in the southbound direction. This may generate more use of segments 4-6 of the Main channel Wetland Preserve Buffer trail. It will be important to provide frequent and convenient access points from Villages 4-10.

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