



6/18/2021

VIA EMAIL

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

**RE: Stonecreek Industrial Park (DD10066)**

Dear Ms. Cowles:

Thank you for routing the Stonecreek Industrial Park project to WALKSacramento. The project proposes to make modifications to the site plan and building designs for Stonecreek Industrial Park project (DD9800), which was approved in 2019. The approved project had health-supportive design elements, including convenient access from two bike trails that will facilitate and encourage future employees on the site to use active transportation for commuting and exercise, substantial tree plantings for shading asphalt and parked vehicles that will reduce harmful automobile fuel emissions and reduce localized air temperatures, and a 7'-wide detached sidewalk with trees in the landscape planter along Zinfandel Drive that improves pedestrian safety and comfort.

The proposed project retains the three access points from the Stone Creek Community Bike Trail spur along Baroque Drive that were included in the approved project. However, access from the Stone Creek Community Bike Trail mainline has been diminished with the elimination of the southern pedestrian connection to the project interior from Zinfandel. The proposed project also reduces shading of parking aisles and eliminated the Zinfandel detached sidewalk.

**Zinfandel Drive Sidewalk** The detached sidewalk, landscape planter and street trees along Zinfandel Drive is now proposed to be an attached sidewalk. The detached sidewalk would separate pedestrians from street traffic, which improves safety and comfort, and the landscape planter between the curb and sidewalk would have had street trees, which would shade the sidewalk, bike lane, and part of the westbound traffic lane. Although restoring the detached sidewalk and street trees may reduce the number of parking spaces that are shaded along the south side of the parking aisle, adding additional landscape peninsulas would increase the parking lot shade. With the project parked at about 237% of the City's requirement, the loss in parking spaces that are replaced with landscaping may help meet the parking ordinance. Replace the attached sidewalk proposed for Zinfandel Drive with a detached sidewalk, landscape planter, and street trees.

**Pedestrian Access from Zinfandel** The approved project provided pedestrian access from Zinfandel Drive at two points: one on the west side of the western driveway, less than 250' from the Zinfandel Drive/Baroque Drive intersection; and the other on the west side of the eastern driveway, about 225' from the eastern edge of the project site. The proposed project provides one access point that's about 440' from the intersection and 770' from the southern edge of the project site. This could result in pedestrians using the east and west driveways as access routes. 1) Move the pedestrian access proposed to align with the middle of Building A to the west side of the western driveway, and 2) add a second pedestrian access next to the eastern driveway.

**Bike Trail Crossing at Zinfandel** The project proposes to move the existing trail crossing at Zinfandel Drive from its current location to the east side of the proposed eastern driveway and, as a result, pedestrians and bicyclists will be at much greater risk when crossing Zinfandel Drive. The existing crossing has a refuge island created by an opening in the curbed median, but the proposed crossing will be within the path of cars and trucks turning left out of the project driveway. Pedestrians and bicyclists in the middle of the road will also have no protection from eastbound traffic. Also, without a signal controlling vehicles turning left from the project driveway, there could be additional conflicts. Keep the trail crossing and signal in their existing locations.

**Parking Lot Shading** Parking lot trees directly benefit pedestrians by shading parked cars, which improves air quality by reducing the hot soak emissions, and by shading the asphalt, which reduces heat retention and the air temperature in the immediate area. Trees also provide greenery that's beneficial to mental health in addition to the environment.

The project proposes to reduce the shading of the driveways and parking spaces. Although some trees have been moved from the driveways to the 4-car parking areas at selected loading bay areas, the reduction in trees on the driveways will expose more cars and sidewalks to direct sunlight. The reduction in trees is especially great along the driveway parallel to Zinfandel on the south side of Buildings A and E, where tree spacing was reduced and many trees in landscape peninsulas were eliminated. This will likely have a negative effect on public health. Add trees to driveways to shade parked cars, asphalt, and sidewalks.

**Screen Hedges** The project proposes 6' high screen hedges near the property lines for nearly the entire Zinfandel Drive and Baroque Drive frontages; only driveways and sidewalks break the screen. This will be like having a wall around the project site. Pedestrians on the public sidewalk may feel isolated; and pedestrians and drivers, including law enforcement, will not have a view of the parked cars and buildings, leaving the cars and buildings at greater risk for criminal activity. Eliminate the 6' high screen hedges.

**Bike Parking** The bike rack specified on sheet A0.10, Site Details, is a "wave" rack that provides only one point of contact when bikes are parked perpendicularly to get the maximum number of parked bikes. When used for parallel parking to provide two points of contact and protect the bike from twisting or tipping damage, the 3- or 5-bike rack will park only two bikes. The project proposes to install eighteen of the specified racks for a total of 54 spaces, but if used correctly the racks will park 36 bikes – two short of the 38 spaces required by the City, i.e. 10% of the number of required vehicle parking spaces (377). A superior alternative to wave racks are loop or inverted-U racks. Each rack will park two bikes, so one additional rack would be needed to meet the City's requirements. Use loop or inverted-U bike racks rather than wave racks, and add more racks.

WALKS Sacramento 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.

Please notify WALKS Sacramento of future routings or notices for this project.

Sincerely,

Chris Holm  
Project Manager