



7/21/2021

VIA EMAIL

Nicholas Sosa
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

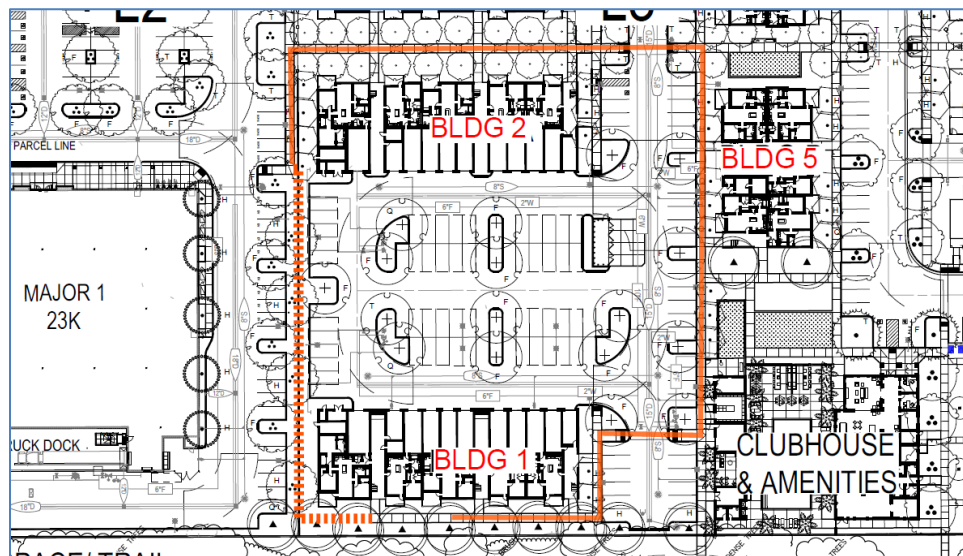
RE: Stone Creek Village (DD10072)

Dear Mr. Sosa:

Thank you for routing the Stone Creek Village project to WALKSacramento. The project proposes to construct retail and residential uses on a 25.23-acre parcel zoned Retail Commercial in the Zinfandel Special Planning Area. We are pleased to see the mix of uses on the site. The proposed neighborhood-serving retail will be within a 15-minute walk or bike ride of many existing neighborhoods, and all of the proposed multifamily residential and single family residential will be within a 5-minute walk of the retail.

Circulation The site plan is well conceived, with generally good circulation within and between the retail, multifamily, and single family areas. There are several missing links, though.

First, there's no direct pedestrian route between the southernmost apartment building (we have labeled it BLDG 1 in the figure below) and the grocery store (Major 1). The walking route (marked with a solid orange line in the figure) from the middle entrance of Building 1 to the Clubhouse, past Buildings 5 and 2, and then to the closest end of the east-west sidewalk on Lot 3 (Major 1) is over 800 feet with several out-of-direction segments. A route using the landscape planter between the multifamily parking and the back of the retail parking (dashed orange line) would reduce the walking distance to about 350 feet.



Adding this section of sidewalk would make it much more convenient for residents of Building 1 to walk to the store, but it would also make it more convenient for residents of the homes in the southwest corner of the Veranda (single-family) area. For many other Veranda residents, the walking distance using this recommended second route may be about the same as the proposed walking path, but the second route would provide an alternative that could encourage more walk trips because pedestrians generally prefer to have route choices for trips they frequently make.

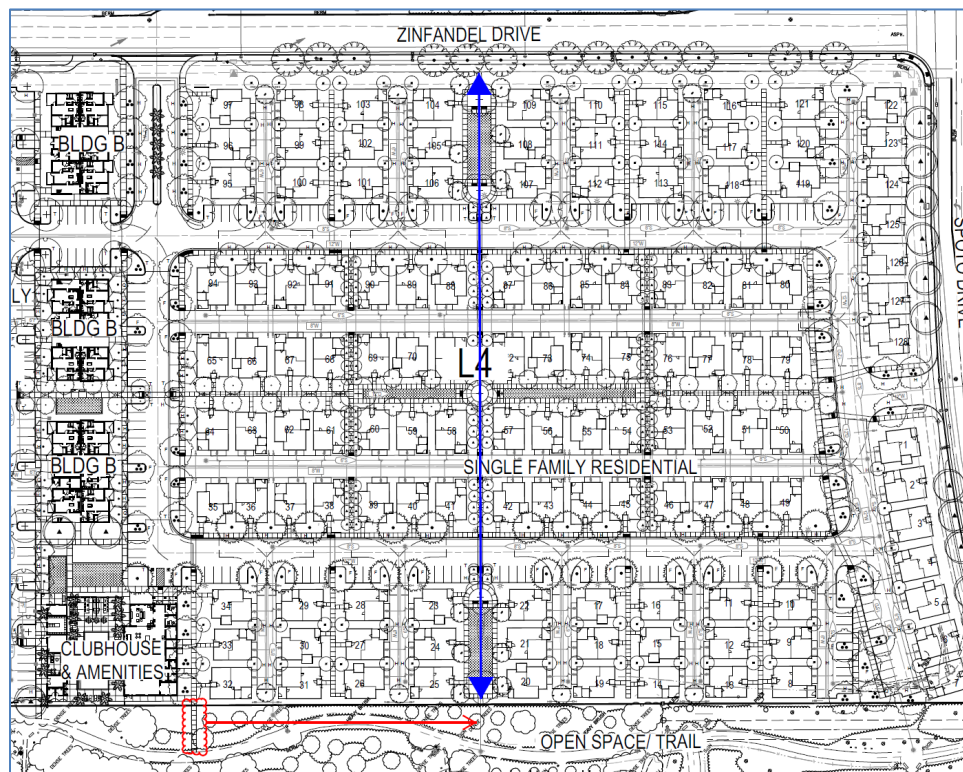
It appears that trees in the landscape planter between the retail lot and the multifamily lot may need to be relocated to make room for a sidewalk. While the multifamily area is parked at only one space above the required number, the retail area has 84 more spaces than required. We suggest that some of the parking spaces at the rear of Major 1 be used for additional tree planters to accommodate relocated trees, if needed.

We recommend adding a sidewalk between BLDG 1 and Major 1 as illustrated above with the dashed line.

Second, the single family houses on lots 8-34 along the southern edge of the site and lots 95-121 along the northern edge of the site don't have a sidewalk connecting the pedestrian paseos serving each group of six alley-loaded units. This can require several driveway crossings to walk between homes. The figure below shows the missing sidewalk segments as dashed orange lines. We recommend adding sidewalks along the north side of lots 11, 16, 17, 22, 23, 28, 29, and 34 and along the south side of lots 95, 100, 101, 106, 107, 112, 123, and 118.



Third, the site plan shows two connections between the Clubhouse and the off-site bike trail. The connection to the trail at the southwest corner of the Clubhouse will be convenient for the multifamily area, but the connection on the southeast corner is not centrally located for the single family homes. Relocating the eastern trail connection so that it aligns with the major north-south pedestrian paseo between Zinfandel Drive and the southern border of Stone Creek Village would provide a more convenient connection to the trail for most residents in Veranda. The figure below shows the north-south pedestrian paseo route with a blue arrow and the path relocation marked with red. We recommend moving the proposed sidewalk that connects the southwest corner of the Clubhouse building to the bike trail such that it connects the proposed pedestrian paseo that terminates between lots 20 and 25 to the bike trail.



Fourth, the residential and retail uses at Stone Creek Village will create new demand for pedestrian and bicycle travel across Zinfandel Drive at Baroque Drive but there is currently only one sub-standard crosswalk across Zinfandel Drive at the intersection. Zinfandel Drive is seven lanes at the intersection and the speed limit is 45 mph, so enhanced crossing improvements are needed. We recommend enhancing the existing crosswalk on the northwest leg of the Zinfandel Drive at Baroque Drive intersection to provide a safe crossing.

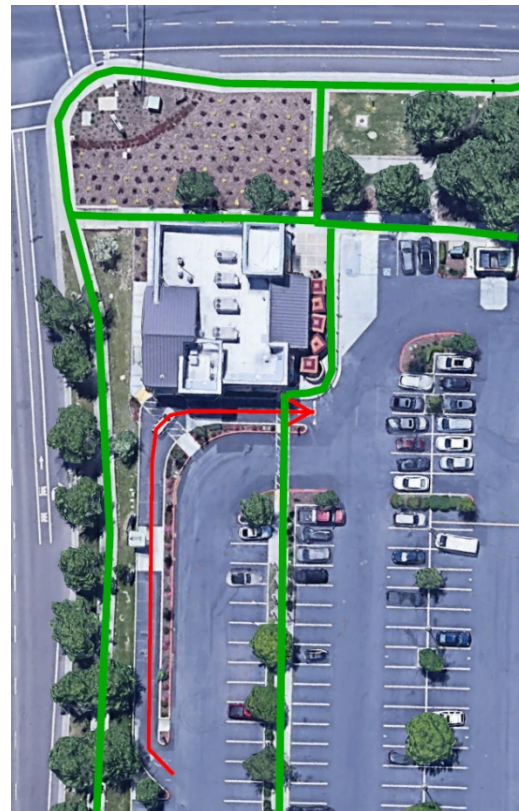
Bike Parking The project is proposing a substantial number of indoor bike parking spaces using bike rooms in each of the buildings, and it appears that most garages are large enough to conveniently park a bike in addition to a car while still having enough room on the side to maneuver the bike past the car. The number of secure, indoor bike parking spaces available to residents will encourage more local trips by bike, but there don't appear to be any short term

spaces in outdoor common areas for visitors to utilize. The intent may be to provide enough spaces in the bike rooms for visitors, but the inconvenience of obtaining access to the rooms may discourage most visitors from biking to the site or prompt them to lock their bikes to poles or trees. We recommend adding bike racks to the first-floor breezeways in each of the multifamily buildings.

The Clubhouse may also be a destination for visitors and/or residents on bikes, so bike racks near the northern entrance to the building should be provided. We recommend providing several bike racks near the north entrance to the Clubhouse building.

Northwest Corner of the Retail Area The landscaped area at the northwest corner of the retail area will look nice from the street, and the sidewalk between Zinfandel Drive and Bear Hollow Drive set back from the corner will reduce the number of people walking through the landscaped area, but neither feature enhances nor provides pedestrian access to Pad 1. Pedestrian access to the Pad 1 building is further diminished by the drive through lane on three sides of the building.

Relocating Pad 1 to the corner would better activate the street, and it would also improve access to the building, especially for patrons arriving from the residential neighborhoods northeast of Zinfandel Drive. It may also provide adequate room to place the drive through lane adjacent to only one side of the building. The image to the right shows the Capital Village Panera Bread building and drive through lane at the corner of Zinfandel Drive at International Drive. The green lines represent sidewalks and the red line represents the drive through lane. We recommend moving Pad 1 to the street corner and reposition the drive through lane so it passes only the southern wall of the Pad 1 building.



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.

Sincerely,

Chris Holm
Project Manager