



March 21, 2022

VIA EMAIL

Arlene Granadosin-Jones  
City of Rancho Cordova, Planning Department  
2729 Prospect Park Dr.  
Rancho Cordova, CA 95670

RE: Pradera Ranch (DR PLND-0222-0028)

Dear Arlene Granadosin-Jones:

Thank you for providing Civic Thread the opportunity to comment on the Pradera Ranch development. The project proposes to construct 10 single-family residential villages comprised of 573 homesites. The community will be located south of Chyrsanthy Boulevard, west of Grantline road and within the SunCreek Specific Plan.

It is critical to the comprehensive success of developments, particularly those designed around single-family homes that are removed from denser concentrations of amenities and resources, for developers to consider improvements that prioritize the safe and active use of streets and public space while utilizing design features that minimize the negative externalities associated with such developments. To this effect, please find our comments addressing appreciated features and suggestions for improvements below.

The landscape designs on sheet L1.1 indicate sufficient sidewalk coverage however; we hope developers will utilize diverse tree species that offer varying heights and tree canopy so as to provide necessary shade coverage to the street pavement in an attempt to reduce urban heat island effects. We applaud the provision of only low and medium water usage species from which developers can choose as indicated on sheet L1.2.

Our top recommendation is the provision of adequate pedestrian crossing features to ensure pedestrians not only have safe means of accessing the planned school and parks but are encouraged to travel to these destinations by way of walking, biking, and rolling. To this end, we suggest the following:

- Install a Rectangular Rapid-Flashing Beacon providing safer travel along Rosefinch Way across Americanos Boulevard.
- Painted crosswalks and high visibility pedestrian/school crossing signs should be installed at all street crossings indicated by the green lines in the figure below.



Residential collector streets such as Americanos Blvd and Gray Owl Way should have at minimum 5 feet of right of way indicated by painted bike lanes. Minor residential streets should indicate to and warn drivers of the presence of cyclists in the roadway with the use of street markings or signs that designate streets selected as Bike Routes.

While we would like to see greater pedestrian connectivity at cul-de-sac terminations to support people traveling by alternative modes other than cars for nearby trips, we understand this would reduce the housing stock and is unlikely to actualize. In the future, we hope city officials can support and encourage developers to plan for greater pedestrian access.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day to promote physical health and well-being. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed

Commented [KC1]: Is this the same as Sharrows or slightly different?

by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

Civic Thread 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 Civic Thread of future routings or notices for this project.

Sincerely,

David Moore  
Project Coordinator