



May 20, 2022

VIA EMAIL

Arlene Granadosin-Jones  
City of Rancho Cordova Planning Department  
2729 Prospect Park Drive  
Rancho Cordova, California 95670

RE: Trevor Gilmartin Tentative Map (PLND-0322-0032)

Dear Arlene Granadosin-Jones:

Thank you for providing Civic Thread the opportunity to comment on the Trevor Gilmartin Tentative Map. The project, located at the northeast corner of Rancho Cordova Parkway and Kiefer Boulevard, proposes to create 831 parcels (including 816 single-family residential lots, 2 lots for future high density residential, a village center, community park, and neighborhood green); 24 large lots for future property transfers; and a Specific Plan amendment to allow re-arrangement of land uses within the Trevor Gilmartin property.

The Trevor Gilmartin Tentative Map locates new development in a greenfield area that is at present distant from the rest of the City, aside from an existing housing development to the west. Because residents are likely to be dependent on a personal vehicle to access areas outside of the Trevor Gilmartin property, it is especially critical to ensure that there is good bicycle and pedestrian connectivity on site in order to reduce vehicle miles traveled within the development, and reduce air pollution and traffic impacts. As this area of the City continues to develop, a strong bicycle and pedestrian network will build the foundation for future connectivity.

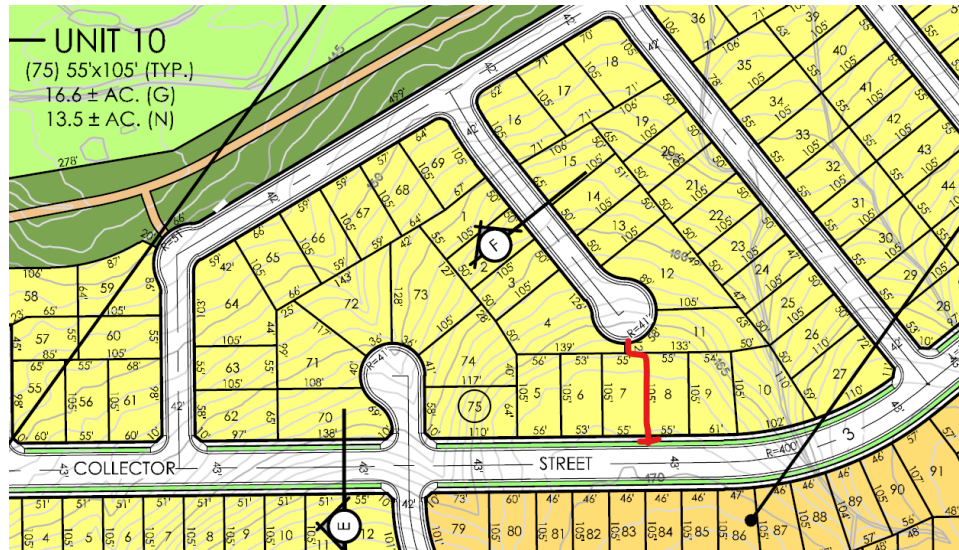
Civic Thread is pleased to see that the proposed bicycle network throughout the site provides access to school and public spaces and connects to the local street network. We are also pleased to see that Class II bicycle lanes are provided on most streets, and sidewalk widths are conducive to walking (5' - 7' in width and separated from traffic by a planter in most cross-sections).

To further improve this development, we would like to submit the following recommendations and considerations to maximize and encourage walking and biking, reduce VMT, and improve air quality for the broader community.

### **Bicycle and Pedestrian Network**

- A general best practice is to provide Class II bicycle lanes of at least 5' on arterial roads. The Kiefer Boulevard and Americanos Boulevard cross-sections show bicycle lanes of 4' width with a 3' gutter (total of 7' width). The vehicle travel lanes on these minor arterials are 11' and 12', which are not narrow enough to substantially slow vehicle traffic. We would highly recommend exploring the feasibility of increasing the bike lane width to 5' for a total of 8' with the gutter. Even a small amount of additional buffer space can make a difference for the safety and comfort of a bicyclist when traveling adjacent to fast-moving cars.
- The 10' bike trail that runs along the north side of the wetland preserve appears to extend west to the Lot L neighborhood green, and the Lot A and Lot B high-density residential area. We would like to confirm that this is the case. This bike trail can provide critical active transportation connectivity between areas on the property.
- Utilize bicycle racks in public spaces that cater to a variety of bicycle types such as cargo bikes and recumbent bikes. One of the best options is "Inverted U" racks, which provide secure short-term bike parking with two points of contact and can accommodate a variety of bicycle types. Other good options are "post and ring" and "Wheel-well secure" racks. The City of Sacramento has a [Bike Rack Design guidance document](#) that may be a helpful supplement to Rancho Cordova's [Design Standards for Bicycle Parking](#).
- If the existing development located on the west side of Rancho Cordova Parkway is expected to also attend the new elementary school, we recommend high visibility pedestrian crossings where the existing community meets the Trevor Gilmartin community. This should include highly visible crosswalk striping and either pedestrian-activated signals or stop signs.
- High visibility marked pedestrian crossings should be located at all intersections where collector streets connect to parks. One best practice to consider is providing median islands at crossings to slow traffic and provide refuge for pedestrians, particularly young children walking to school.
- Consider including pedestrian paths connecting longer cul-de-sacs to the closest street to encourage pedestrian circulation and reduce VMT (see Figure 1, red markup).

Figure 1: Suggested pedestrian path to provide additional pedestrian circulation in neighborhood.



## Open Space

- Open spaces are currently located to the northwest and northeast of the tentative map. The Wetland preserve offers trails around its perimeter. We would urge the planning team to consider the feasibility of locating an additional small park in a more central location and in proximity to the medium-density residential to the south of the property. The developer might also consider locating small pocket parks in the medium residential neighborhoods. Access to convenient and accessible open space can provide health benefits for all residents.
- Playscapes catering to a wide range of abilities and ages should be considered for public spaces. Incorporating playscapes will not only work to activate public spaces but will also make the development more welcoming to young families.
- The elementary school should ideally remain open after hours so that neighborhood families can utilize the open space as an easily walkable location for play and exercise.

## Site Layout

- High-density residential is currently located directly to the east of Rancho Cordova Parkway. We are pleased to see that it is located near the Village Center and a park, which will help reduce VMT due to its close proximity to services and recreational space. The planning team might also consider locating high-density residential near the elementary school and Lot K community park on the eastern side of the site, just west of Americanos Boulevard. The bicycle network offers connectivity to the Village Commercial area to provide residents of apartments access to services. In addition, zoning for a variety of housing types will provide families of all income levels access to the school and park, which will have positive implications for the diversity of the neighborhood.

Development projects that lead to more walking and active travel are critical to our community's future. 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.

Thank you for the opportunity to provide comments. Should you have any questions, please don't hesitate to reach out to me at [kcanepa@civicthread.org](mailto:kcanepa@civicthread.org).

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

Sincerely,



Kathryn Canepa  
Project Manager, Civic Thread