



January 7, 2022

VIA EMAIL

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

RE: The Residences at Capital Center Design Review (PLND-1221-0024)

Dear Mr. Sosa:

Civic Thread (formerly WALKSacramento) has reviewed the project routing for the Residences at Capital Center. This infill development consists of townhomes, apartments, and a commercial development on a 23-acre site near existing business parks. We are pleased to see that this development is a mixed-use community with good on-site pedestrian circulation. The presence of the Folsom South Canal shared-use path to the east of the site has the potential to provide excellent recreational value to the residents of Capital Residences. We offer recommendations and comments below for your consideration.

We recognize that this site is not located in a particularly walkable area, and there are only two nearby transit stops that do not have weekend service. Residents may be dependent on personal vehicles to get around. However, there are improvements that can be made to transportation infrastructure on- and off-site to improve the chances of residents utilizing active transportation.

Bicycle Infrastructure

- The Project Objectives state the intent to build a highly walkable rental community that increases cycling between the project and nearby amenities such as the Capital Village shopping center. The current route to access Capital Village via bicycle takes a cyclist along Kilgore Road and along a stretch of International Drive. While both these arterial roads have Class II bike lanes, they are narrow and do not provide a pleasant cycling experience adjacent to 4-6 lane arterial roads.

Earlier this week on January 2nd, a cyclist was killed at the cross streets of Zinfandel Drive and International Drive. In the face of these kinds of occurrences, we want to emphasize that high-visibility crossings and wide or buffered bicycle lanes are critical for cyclist safety. Along these roads, infrastructure improvements are needed to increase safety and desirability of active travel. **We highly recommend coordination to provide off-site improvements to the Class II bicycle lanes on Kilgore Road and International Drive, at a minimum widening them and upgrading them to Class II-B buffered bicycle lanes.**

- **We also recommend applying bright green conflict striping where the bicycle lanes cross turn lanes on Kilgore Road (see Figure 1).**

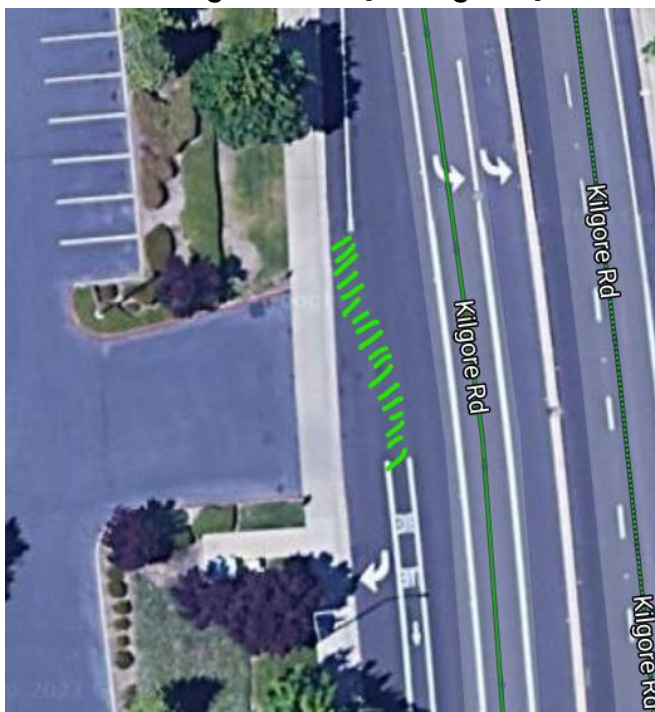


Figure 1. Proposed conflict striping example on Kilgore Road.

- The access at the south side of the site to the City's pedestrian network and the existing Folsom South Canal bike path is an excellent asset of the development, providing cyclists access to the American River Bike Trail and Lake Natoma to the north. However, there are serious safety concerns where the Folsom South Canal bike path crosses White Rock Road north of the site. White Rock Road is a 4-lane arterial with turn lanes, with no crossing or signal providing safe passage for a biker moving from the south bike path segment to the north segment. **We recommend putting in a high-visibility and signalized crossing that has a button that can be activated by bicyclists as an off-site improvement.**

Pedestrian Infrastructure

We are pleased to see the walking loop around the development indicated in the circulation plan. Some enhancements to pedestrian infrastructure would further improve circulation on-site and to surrounding areas.

- We note that the proposed pedestrian crossing on Kilgore Road may eventually connect to a proposed City pathway that would lead to Capital Village. To create a safe and pleasant pedestrian environment, a general best practice is to provide crossings every 300-600 feet on major arterials. **Consider putting in an additional pedestrian crossing further north on Kilgore Road that directly connects to the commercial area of the site. Ensure that the crossings have high-visibility markings and are signalized, at a minimum with Rapid Rectangular Flashing Beacons (RRFBs).**
- It appears that there is a decorative steel fence surrounding the development. To the south, the circulation plan shows a single access point to the City sidewalk network through a pedestrian access gate. **If feasible, we would recommend an additional pedestrian gate between the two southern apartment buildings to enhance connectivity** (see Figure 2, blue markings). **We also recommend providing pedestrian access points to the soccer fields on the north boundary of the site.** It may be necessary to coordinate with the site manager for the soccer fields because that site also has a boundary fence. Creating a direct connection between the townhomes/club area to the soccer fields provides convenient access which will encourage use of recreational and open space.

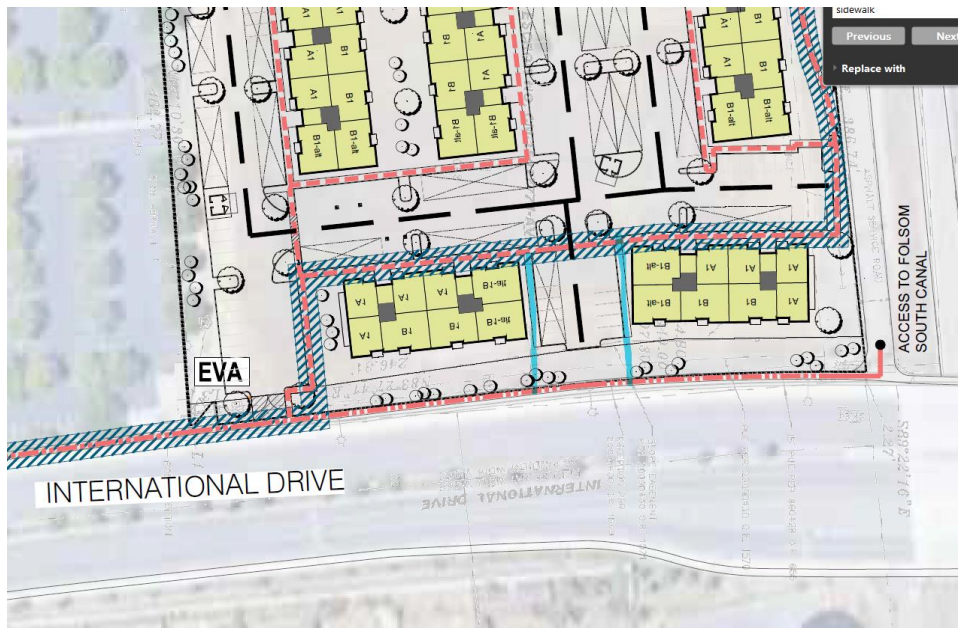


Figure 2. South portion of development, pedestrian access to City sidewalk network.

Parking

- The development proposal includes a total of 938 parking spaces. Each of the 177 townhome units has a two-car garage, and there is one carport parking space for each of the 240 apartment units. The townhomes and apartments have 119 and 195 surface parking spaces, respectively. In addition, 30 commercial parking spaces are provided. This results in a parking ratio for the entire site of 2.25. Given the number of garage and carport parking spaces already available to residents, we feel the amount of surface parking is an unnecessary use of space. **We recommend reducing the number of surface parking spaces in the townhome and apartment areas by 59 spaces and 45 spaces, respectively.** Reductions in this amount are possible without going below the minimum parking ratio of 2 for multi-family housing as required by Rancho Cordova's zoning code.
- **We recommend using the space saved by reducing surface parking for a mobility hub, which can provide residents who wish to forgo vehicle ownership access to shared vehicles.** The mobility hub should be located at an easily accessible location on-site and should include electric vehicle DC Fast charging infrastructure.
- We note that none of the proposed housing units are designated as affordable or below market rate. **We recommend unbundling parking from the rental costs for the apartment units,** thus providing more affordable options to households who

wish to forgo vehicle ownership and cede their carport space to another household.

We believe this development has great potential to be a walkable and bikeable community. We would like to see additional improvements off-site to ensure that residents can safely use active transportation to access surrounding areas. Development projects that lead to more active travel are critical to our community's future. Civic Thread is working to support increased physical activity such as walking and bicycling in new developments 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 considering our comments. Please notify Civic Thread of future routings or notices for this project.

Sincerely,

A handwritten signature in black ink that reads "Kathryn Canepa". The signature is written in a cursive, flowing style.

Kathryn Canepa
Project Manager, Civic Thread