



December 28, 2021

VIA EMAIL

Angel Anguiano, Assistant Planner
City of Sacramento Community Development Department
300 Richards Boulevard 3rd Floor
Sacramento, CA 95811

RE: Stone Beetland (P21-042)

Dear Mr. Anguiano,

Civic Thread has reviewed the Stone Beetland project (P21-042) and offers the following comments.

The project proposes to develop a transit-oriented, mixed-use community in the Detroit Boulevard Neighborhood area of the City of Sacramento. The Plan Area currently exists as an undeveloped parcel of 141.2 acres, which is bordered by Cosumnes River Boulevard to the south, the Deerfield Mesa Grande Neighborhood to the east (separated by Sacramento Regional Transit's Blue Line light rail route and Morrison Creek), 24th Avenue to the west, and Delta Shores, a Federal Job Corps site and the Detroit Boulevard Neighborhood to the north.

Stone Beetland takes advantage of its proximity to high quality transit (approximately two thirds of the site is located within half a mile of light rail), commercial centers (the Delta Shores Shopping Center), and existing neighborhoods (the Detroit Boulevard and Deerfield Mesa Grande Neighborhoods) to create a Transit Priority Project that offers Plan Area residents and the surrounding community access to a range of services and amenities. Minimized onsite parking, a modified grid layout, and an interconnected network of tree-lined, separated sidewalks and Class I and II bike lanes throughout the site work together to create a cohesive and comfortable pedestrian environment that offers community members strong alternatives to car-dependent living.

The project seeks to not only conveniently connect people to destinations but also to foster connections between and amongst Plan Area residents and the surrounding community. The site is organized by four sub-areas (or “Villages”), each of which are oriented with a park or open space as a focal element, granting every Plan Area resident access to a park, activity area, or greenbelt area within a quarter mile. Buildings are oriented towards the street and public spaces, which promotes public safety through “natural surveillance” and encourages organic social interactions. Furthermore, the residential portions of the site range from low (100 units cap) to high density (20 dwelling units/ net acre minimum) featuring a wide array of housing types from detached, single family homes, to duplexes and apartments. A diversity of housing opportunities is also offered for renters and buyers at market-rate and affordable levels. Altogether, the site plan layout’s orientation towards community gathering spaces combined with the variety of housing types and opportunities encourage a diverse, well-connected community. In addition to the social benefits provided by the site’s compact and higher density design, health and emissions reductions benefits are also offered through the project’s transit-oriented focus.

Given Stone Beetland’s positioning as a Transit Priority Project, we have identified the following opportunities for improvement according to the project team’s key planning areas.

Housing Diversity

- Intermix affordable and market rate units (as opposed to separating units by price level) throughout development to foster social cohesion.
- Affordable housing is currently only proposed within the higher-density “Transit Village.” Explore opportunities to offer affordable options within the remaining three sub-areas (North Village, Central Village, and West Village).

Connectivity and Convenient Access

- Incorporate consistent wayfinding signage (including walking and cycling travel times and Plan Area maps) throughout the site to key destinations located within and outside of the development.

- Install a range of cyclist amenities throughout the site for public and private use, such as short and long-term bicycle parking and bicycle repair stations. Ensure public bicycle parking is located in convenient, high visibility locations.
- Post “trail etiquette” signage along the Class I shared-use paths to educate community members on how to use (and share) the trails safely.
- Upgrade the proposed Class II bike lane along Cosumnes River Boulevard to a Class II-B or buffered bike lane to provide cyclists more protection from cars and calm traffic. If an upgrade is not possible, consider adding high visibility paint or markings.
- Develop a commuter information packet for all Plan Area residents upon move-in including information on SacRT’s transit services, commuter incentive and benefits programs (i.e. SacRegion 511), etc.
- Offer shared mobility options (i.e. scooter and bike share, designated parking spaces for carpool and car share programs, etc.).
- Incorporate “cool pavement” technologies to further increase the comfort and visibility of pedestrians and cyclists throughout the site.¹
- Ensure all pathways, gathering spaces, and building entrances are well-lit to promote public safety and discourage theft of bicycles.

Community Cohesion

- Deploy a range of placemaking strategies, such as programming and art installations, to activate and encourage the use of public spaces located throughout the site.

Overall, we encourage the project team to continue to inform the development’s designs based on the community’s ongoing feedback.

¹ More information on “cool pavements” and their benefits can be found here: <https://www.epa.gov/heatislands/using-cool-pavements-reduce-heat-islands>

Please notify Civic Thread of future routings or notices for this project. Thank you for your consideration of these comments and recommendations.

Sincerely,

Jordan Grimaldi

Project Manager, Civic Thread