



February 10, 2022

VIA EMAIL

Jose Quintanilla
City of Sacramento Planning Division, Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: The Grove at Woodlake (East) (IR21-366)

Dear Mr. Quintanilla:

Thank you for providing Civic Thread the opportunity to comment on revised plans for The Grove at Woodlake (East). The project proposes the construction of a 73-unit apartment complex on a 2.53-acre lot in the C-2-LI zone and is requesting ministerial approval for infill housing development.

This project has great potential as an infill development in close proximity to an elementary school, a post office, a shopping center, multiple transit stops, and the Central City. We are pleased to see a planned pedestrian/bicycle path that connects the west and east Woodlake developments and improves inter-site connectivity. We offer the following comments and recommendations to further strengthen the design of the development as well as improving safety in its connections to surrounding areas, which is critical to fully realizing the benefits of a dense infill development, reducing vehicle miles traveled (VMT), and increasing active transportation mode share.

Provision of bicycle parking on-site: We are pleased to see the proposed short-term bicycle racks and long-term bicycle storage rooms. We recommend increasing the 72 long-term bicycle parking spaces to 92, to reach a ratio of 1.25 spaces per dwelling, in order to encourage use of bikes and provide parking options if bicycle mode share grows over time. We highly recommend including an additional bicycle storage room adjacent to Building 2 on the north end of the site, to provide convenient access to the site entrance. If additional long-term bicycle parking space is not provided, we suggest relocating the existing bicycle storage room at the south end of the parking stalls attached to Building 1 to the north end of the parking stalls, resulting in improved access to the northern Building 1 units and the Building 2 units. Small adjustments in site design can increase the convenience of bicycling.

Finally, we advise the inclusion of floor-mounted bicycle parking in addition to wall-mounted racks in the bicycle storage rooms, to increase accessibility for users of all ages. Children, seniors, and bicyclists with physical disabilities may not be able to lift their bike to a wall-mounted rack. The City of Sacramento's [Bike Rack Design and Placement Design Standards](#) can be used to determine the ideal floor-mounted bicycle rack design.

Enhanced bicycle infrastructure off-site: The Grove at Woodlake is located close to the Central City and a shopping center across Highway 160. Exposition Parkway across Highway 160 provides a connection to the Jedediah Smith Memorial Trail which can connect residents to recreation and other parts of the City.

Leisure Lane provides the closest and most convenient connection across Highway 160, but we have concerns about the safety of this connection for anyone other than drivers. For this development to realize its full potential, we encourage the City and the developer to collaborate to provide enhanced bicycle/pedestrian infrastructure along Leisure Lane.

Cars will be exiting the highway and moving into the Leisure Lane/Royal Oaks Dr intersection while slowing from highway speeds. In addition, this intersection likely sees high volumes of freight traffic from the nearby post office, further bolstering the need for safety measures. This intersection does not at present have a crosswalk or an adequate bike lane. At a minimum, we strongly advise to construct a wider bike lane from where the bike lane on Royal Oaks Dr stops near the proposed entrance of the site, to this intersection.

We also recommend considering the feasibility of a short, separated cycle path connector that travels through the vacant land directly northeast of the Royal Oaks Dr and Leisure Lane intersection. This would allow bicyclists to circumvent the dangerous intersection altogether and could be paired with crossings marked with conflict striping at each connection point.

We recognize that Leisure Lane is a narrow road and physical constraints of the environment may limit adjustment. However, it is a primary connector point to the site and we encourage creative solutions for safety. If Leisure Lane cannot be widened to accommodate a bicycle lane from the intersection to the overpass bridge, we suggest at a minimum considering the feasibility and safety of designating Leisure Lane, particularly the overpass bridge, as a Class III bikeway (sharrow) facility with road markings and high-visibility signage indicating the presence of people on bicycles. Leisure Lane has a [30mph speed limit](#) at present.

The Grove at Woodlake (East) is located on an unusual site, with unusual connections to nearby goods and services. The importance of encouraging bicycle and pedestrian travel for infill development cannot be overstated, as it helps to meet the goals of the City to reduce

VMT, improve air quality, and reduce congestion. There is an opportunity with this development to make some changes in the surrounding built environment that will positively impact the desirability of living at The Grove at Woodlake. While the current condition and design of the nearby roads and intersections may mean that biking does not feel safe to the majority of people living at the site, the improvements suggested in this letter may help confident cyclists bike a little more safely, and perhaps lay the foundation for future active transportation infrastructure improvements in the area.

Development projects that lead to more walking and active travel are critical to our community's future. 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. 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 considering our comments. Please notify Civic Thread of future routings or notices for this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathryn Canepa', with a stylized, cursive script.

Kathryn Canepa
Project Manager, Civic Thread