



January 25, 2023

VIA EMAIL

Zach Dahla
City of Sacramento, Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811-0218

RE: Folsom Blvd Mixed Use Ministerial (IR22-490)

Dear Zach Dahla:

Thank you for providing Civic Thread the opportunity to review the 8581 Folsom Boulevard Mixed Use Ministerial project. The applicant proposes to redevelop the existing site with a mixed-use development consisting of 198 multi-unit dwellings, 2,400 square feet of commercial retail space, and 281 parking stalls in the General Commercial (C-2-SPD) zone and Folsom Boulevard East Special Planning District (SPD). The site is located along SacRT's Gold Line and less than a half mile from the College Greens Station, offering high potential for the development to be a transit-supportive use. In walking distance is also the Folsom Flea Market, Raley's, and a shopping center with several restaurants. One design choice we would like to commend is the location of vehicle parking stalls behind the multi-unit buildings, as less visible parking will contribute to a more activated streetscape that offers a pleasant pedestrian environment. We'd also like to commend the inclusion of Zipcar parking spaces particularly as GIG is pulling out of Sacramento – carshare is a good option for residents who don't own a personal vehicle.

Though we note this is a ministerial application, we would like to offer the following observations and suggestions in hope that the applicant might consider adjusting the site design to improve future residents' experience and best support active transportation in a location that offers accessible transit and is close to several public parks (Oki Park and Granite Regional Park).

Parking:

- We note that long-term indoor bicycle storage does not seem to be included in both buildings in the plans. Per [City requirements](#) for traditional parking districts,

long-term bicycle parking at a ratio of one space per two dwelling units should be provided for multi-family housing land uses. Long-term secure bicycle storage is a resident amenity that may encourage bicycle ownership and cut down on vehicle miles traveled (VMT), particularly in an area where commercial land uses are within easy biking distance. Due to this site's proximity to the Gold Line, residents will also have the option to bring their bike on the light rail and access farther parts of the City. Overall, providing long-term bicycle parking in common areas is a plus for active people who bike recreationally and people who do not own a vehicle and/or cannot drive. Having residents utilize bicycle storage, however, is highly dependent on convenience. **We recommend that bicycle storage be located near the entrance of both buildings** to reduce the distance they must walk out of their way and reduce the inconvenience of carrying other items in addition to a bicycle, such as groceries.

- **We encourage the installation of a variety of types of bicycle racks in any long-term bicycle storage room to accommodate non-traditional bicycles such as tricycles, cargo bikes, and tandems in addition to standard commuter bicycles.** This offers options for people of varying abilities, ages, and transportation habits. Floor-mounted racks should be included in addition to wall-mounted racks. The [Bike Rack Design and Placement Design Standards](#) published by the City of Sacramento are also a helpful guideline for racks that accommodate diverse bicycle types.
- We are pleased to see short-term bicycle parking located on the site in two convenient locations. **We encourage the addition of 1-2 short-term bicycle racks at the entrance to the site near the commercial area.** Ideally, these short-term racks would be covered to protect bicycles against inclement weather, and shielded from sight such that the racks can be seen by those entering but are not highly visible to pedestrians passing on the street. **The project team may consider installing a shrub or other vegetative barrier to provide visual theft protection for bicycles parked temporarily outside the businesses.**
- **We recommend unbundling vehicle parking for project tenants, which could separate the cost of vehicle parking from the cost of renting a unit and thus provide greater affordability for residents who do not wish to drive or own a vehicle.** This could be a big draw for future residents who wish to reside close to a transit line and don't need a car. Drawing in car-free residents to the site may also make it possible to reduce the number of parking spaces provided on site, reducing construction costs and maintenance costs over time.

- With such a large portion of the site dedicated to vehicle parking, we encourage the developer to pay special attention to urban tree canopy to mitigate the urban heat island effect, particularly as summers get hotter in the region. **Where possible to go above and beyond the 50% parking lot tree shade requirement of the City of Sacramento, we highly encourage it. We also note the importance of shading pedestrian walkways and designated sidewalks with sizable shade trees.**

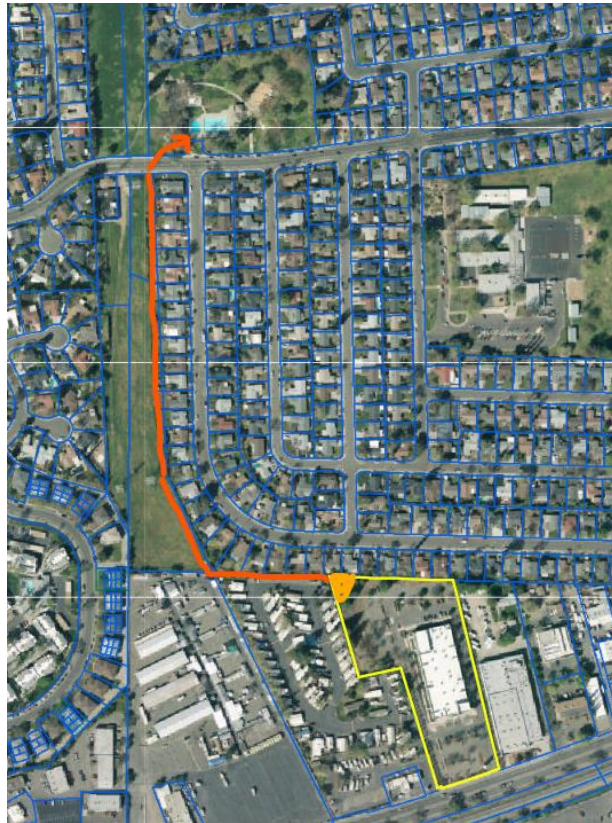
Site Connectivity:

- The dog park planned for the site seems oddly placed on the far northwest side of the parking lot, particularly since there is no planned pedestrian path to access it. Residents may take issue with the lack of paved pathway and will likely be less inclined to use the park if they must walk their dogs through a sea of cars. **We recommend building a pedestrian path or sidewalk that leads around the parking lot to the dog park or at least offers marked crosswalks through the parking lot.** Two potential path options are noted in orange and red in the image below.



- While the site is located in close proximity to several green spaces to the north (most notably Oki Park), there is no easy pedestrian access to this park. Noting that there is a vacant parcel to the northwest of the site that is zoned for future residential use, **we would like to recommend that the developer work with the City to explore the option to get access easements or acquire ROW across the**

adjoining parcels and acquire ROW on the linear vacant parcel to provide a pedestrian path to Oki Park, which has a neighborhood pool, a critical amenity in Sacramento's hot summers. There is an opportunity to carve out space for a future greenbelt that could be an amenity that increases the value of future residential development on that parcel. See the figure below for a rough sketch of how this could look.



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.

We see great potential with this development to offer a space for residents to live that allows them to access recreational opportunities and conduct daily activities without

needing a car. We thank you for considering our recommendations. Should you have any questions, please don't hesitate to reach out to me at kcanepa@civicthread.org.

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