



December 12, 2022

VIA EMAIL

Zach Dahla
Associate Planner
City of Sacramento, Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: 69th Street Apartments (IR22-419)

Dear Mr. Dahla:

Thank you for forwarding Civic Thread (formerly WALKSacramento) the routing for the 69th Street Apartments project. As proposed, the development is located on the triangular lot at the intersection of Elvas Avenue and Folsom Boulevard immediately adjacent to Folsom's commercial businesses, the CSUS campus, and 65th Street light rail station, of note. The project itself is a five-story multi-unit dwelling with 130 income-restricted dwelling units residing within the Residential Mixed Use and Transit Overlay zones and the Folsom Boulevard West Special Planning District (RMX-TO-SPD).

Civic Thread commends the project on several attributes, particularly, providing the 130 units as income restricted and within a ¼ mile of high frequency transit ensuring residents have regional access without the need to own a private vehicle. Furthermore, we appreciate the location and orientation of the bike storage room as it provides immediate access to Folsom Boulevard and internally, to a stairway accessing the living units without the need for navigating the parking garage. The public space and external designs of the building including the open courtyard, dog run, and landscaping provide great activation of the residence, creating a positive addition to the surrounding land-use.

In addition to the positive attributes of the project, we would like to make the following recommendations in support of the project.

Parking

- ***Vehicle Parking***
 - *Consider reducing vehicle parking provisions.*

While the plans indicate the standard minimum requirement of .5 vehicle spaces per dwelling unit, the location of the project as a TOD within ¼ mile of the 65th Light Rail Station suggests that the project falls under the [TOD Ordinance](#) which eliminates off-street parking minimums. While we would hope to see a reduction in the number of vehicle parking spaces provided, which could in turn be replaced with additional long-term bicycle parking or other activation amenities, we wanted to inform the developer of this discrepancy.

- ***Bike Parking***
 - *Request a 1:1 ratio of bike parking to dwelling units.*
 - *Request diverse rack types beyond what is required in the [City's Placement and Design Guidelines](#).*

Acknowledging the potential for additional long-term bicycle parking through the means noted above regarding TOD parking minimums, we strongly recommend the provision of a 1:1 bicycle parking space per dwelling unit ratio. Developers would incur significant cost savings resulting from the replacement of vehicle parking with bike parking. The location of the project puts a great number of amenities within a short bike ride, further saving local congestion, emissions, and supports residents who may be unable to afford a car or choose not to own one.

Regardless of the provision of additional bike parking, we highly recommend the developers to include rack types or floor space dedicated to irregular shaped bikes such as cargo bikes, bikes with trailers, and some e-bikes. These utility style bikes, while requiring some additional space, serve as the greatest means to replacing car trips given their range and ability to carry cargo such as groceries, home goods, etc.

Bikes not only reduce air pollution and congestion, but they also reduce the opportunities for vehicle and pedestrian crashes which [Sacramento suffers high numbers of](#). Bicycle

friendly residences also contribute to happier residents who experience a [greater sense of quality of life](#).

More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

Civic Thread widely supports this project and appreciates the contributions it makes to the community's climate and equity goals. 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.

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

Sincerely,

David Moore

David Moore

Project Coordinator