



9/21/2017

VIA EMAIL

Teresa Haenggi, Senior Planner  
City of Sacramento Community Development Department  
300 Richards Blvd., 3rd Floor  
Sacramento, CA 95811

**RE: Howe and Folsom Commercial & Drive-Through (P16-058)**

Dear Ms. Haenggi:

Thank you for sending us the August 2017 revisions for the Howe and Folsom Commercial & Drive-Through (P16-058) project. When we commented on the first submittal, we recommended adding pedestrian access to the building from the public sidewalk near the project driveway and the corner, increasing the tree shading of the parking lot and plaza areas in front of the building, and adding additional bike parking.

We are happy to see that pedestrian access to the north end of the building was added. This access utilizes the asphalt walkway along with a pedestrian easement on the property to the north plus the route from the two accessible parking spaces at the northwest side of the project site.

The on-site walkway from Folsom Boulevard has been eliminated, but the existing asphalt walkway on the adjacent property to the north will provide the pedestrian access. This walkway will be important as it will shorten the walking distance to light rail at the Power Inn Station by about 600 feet compared to using the access from Bicentennial Circle.

Pedestrian access from the corner of Folsom Boulevard and Bicentennial Circle is still not included in the revised project. This will greatly increase the walking distance from the corner. For example, the line-of-sight distance between the corner and the front door of the middle tenant space is less than 160', but it's a minimum of about 530' via the sidewalk and asphalt walkway. Even adding 30' or 40' to create an accessible walkway from the corner, the distance would still be more than 300' shorter.

There's several potential impacts from this omission of a pedestrian access point to the center. First, people whose walking path to the shopping center includes the corner may choose not to go to the center or they may choose to drive because of the longer and out-of-path travel. Second, some of those who do walk may choose to scramble through the landscaping and cross the drive-through lane. It would be beneficial to pedestrians to shorten the walking distance, make the path more direct, and avoid a potentially risky informal path. Therefore, we encourage the applicant to strive to provide a walkway from the corner.

The trees in the revised landscape plan along the south edge of the parking lot are of a different species, but with their slightly larger canopy diameter the gathering areas in front of the building's southern exposure will still be exposed to the hot summer sun. We question whether the tensile shade structures will provide much relief from the sun, and we reiterate our previous recommendation to provide shade trees in these areas.

Finally, we encourage the applicant to contact Sacramento Area Bicycle Advocates to discuss the number and location of bike parking.

WALKS Sacramento 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 physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me.

Sincerely,

Chris Holm  
Project Manager

cc: Jim Brown, Executive Director, Sacramento Area Bicycle Advocates