CITY OF FOLSOM

NOTICE OF APPEAL

NAME OF APPELLANT: FOLSOM RAILROAD BLOCK DEVELOPER LLC

MAILING ADDRESS: [redacted]

FOLSOM, CA. 95630

INTEREST IN MATTER: LANDOWNER

DAYTIME TELEPHONE: [redacted]

APN/PROJECT REF. NO. PN 19-174 BARLEY BARN TAP HOUSE

ACTION BEING APPEALED: HDC USE PERMIT APPROVAL

DATE OF DECISION OR DATE PROJECT HEARD: NOVEMBER 18, 2021

REASON FOR APPEAL: FAILURE BY HDC TO ADEQUATELY CONSIDER IMPACTS

SEE ATTACHED

Craig M. Lindberg
APPELLANT'S SIGNATURE
FOR APPELLANT

12/3/21
DATE FILED

STAFF USE ONLY:

Date/Time Received: _____ **Fee Paid:** _____ Res. 9600

Admin. (staff decision) Appeal
Owner Occupied $239
Developer/other $479

Planning Comm. Decision Appeal
Owner Occupied $239
Developer/other $479

Tentative Hearing Date: _____ **Time Limit Waived:** _____

Copies to:
Community Development Director _____
City Manager (2) _____
City Attorney (2) _____
City Clerk _____

Received by: _____

Updated 7/2015

1024 Iron Point Road
Ste. 100 #1280
Folsom, CA 95630

LAW OFFICES OF
CRAIG M. SANDBERG

Tel: (916) 357-6698
Email Craig@Sandberglaw.net

December 3, 2021

City Clerk
City of Folsom
Attn: Christa Freemantle
50 Natoma Street
Folsom, CA 95630

Via email: cfreemantle@folsom.ca.us

Re: Barley Barn Tap House Appeal (PN 19-174)

Dear Ms. Freemantle:

This office represents Folsom Railroad Block Developers, LLC, appealing the approval of the above described project by the Historic District Commission on November 18, 2021. Although an appeal has already been filed by other parties we have been advised that it would be appropriate for us to submit an appeal as well.

Our primary concern is the parking analysis and conclusions made for this project. It is no secret that there is a parking problem in the Historic District, which has long been an area of concern. City staff did a presentation to the City Council in February, 2008, describing the need for a strategy for accommodating the need for additional parking in the District. Later the same year, the City commissioned Kimley-Horn and Associates to prepare the *Historic District Parking Implementation Plan Update*, dated December 9, 2008. The Implementation Plan provided a comprehensive review of the on-street and off-street parking available in the Historic District together with the planned expansion of parking facilities. The conclusion was that in 2008 the parking inventory was generally adequate to accommodate the then existing uses in the Historic District but in order to accommodate approved uses, such as the Railroad Block Master Plan and other growth in the Historic District, additional parking facilities would be needed. Specifically, a new parking structure on Trader Lane, without which there will be no more parking capacity. Accordingly, the Implementation Plan suggested changes to the parking requirement ratios and financing strategies to construct new facilities. None of the suggested changes, nor financing strategies were implemented and accordingly, no new facilities have been constructed. The Implementation Plan has since been updated in 2014 and again in 2018, which confirmed the concern raised in the 2008 study that with expected growth the available parking would become inadequate. Attached is a graphic taken from the 2018 update which depicts the supply of parking in relation to the growth of the Historic District based on historic trends. Although you probably do not need a graph to realize the parking has become a problem in the Historic District, the graph clearly shows that the saturation point has been reached. This reality is reflected in comments from other business owners expressing their concerns about the proposed expanded use, together with the appeal filed on behalf of the neighbors.

The City has spent considerable time and money studying the parking issue in the Historic District and yet, none of this information was presented to the HDC. These referenced studies should have been "Exhibit A" in the discussion, however they were not presented and it appeared based on comments at the hearing that members of the Commission were completely unaware of them.

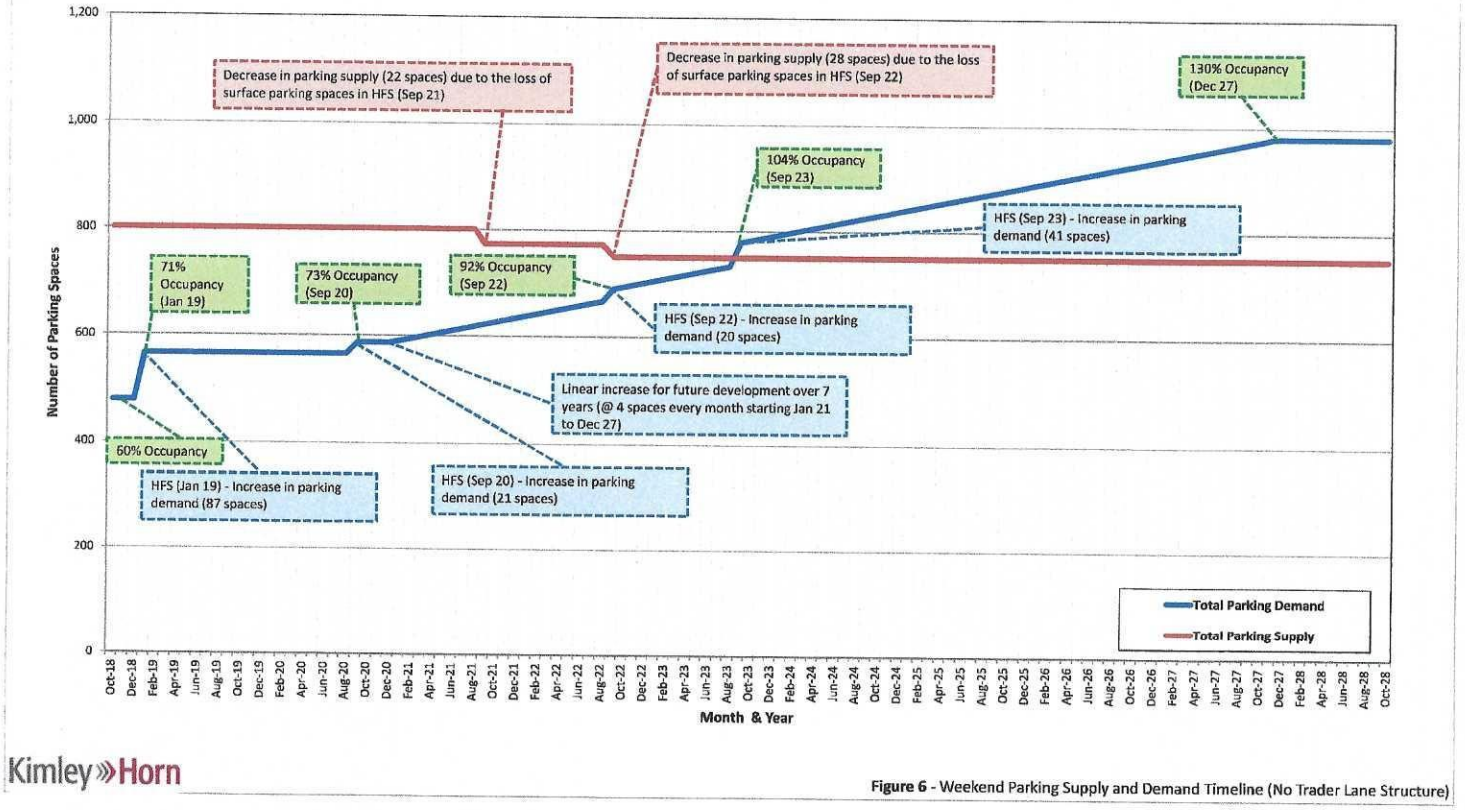
The applicant is, of course, aware that parking would be an issue and offers to increase the parking supply through a lease of 15 parking spaces at the Eagles Lodge. Unfortunately, there is no guaranty that these spaces will be available at any given time as they will be shared with Lodge visitors. Even if this was a viable approach it would not provide enough parking to accommodate the proposed use. Utilizing the standard 1 space per 350 square feet for parking generation is not applicable here as the possible occupancy of the facility increases dramatically with the proposed change of use. Hence the need for a special use permit, to weigh the impacts of a change in use regardless of whether the building is enlarged. The City Council has full discretion in considering the appeal of a use permit and we believe that for the preservation of the Historic District and the surrounding neighborhoods, the project should not go forward.

Very truly yours,

Craig M. Sandberg

Craig M. Sandberg

cc: Client
Steve Banks, via email - sbanks@folsom.ca.us



Kimley»Horn

Figure 6 - Weekend Parking Supply and Demand Timeline (No Trader Lane Structure)