



December 18, 2008

Heather Forest, Associate Planner  
City of Sacramento, Development Services Department  
300 Richards Blvd, 3rd Floor  
Sacramento, CA 95811

RE: Curtis Park Village (P04-109)

Dear Ms Forest:

*WALKS*Sacramento and the Partnership for Active Communities Design and Development Review Committee met with Phil Harvey of Petrovich Development on November 11, 2008 for a discussion of Curtis Park Village. These comments are based on that meeting and the November 6, 2008 Curtis Park Village Project Notification.

*WALKS*Sacramento encourages people to walk and bicycle in their communities. 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. *WALKS*Sacramento is a member of the Partnership for Active Communities, formerly the Safe Routes Sacramento Partnership. The Partnership 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 latest revision of the Curtis Park Village project reduces the single-family residential by 28 units but adds 212 multi-family residences and 80 affordable senior multi-family residences. Both multi-family residential complexes are located on Road A, to which Regional Transit tentatively plans to move the 24th Street bus lines. The greater density along the bus route should lead to greater transit use, which should lead to increased walking and physical activity.

1. Provide public access through multi-family residential

The multi-family housing area (Village 5) is almost 8 acres; almost 600' along the south edge and 700' along the west edge. This large complex will be a barrier to pedestrians if there isn't a public street or public pedestrian paseo connecting the north side with the south side.

2. Locate the Senior Housing site to the west of Road A

The best location of the senior housing would be close to the grocery store and services and have as few street crossing as possible. To get anywhere from the proposed location in Area 2 will require seniors to cross a street; and seniors will have to cross two streets - Road A and either Road B or Road D - to get to the shopping center. The senior housing would be better located in Area 3 or Area 1.

With the increase in residential density in the central portion of the project site, we would like to restate and expand upon recommendation #6 in our previous comment letter.

3. The grocery store and neighborhood-serving retail should be close to the homes

Grocery stores, parks, and restaurants are popular destinations for walking trips within neighborhoods, and most of those trips are one-half mile or less. The revised map has the park in an ideal position – near the higher density multi-family residential and towards the geographic centroid of the single-family residential. The grocery store in Area 1, though, is in the least desirable place to encourage walking because it's in the most remote location with parking between it and the housing. The residents of Curtis Park and the future residents of Curtis Park Village will have better access if the grocery store is closer to their homes.

We believe the best location for the grocery store is at the north end of Area 1 with parking on the south side of the building. This location would provide the most convenient access for pedestrians approaching from the north (the apartments and most of the Curtis Park Village houses), the east (the senior housing and Curtis Park houses), and the west (the potential east-side landing of the pedestrian bridge from the Sacramento City College Light Rail Station).

There are several issues identified in our previous letter that were not resolved in the latest revision.

4. Use bulbouts and traffic circles to slow traffic on Roads A and E

5. Narrow the width of Road A

The on-street bike lanes could be removed and north-south travel could be provided by a Class I bike trail along the western edge of the project site, as identified on the City of Sacramento Bike Master Plan proposed map.

6. Increase the width of Road J as it approaches Portola Way

This will be a valuable connection to the 4th Avenue Light Rail Station and the bike lanes on 21st Street and Freeport Boulevard.

7. Add tree wells and traffic circles to the north-south alley

Finally, we add the following recommendation prompted by our review of a draft Sacramento City College Bike-Ped Bridge design.

8. Improve site design west of the roundabout to exploit the pedestrian bridge landing

The use of the potential pedestrian bridge from the Sacramento City College Light Rail Station could be maximized by providing a destination right at the eastern landing of the bridge. This could be a plaza with restaurant windows and outdoor seating on it's edges to provide eyes-on-the-bridge. If the grocery store were located further to the east of this plaza, then light-rail riders could easily stop for groceries as they walk home. We do not recommend that the bridge drop pedestrians next to a service road and parking lots, as would happen with the present site plan.

*WALKS*Sacramento has been very pleased with the openness and availability of the applicant to discuss the Curtis Park Village project. The addition of multi-family housing has improved the project with a more transit- and pedestrian-friendly proposal. We hope that further advances toward a more walkable project will also occur.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 709-9843 or [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

Sincerely,

A handwritten signature in black ink that reads "Chris Holm". The signature is written in a cursive style with a large initial "C" and "H".

Chris Holm  
Project Analyst

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cc: Phil Harvey, Calvine & Elk Grove-Florin LLC  
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