



8/13/2019

VIA EMAIL

Alison Bermudez
City of Citrus Heights Planning Department
6360 Fountain Square Dr.
Citrus Heights, CA 95621

RE: Sunrise Village Redesign (DRPMOD-19-05; UP-19-03)

Dear Ms. Bermudez:

WALKSacramento has reviewed the documents for the Sunrise Village Redesign project and we offer the following comments. We see opportunities for improved access for pedestrians with trips originating in the surrounding area and for those arriving by bus.

The Sunrise Village Redesign project adds two significant pedestrian path-of-travel routes in the shopping center. New Pad 3 and existing Pad 4 will be connected to each other, and both have a common route to the majors with a curb ramp in front of new Major 3. The midpoint of the route from Pad 3 and Pad 4 to the majors will also be connected to Sunrise Avenue.

These new path-of-travel routes are a good start to making a fully connected pedestrian network within the shopping center, but there are still three pads without connections to the street, two pads without connections to other pads or the majors, and both ends of the majors without connections to the closest streets. Without these pedestrian routes, access to Sunrise Village stores and restaurants will remain unsafe and/or inconvenient, and the center will not compare favorably with the newer Capital Nursery Plaza on the east side of Sunrise Boulevard which has nearly every pad connected to all other pads and connections from the street to every pad near the street, even the pad with a drive-through wrapping around three sides.

Existing Pads 1 and 2 don't have pedestrian routes to Madison Avenue. Google street view (April 2019) shows stepping stones in the landscape planter between the street and the parking lots - evidence of the need to connect to the street. However, the grade difference between the pads and the street combined with existing healthy trees would make it difficult to add a path of travel. Each pad has a path of travel to the south end of the majors, so at least an indirect route to the street could be created if the southern majors were connected to the street.

New Pad 3 also needs access to Madison Avenue. Google street view (April 2019) shows an informal path through the ground cover and turf in the landscape planter between the sidewalk and the existing pad that appears to have been worn away by foot traffic. The bus stop and bench next to the informal path may be the primary generator of this foot traffic. Constructing a path of travel at this location may be feasible and it would provide a valuable connection to the majors via the proposed new internal path of travel between Pads 3 and 4 and the majors. The drive-through lane crosswalk should be raised, that is at curb level, to enhance drivers' awareness of the crosswalk.

The Pad 4 proposed connection to Sunrise is indirect, but the grade difference between the pad and the street may make it infeasible to construct a path of travel. A pedestrian route between the steps in the landscape planter to the north of Pad 4 and the proposed new sidewalk on the south side of the Pad 5 parcel could be created by adding a curb ramp to the new sidewalk.

Alternatively, a pedestrian route could be established by eliminating a parking space next to the sidewalk, as was done at the steps, since the curb appears to be attached to the new sidewalk.

Existing Pad 5 is not connected to Sunrise Boulevard or any pads in the center, but it appears a path of travel could be added between the southwest corner of Pad 5 and the proposed new sidewalk along the south edge of the Pad 5 parcel (233-0440-003).

New proposed Major 4 and nearby majors are not connected to Uplands Way. There's an existing pedestrian route providing access to the northwest corner of the majors marked with paint across a drive aisle and along the side of a driveway. Although it may be easiest to construct a path of travel at this location, it would be much more beneficial for pedestrians if a path of travel was constructed between the northeast corner of new Major 4 to the Uplands Way sidewalk close to the primary driveway across from Birdcage Street. This location would provide a direct route to the majors for pedestrians arriving from the east or the west, whereas as the existing location at the rear driveway would be convenient only for pedestrian arriving from the west.

Existing Major 5 and nearby majors are not connected to Madison Avenue or Village Way. There may be an opportunity to make a connection from the north side of the driveway on Village Way. There's a sidewalk on the east side of Village Way between the driveway and Madison Avenue, and there's a sidewalk on the west side of Village Way between the driveway and the buildings in the adjacent Madison Square Office park. Access would be created for residents to the west along Madison Avenue and for employees in the office park.

A markup showing proposed new path of travel routes and our suggested pedestrian routes or paths of travel on the Sunrise Village Leasing Site Plan E.4 is enclosed.

WALKSacramento 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.

Sincerely,

Chris Holm
Project Analyst

Enclosure: A-100_Sunrise Village_SITE PLAN_06-25-2019 WALKSac markup.pdf

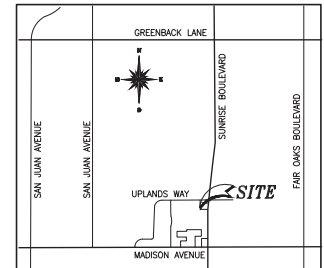
PROJECT INFORMATION

SITE SUMMARY:		
ZONING:		SC "SHOPPING CENTER"
SITE AREA:	±15.14 ACRES	±659,498 SF
BUILDING AREA: (EXISTING)		±157,281 SF
BUILDING AREA: (PROPOSED)		±175,209 SF
NET AREA INCREASE:		±17,928 SF
COVERAGE:		26.56%

PARKING REQUIRED (1/100 SF)	585 STALLS
PARKING PROVIDED:	711 STALLS
PARKING RATIO:	4.05/1,000
ACCESSIBLE PARKING REQUIRED:	14 STALLS
ACCESSIBLE PARKING PROVIDED:	30 STALLS
COMPACT PARKING PROVIDED:	9 STALLS - 1.27% (MAX. 25%)

LAND SUMMARY	
PARCEL 1:	7.16 ACRES
PARCEL 2: (NAP)	2.56 ACRES
PARCEL 3:	0.53 ACRES
PARCEL 4:	0.62 ACRES
PARCEL 5:	0.64 ACRES
PARCEL 6:	0.39 ACRES
PARCEL 7:	0.96 ACRES
PARCEL 8:	0.67 ACRES
PARCEL 9:	1.61 ACRES
SITE AREA: (TOTAL)	15.14 ACRES

BUILDING SUMMARY	
(E) MAJOR 1 (NAP)	±21,440 SF
(N) MAJOR 2	±20,032 SF
(E) MAJOR 3	±52,980 SF
(N) MAJOR 4	±28,400 SF
(E) MAJOR 5	±7,334 SF
(E) SHOPS BUILDING 1	±10,140 SF
(E) PAD BUILDING 1	±3,000 SF
(E) PAD BUILDING 2	±4,900 SF
(N) PAD BUILDING 3	±5,516 SF
(E) PAD BUILDING 4	±6,000 SF
(E) PAD BUILDING 5	±1,600 SF
(E) PAD BUILDING 6	±8,593 SF
(E) PAD BUILDING 7	±5,274 SF
BUILDING AREA: (TOTAL)	±175,209 SF



VICINITY MAP

DISCLAIMER:
This exhibit is for reference only and is not a presentation as to size, dimension, or location of any tenant in the shopping center. All building, improvements, their occupants, and their uses as shown on this plan are subject to modification at the landlord's discretion.

NOTE:
Densifying plan is purely conceptual and subject to variation based on tenant needs.

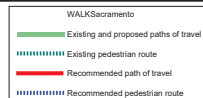
SCALE: 1" = 40'-0"



MerloneGeier
Partners

LEASING SITE PLAN - E.4

DATE:	REVISIONS
05-15-2019	
05-16-2019	MINOR CHANGES DUE CLIENT'S REQUEST
05-30-2019	MINOR CHANGES TO SITE SUMMARY
06-07-2019	SHOPS 1 UPDATE
06-10-2019	CLIENT COMMENTS



SUNRISE VILLAGE
NWC of Sunrise Blvd & Madison Avenue, Citrus Heights, California