



3/31/2020

VIA EMAIL

Jose Quintanilla, Assistant Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Express Lane Chevron (P19-069)

Dear Mr. Quintanilla:

WALKSacramento has reviewed the first revised routing for Express Lane Chevron. In comparing the revised plans for Express Lane Chevron to the original routing, the site appears to incorporate more trees, a larger bioretention/biofiltration area, short- and long-term bicycle parking locations, and a reconfigured walkway between the street and the building front sidewalk. Also, the storefront windows were eliminated from the east wall of the car wash building that faces the street. The revised site plan, unfortunately, didn't resolve any of the issues we identified in our first letter. In fact, the pedestrian pathway between the street and the convenience store/quick serve restaurant is worse than it had been.

At WALKSacramento, a critical component to reviewing development proposals is the project context. A project's integration with the existing and/or proposed development that surrounds it has an immense influence on its health-supportive attributes.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight, but only about 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions.

The land use directly to the east of the project site is primarily residential, so there could be a significant amount of walking and biking to the site. The project site, though, is a small part of the overall Natomas Crossing Shopping Center site available for development. Although the routing included a drawing that shows some of the proposed parcels surrounding the project parcel, it is challenging to comprehensively review the project without knowing the plans for Quad C in its entirety.

The land uses for the east edge of Natomas Crossing Shopping Center as it was approved in 2009 integrated fairly well with the adjacent residential neighborhoods east of East Commerce Way. Every building, except one, along East Commerce Way had its long side facing the street, and many of the buildings had two walkways from the street for convenient pedestrian access. The

buildings at the corner of Arena Boulevard at East Commerce Way, the Amelia Earhart intersection driveway, and the driveway between the two intersections each had plazas to activate the streetscape and draw pedestrians and bicyclists into the center. The only drive-through use in the shopping center was at the right-in only driveway on Arena Boulevard, where the pedestrian environment is much weaker than along East Commerce Way.

The Express Lane Chevron departs from the character of the approved shopping center by introducing an auto-oriented use directly across East Commerce Way from the walkable residential neighborhoods. To enhance the pedestrian and bicycle environment, the proposed fueling station, drive-through car wash, convenience store and quick serve restaurant would be more appropriately located at the Arena Boulevard driveway.

WALKSacramento recommends moving the Express Lane Chevron project site to the proposed Parcel 1 of Natomas Crossing Quad C.

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 public health and physical fitness, better air quality, a stronger sense of cohesion and safety in neighborhoods, and more sustainable communities and local economies.

Sincerely,

Chris Holm
Project Manager