



1/24/2020

VIA EMAIL

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

RE: Natomas Crossing 3 PUD Amendment (P19-068)

Dear Mr. Quintanilla:

WALKSacramento has reviewed the routing for the Natomas Crossing 3 PUD Amendment project. The project proposes to amend the Natomas Crossing PUD Guidelines with two main changes: eliminate the retail power center use in Quadrant C, and limit building heights to a maximum of four stories. Other minor revisions are proposed to remove incidental references to the retail power center use. Quadrant C would be developed with commercial, retail, entertainment, hotel, office and residential uses.

Eliminating the power center should allow for more community-serving tenants and it may generate less regional traffic in the area. The PUD Guidelines proposed limits on building height and its existing, unchanged limits on residential density result in a commercial center that will be more like a Suburban Center than a Regional Center. This should lead to jobs, shopping, entertainment and residential uses that will be more directly beneficial to the North Natomas community and better serve nearby neighborhoods in Natomas Crossing.

The transition to a commercial center that's effectively a Suburban Center could allow Quad C to better integrate with the adjacent neighborhood, but additional revisions to the PUD Guidelines are needed. We recommend adjusting the orientation of buildings along East Commerce to be convenient for both community and regional travelers.

For community residents and employees, many of whom may choose to walk or bike to the center if the built environment conditions are appropriate, the buildings along East Commerce should be oriented to the street with convenient access from the public sidewalk.

For regional travelers, the buildings should have parking internal to the site, with the buildings between the street and the parking, and with internal streets that provide vehicular access from the Arena Blvd and East Commerce right-in/right-out driveways and the main entry driveway opposite Amelia Earhart Avenue.

The Natomas Landing shopping center across East Commerce from the project site demonstrates several of these features – buildings fronting the street, pedestrian access from the corner and Arena Boulevard, and vehicle parking internal to the site. Although it fails to provide pedestrian access from East Commerce, it does have a walkway directly from the interior of the adjacent medium density townhome project.

We recommend the following revisions to the PUD Guidelines to attain convenient and walkable building orientation.

- Page 46: Delete the second and third sentences of section III.C.2.a. This eliminates a reference to parking between the building and the street.
- Page 63: Delete the second paragraph of section IV.B.3.d. that starts at the bottom of the page. This eliminates a reference to parking between the building and the street.
- Page 67: Delete Section IV.C.1.a.(2). This would eliminate the requirement for setbacks of 12.5' to 30' on East Commerce, and it would also eliminate another reference to parking between the building and the street.
- Page 68: Delete the second and third sentences of section IV.C.1.d.(3). This eliminates a reference to parking between the building and the street.

In addition to the changes to the site specific design criteria in the PUD Guidelines we recommended above, we'd like to suggest several changes and corrections.

There's a reference to Tables 2-5 on page 7, but we've been unable to find the tables. We suggest the tables be inserted at the appropriate places.

Exhibit 4: Roadway Master Plan on page 10 and *Exhibit 5: Streetscape Master Plan* on page 17 show Natomas Crossing Drive crossing over I-5. The roadway overcrossing has been removed from City documents and replaced with an unfunded pedestrian/bicycle overcrossing.

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 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