



4/30/2021

VIA EMAIL

Arturo Carrasco-Becerra
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Starbucks at I5 and Arena (P21-007)

Dear Mr. Carrasco-Becerra:

Thank you for routing the Starbucks at I5 and Arena to WALKSacramento. It's disappointing to see that the plans for the northeast corner of Quadrant C in the Natomas Crossing PUD, which overlooks existing and developing office, retail, hotel and residential development, has shifted from pedestrian-friendly neighborhood-serving retail engaging the street with a landscaped plaza on the corner as approved in 2009 to a building with a drive-through lane and several bioretention areas at the street. Further, the corner has become a collection of three drive-through uses and a gas station tightly packed into an area confined by public streets and private driveways.

The Starbucks at I5 and Arena project fails to conform to several requirements of the Natomas Crossing PUD Guidelines as amended in 2020. The project lacks the required private plazas and building entrances oriented to the street. The project also does not conform to the guideline for landmark buildings in prominent locations at intersections. Regardless, in reviewing the site plan for the project, we noticed several specific issues worthy of comment.

First, there may be an opportunity to add shade to the Starbucks patio and reduce the amount of impervious pavement. It's good to see the patio is partially shaded by a tree in the landscape planter between the patio and the row of parking to the south, but replacing much of the drive lane that diverts to the south from the drive-through exit with a larger landscape planter would allow for a second tree that will shade the patio and the parking lot.

Second, the bike parking location will be not convenient for bicyclists. No matter from what direction bicyclists arrive, the corner of Arena Blvd and E Commerce will likely be the obvious and most convenient entry point. Even if they've arrived via one of the "pedestrian and bicycle-only streets" required by the PUD Guidelines that may bring them into Quadrant C from the bike trail or the street, they will likely find their way to the corner to avoid the drive aisles in the Starbucks project area.

Third, the sidewalk from E Commerce Way is only 4' wide. Although the sidewalk may be infrequently used by pedestrians, it could be an alternate route used by bicyclists to access the project site and/or or the Wendy's restaurant. A width of 5' or greater would be appropriate to accommodate pedestrians and bicyclists at the same time.

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.

We would appreciate it if you would notify WALKSacramento of future routings or notices for this project.

Sincerely,

Chris Holm
Project Manager