



8/31/2021

VIA EMAIL

David Hung
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Dutch Brothers Coffee (DR21-160)

Dear Mr. Hung:

Thank you for routing the Dutch Brothers Coffee project to WALKSacramento. The project proposes a 1,190 square foot coffee shop with drive-through and walk-up service only on a 0.98 acre parcel. The project also proposes parking for 13 cars, a patio area with an adjacent small turf area for children and pets, and shade trees in the parking lot.

Development projects that lead to more walking and active travel are critical to our community's future. Moderate exercise, such as brisk walking, for about 30 minutes a day helps to prevent the development of chronic disease and overweight, yet 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. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More walking and bike trips will also positively contribute to the City's Climate Action Plan goals.

While the proposed coffee shop will primarily rely upon customers using the drive through, some customers will arrive on foot or bicycle. The use of active transport to the coffee shop should be expected to increase greatly in the near future as commercial and residential development in Natomas Crossing and the North Natomas Arena site occurs, provided the project's site access for pedestrians and bicyclists is fully considered and addressed.

The project proposes to set the coffee shop building back from the two public streets with the drive through lanes in between the streets and the building. The visibility of the drive through and the drive through pickup window will drive customer traffic, but the walkup window and most of the patio are at the back of the building. The pedestrian activity that encourages more pedestrian activity will be primarily out of sight of passersby. Recommendation #1: Revise the building orientation or design such that the pedestrian-serving walkup window and patio face the street and the drive facilities are behind the building and internal to the site.

Pedestrian access to the coffee shop is solely via a walkway between the street corner and the building pad that also crosses the drive-through lane. The Natomas Crossing PUD Design Guidelines require internal pedestrian connectivity with the requirement that "Internal surface parking lots should provide multiple pedestrian linkages to adjacent properties." The car wash on the property adjacent to the project site has a sidewalk along its northern edge that provides access between E Commerce Way, the common access drive aisle, and the car wash. The Dutch Brother Coffee connection to the car wash sidewalk consists of a section of gravel mulch

between the coffee shop drive-through lanes' southern curb and the adjacent sidewalk. This informal path does not provide a pedestrian linkage between properties. The project further disregards pedestrian circulation by extending curbed landscape planters into the walkway on east side of the common access drive aisle. Recommendation #2: Implement recommendation #1, which would better facilitate provision of pedestrian linkages and/or diminish the benefit of such linkages.

The landscape plan doesn't indicate the percentage of parking lot surface that will be shaded by trees, but it appears to be minimal. We appreciate the large planters in which four of the trees are to be planted, but there will considerably less pavement shaded by the trees since much of the canopies will be over landscaping. More tree canopy reduces the urban heat island effect, improves visual appeal, and supports sustainability. Recommendation #3: Add shade trees to meet the City's parking lot shading requirement. Recommendation #4: Pull the landscape planters back from the concrete walkway on the east side of the common access drive aisle and reconstruct the damaged concrete walkway.

The project site is within an area that continues to develop with new commercial and residential land uses, and biking is becoming more popular in the community. The project plans do not indicate the location or type of bike parking that will be provided. Recommendation #5: Provide two long-term and two short-term biking parking spaces. Since the project is proposing to provide thirteen auto parking spaces, including nine for employees, where the required minimum is two spaces, the need for employee auto parking spaces could be reduced by providing more than the minimum number of long-term bike parking spaces.

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