

Curtis Park Village (CPV) Guiding Principles

SCNA Neighborhood Concerns Committee

Draft Revision: March 4, 2009

We believe that the Curtis Park Village development should:

1. Maximize the "benefits" and share the "pain". When evaluating the traffic and other physical impacts of the proposed CPV, spread the anticipated negative impacts as equitably and equally as possible across the adjacent or proximate streets. While acknowledging that the edges of the new and existing neighborhoods will be more affected by traffic flows than more distant streets, the planning and development of CPV should not result in one or two adjacent neighborhood streets bearing a disproportionate burden of the anticipated traffic impacts, noise and/or any other negatives caused by the new development. Support sharing these burdens as equitably as possible to protect Curtis Park quality of life, property value and community goodwill.
2. Maximize the connectivity between established neighborhoods and CPV to ensure good overall circulation and integration of old and new. The overall density of the developed commercial and residential square footage shall match the availability of access points, mitigating the risks of bottlenecks and unsafe traffic congestion and ensuring the commercial success of the development.
3. Minimize and control incremental traffic increases. Design traffic connections so that commercial activity will not cause existing residential streets to become busy through streets. Proactively install traffic calming measures in and around Curtis Park to reduce through traffic which should be kept on Highway 99, Franklin Blvd., Freeport Blvd., Sutterville Road and Broadway.
4. CPV should be a bike and pedestrian friendly development due to its proximity to City College, the light rail stations, and neighborhood parks. Promote at least one exclusive walking/bike path from CPV to Curtis Park to encourage a healthy lifestyle and provide a safe place for adults and school children to travel between the neighborhoods.
5. CPV should be a Transit Oriented Development, and take full advantage of the adjacent light rail stations at the northern and southern ends of the site. The sensitive design and placement of housing with density greater than that of the existing neighborhood should be explored in the area near the 4th Avenue light rail station. The commercial area in the southern end of the development should also contain some higher density housing in a mixed-use setting. The development should include plans for a pedestrian bridge connecting the commercial area to Sacramento City College.
6. Maintain the look of surrounding historic neighborhoods and forego construction more appropriate to contemporary neighborhoods. Suburban style commercial development is not acceptable.
7. Address needs for public school capacity and access to existing public schools in the surrounding neighborhoods.
8. Allocate commercial space to "daily needs" retailers, such as grocers, local restaurants, dry cleaners, coffee shops, nail salons, shoe repair, hardware store, local branch library, bakery, etc. to minimize traffic flow from outside surrounding neighborhoods.
9. Utilize green building techniques and materials for CPV construction to minimize overall environmental impact.
10. Support affordable housing onsite and well-distributed throughout the development to encourage diversity and fairness.
11. Support safety and home security through design that increases "eyes on the street" and creative use of street and structure lighting and landscaping. Gated areas within the development are not acceptable.
12. Invest in trees and parks to maintain the look of the older tree canopy in the area and to improve aesthetics and energy savings.

We will work with other neighborhood groups, associations and public officials to broaden support for these principles.

Note: Throughout this document, "Curtis Park" refers to the neighborhood, not just the park itself.