

SIERRA • CURTIS

Neighborhood Association

November 15, 2014

Antonio Ablog
City of Sacramento Planning Division
300 Richards Boulevard
Sacramento, CA 95811

Sent via email (aablog@cityofsacramento.org)

Dear Mr. Ablog:

The Sierra Curtis Neighborhood Association (SCNA) opposes the gas station and minimart proposed by Petrovich Development for Curtis Park Village, as it fails on two basic levels.

First, this project is fundamentally inconsistent with most of the Curtis Park Village Development Guidelines (P04-109), and the use itself is counter to the overall thrust of the Development Guidelines which envision an infill project serving largely the surrounding neighborhoods. A gas station was not one of the uses considered during the environmental review and the PUD zoning process that was completed in 2010. The Curtis Park neighborhood does not contain a gas station currently; instead neighbors use the many gas stations located on the major transportation corridors around our neighborhood including Sutterville, Broadway, Franklin and Freeport. We firmly believe that our neighborhood has more than enough gas stations in close proximity and we don't need another one, especially not in this location.

Second, this application is chock full of material inconsistencies on very important and basic items such as lot dimension. There are so many major omissions from this application, such as the lighting and signage proposed, that it is impossible to analyze. As submitted, it appears city staff would be unable to complete a proper review and make any type of recommendation to the Planning Commission based on the application, due to the rampant inconsistencies and omissions.

A fuel center is fundamentally inconsistent with PUD guidelines for P04-109 Curtis Park Village

The overall purpose of this PUD's development guidelines is to ensure that the proposed uses of this infill development blend with and enhance the quality of life and charm of the existing Curtis Park neighborhood. Compatibility with the existing neighborhood has been the watchword for a very long time. The proposed gas station works against this general purpose. Section 1.2 outlines the goals and objectives of this PUD; goal #4 is to "maximize opportunities for efficient transit provided by the public transportation and roadway corridors serving the site of the PUD." One of the objectives for this goal is to encourage the use of public transportation and to develop appropriate linkages to surrounding

neighborhoods including pedestrian, bicycle, vehicle and alternative transportation modes. A gas station in this location frustrates this goal.

The gas station is proposed for the corner of Crocker Drive and the shopping center access road, which was intended to be the "Main Street" for the commercial area (see 2.2 of the PUD Guidelines). This "Main Street" will be the primary pedestrian and bike route to access the bridge to the City College light rail station and builds on the already popular bike lane on Crocker Drive. It will also provide the primary pedestrian and bike access to the stores in the shopping center as well as adjacent housing. We see the construction of a major auto-attracting use on a key corner of this Traditional Shopping Center as inimical to the goals of this infill project. See 2.2 SC-PUD Zone which states: "The character of the commercial area is to be sensitively informed by the adjacent pedestrian and bicycle friendly, urban-forested neighborhoods."

Section 2.2 also notes that the location of the Shopping Center "provides a unique opportunity for the commercial area of CPV to be both economically successful and an active buffer between both the new and existing residential neighborhoods and these large transportation corridors". The placement of a gas station as part of the CPV commercial area would not provide a buffer but would instead draw large amounts of traffic from the adjacent major transportation corridors into the neighborhood.

Section 3.1 Site Design and Building Orientation lists the features that are to be encouraged for the arrangement and siting of buildings. The proposed gas station site design violates virtually every single one of these provisions.

Section 3.2 describes the building design principles and building forms for CPV's buildings. Again, the gas station use conflicts with the key concepts stated in this section: "Key concepts direct the feel of a neighborhood and determine community identity, economic vitality and levels of activity and use. Individual building forms and facades influence cohesiveness, comfort and aesthetic pride and at the same time invite usage, increase a sense of security and generate pedestrian activity." Building a gas station use at the key entry point to the traditional shopping center reduces aesthetics and decreases security for pedestrians and cyclists wishing to access the shopping center.

The mass and scale of this project also violate the CPV PUD guidelines in Section 3.2.

Section 4.1 addresses Streetscape and Circulation which notes "Curtis Park Village will have an intimacy of scale and a sense of community that will invite pedestrian use and interaction." The proposed gas station would work against this type of circulation by introducing a large number of automobiles entering and exiting the main street of the traditional shopping center with the sole purpose of purchasing gas.



Section 4.2 Bicycle and Pedestrian Circulation correctly notes that the “success of Curtis Park Village as a community will be strongly linked to its success as a pedestrian and bicycle friendly community. Creative design solutions that further enhance the walkability and connectivity of the area are strongly encouraged.” This section goes on to require that pedestrians and bicyclists be given the same importance as motor vehicles and buffer them from the street where possible. Placing a large gas station at a very central point of the new neighborhood actively discourages pedestrians and bicyclists in Curtis Park Village and violates the intent of the CPV Development Guidelines.

Furthermore, this project is not consistent with the General Plan definition of a Traditional Center¹. The Traditional Center designation emphasizes walkable neighborhoods; people don't walk to a gas station. Gas stations are, by definition, designed to attract motor vehicles, which degrade the pedestrian experience and contravene the goal of a walkable neighborhood. The combination of the Safeway loyalty discount program and the lack of nearby Safeway gas stations will result in this station attracting thousands of vehicles into the Village making this use a major regional traffic draw. We note that this gas station can service 16 cars at once and is proposed to operate 24 hours a day, 7 days a week.

Errors, omissions and contradictions prevent a complete and proper analysis of the application

1. Subject Site Information
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These 3 lines were filled in by the applicant:

Total property size in acres (gross/net): Fuel Center lot size .46 Acre (portion) of 6.92 Acre (net)

Square feet if less than one (1) acre: Fuel Center lot size 20,009 sf

Lot dimensions: Approximately 200' x 200'

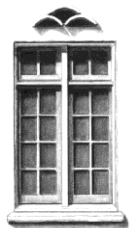
The stated square feet and the lot dimensions do not match up.

200' x 200' = 40,000 square feet. This contradicts the applicant's claim of 20,009 sq ft.

The City cannot know if it's approving 20,000 or 40,000 square feet.

The applicant needs to correct the mistake and recirculate the application.

¹ Traditional Centers are a critical element of sustainable, walkable traditional neighborhoods that provide essential daily services within walking distance of surrounding residents. Infill development in areas designated Traditional Center can create additional character and spatial definition. Sidewalks integrated with pedestrian amenities can also provide an active pedestrian component and physical connections to adjoining neighborhoods.



2. Neighborhood Contact

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"Please describe any contact you have had regarding the project with the following: Neighborhood/property owners adjacent to the subject site, Neighborhood Associations, Business Associations, or Community Groups in the project area:"

"Numerous meetings with surrounding neighbors and neighborhood groups including Sierra Curtis Neighborhood Assoc. ..."

The applicant has not held a meeting with the Sierra Curtis Neighborhood Association to discuss the Fuel Center. There is a great desire in Curtis Park to meet with City officials and the applicant to discuss, for the first time, the inclusion of a gas station in this project. The City should either require the applicant to hold a community meeting or require the applicant to remove the statement on page 12 of 17 that incorrectly states that the applicant met with SCNA to review the Fuel Center as this is untrue.

The applicant needs to correct the mistake and recirculate the application.

3. Site Characteristics

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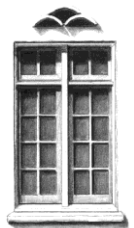
Are you proposing any new signs with the project? Yes and No are both checked.

If yes, please describe the number and type. (left blank by the applicant)

Gas stations tend to have large, illuminated signs that show the prices for Regular, Plus, Premium and Diesel. This sign (or signs) is not described in the application or shown anywhere on the plans included in the application. What are the dimensions? How high will it be? Will it be visible from Sutterville Road? Will the sign shine through the windows of the new homes directly across the street?

The missing signage information proposed for this project makes it impossible for City staff to determine if the project comports with the Signage and Graphics Section 6.0 of the PUD Guidelines.

The applicant needs to correct the mistake and recirculate the application.



4. Non-Residential Projects - Lot Coverage

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Total Building Coverage Area, existing and proposed* include all covered structures (patios, porches, sheds, detached garages, etc.) (sq ft.): 740
Project Site Lot Area (sq ft): 20,009 sq. ft.
Total lot coverage percentage: 34.7 %

740 square feet is not 34.7% of 20,009 square feet.

What square footage would the City be approving? A total coverage of 34.7% of 20,009 sq. ft. would be a 6,943 sq. ft. building.

The applicant needs to correct the mistake and recirculate the application.

5. Design Guidelines

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The applicant did not indicate by a yes or no that they have read the applicable Design Guidelines and have completed the Design Guidelines Checklist for the district or area of this project.

The City should assure that the Design Guidelines Checklist has been completed and that it is available for review by the general public.

In summary, we request that the city of Sacramento reject the existing application to build a fuel center in Curtis Park Village. Additionally, since this use was not studied in the original environmental review, SCNA has hired legal counsel to advise us regarding what kind of environmental review the City should require if this project moves forward. We will write separately in the near future on this aspect of this proposed project.

Sincerely,



Eric Johnson
President, Sierra Curtis Neighborhood Association.

Cc: Councilmember Jay Schenirer (jschenirer@cityofsacramento.org)
Councilmember Steve Hansen (shansen@cityofsacramento.org)
Chris Poncin, Petrovich Development (chris@petrovichdevelopment.com)



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