

The following is a list of some of the items the SCNA Board of Directors has requested be incorporated into an environmentally safe, transit and community oriented development at the proposed Curtis Park Village (CPV). The list is not prioritized at this time. These items have been shared with City Planning staff and Petrovich Development in numerous letters over the past several years. Most recently, the Board sent a six page letter to City Planning staff in response to the Final Application submitted for the CPV project. Read the entire letter at www.sierra2.org.

- Complete environmental review of options considered as part of the requested revision of the Remedial Action Plan (RAP) to address the developer's decision to leave hazardous substances on the site.
- A reduction in the commercial square footage (from 259,000 sq. ft. to 100,000-120,000 sq. ft.) to minimize traffic generated by a "destination retail shopping center" versus a "neighborhood serving" business center.
- Mixed-use commercial zoning that allows for flexible uses; like upper floors for classrooms, offices or housing, depending on the needs of the current market.
- A light rail pedestrian/bike overcrossing that connects the Sacramento City College with the Curtis Park Village commercial area.
- Medium density housing and multi-family housing options that take full advantage of the two light rail stations.
- A redesign of the 4th Avenue/21st Street intersection so there is a safe and easy vehicle, pedestrian and bike connection to Curtis Park Village.
- Affordable senior housing incorporated into the project in an appropriate location.
- A wide range of rental housing types (not just the proposed 212 unit multi-family apartment complex) that include granny flats, duplexes, triplexes, fourplexes, cottage apartments and small apartment complexes integrated seamlessly in with single family homes.
- Frequent and prioritized bicycle and pedestrian pathways that connect the old and new neighborhoods and allow easy pedestrian/bike access within the new neighborhood.
- A public plaza in the commercial area that promotes community.
- Several pocket parks scattered throughout the development.
- A standard that sets the maximum size for each commercial building and space within the Planned Unit Development (PUD).
- Blocks that are small and rectangular, allowing for convenient pedestrian access from adjacent areas.
- Building heights that generally range from one to four stories, with taller heights only permitted where the building height is supported by context and market.
- Rear alleys and secondary streets to provide vehicular and service access, and therefore reduce the number of driveway and curb cuts on primary streets.
- Building frontages that are transparent, with pedestrian-scaled articulation and detailing.
- A functional street grid with reduced, dispersed or rear-oriented parking.
- A design review board, whose membership composition would be such that the rights of the property owner and the interests of the neighborhood are balanced and whose job would be to review special use permits and housing designs.
- Maximize street connections to CPV with the goal of having all connecting streets bear some of the additional traffic load generated by the new development so traffic burdens are shared equitably to protect everyone's quality of life, property value and community goodwill. 21st Street and 10th Ave should provide auto ingress and egress in order to bear some of the traffic burden that will occur at RoadA/24th Street
- Retain Heritage trees onsite and identify particularly special trees, such as the very large Grandma Oak, at the northeast corner, for protection in a small pocket park.