

Attachment 11: July 24, 2008 WALKSacramento Comment Letter

curve in Street B; the sideyard fences of lots 1 and 28; pedestrian openings on Streets D and E; and the floor plans.

1. **Reduce the block length:** The L-shaped block containing lots 29-75 is almost 1300' long on one side and almost 1000' long on the other side. The block length and shape increases walking distances for many trips within the subdivision. For example, the distance from lot 89 to Alboran Sea Circle is over 1000'. The distance with a grid layout could be less than 350'. Block lengths over 400-500 feet encourage speeds above 25 miles per hour – unsafe speeds in residential areas.
2. **Provide pedestrian visibility into park site:** A segment of Street B is perpendicular to the park site and we would like pedestrians walking west on the south side of Street B to be able to see directly into the park site. The combination of the curve in Street B, the irregular shape of lot 28, and a minimum setback would place the house in the sightline. We suggested at the meeting with the applicant that they consider a non-standard bulbed elbow design.
3. **Improve “eyes on the park”:** The fences on the west side yards of lots 1 and 28 will diminish the “eyes on the park” if they are typical wood fences or CMU. The combination of steel tubular fence and floor plan 194 with the left elevation facing west would provide effective “eyes on the park”.
4. **Ensure that pedestrian openings at ends of D and E Streets are wide:** It is important to have wide pedestrian openings at the dead ends of Streets D and E as shown on the tentative subdivision map. Not only should emergency vehicle access be provided as indicated, but the pedestrian opening should be free of fences, walls, and tall shrubs and evergreens. This improves the visibility through the opening, making it more likely to be used by pedestrians and the dead end street less likely to become a problem area.
5. **Provide “eyes on the street”:** Neighborhoods that have houses with active living space and windows at the front of the house provide much more effective “eyes on the street” than do houses with only bedroom windows facing the street. Plan 194 is the only floor plan that has living space at the front that is likely to be frequently used during the day and evening. It is also the only floor plan that has active living space with windows on a side elevation. Two other floor plans have a parlor room at the front of the house, but those rooms are not well connected to the rest of the first floor active living rooms. Therefore, the “eyes on the street” provided by the parlors in plans 193 and 195 is likely to be relatively insignificant. Plan 192 provides essentially no “eyes on the street” since its first floor has no activity area at the front and the windows are only the front door sidelight window and a garage window.
6. **Provide additional curb ramps:** We would like to add that a curb ramp should be placed on Street B opposite the southwest corner of lot 29. We expect this

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would be in addition to dual curb ramps at every corner except where Streets A and B intersect with Natomas Central Drive. Single ramps for crossing the local street would be sufficient due to the median preventing crossing of Natomas Central Drive. The street segments without corners at each of the T intersections should have single ramps opposite the corner ramps.

7. **Re design T intersections to enable convenient pedestrian access:** A street network incorporating T intersections can improve the pedestrian environment by slowing motor vehicle traffic. If driveway locations relative to the T intersections are not considered, then orthogonal alignment of curb ramps may not be practical. In such cases it may not even be possible to construct curb ramps. In either case, the intersection will be less safe for pedestrians.
8. **Orient streets east-west:** Orienting the streets in an east-west direction would place most of the houses in a north or south orientation. This solar orientation encourages people to use the front of the home based upon the time of year. The cooler outside temperatures and lower sun draws people towards the south-facing rooms. During the summer, the north facing rooms with less exposure to the sun are more popular. Therefore, in the winter, houses on the north side of the street are more likely to provide "eyes on the street", and during the summer, houses on the north side of the street will have "eyes on the street". It is also possible that such an orientation may provide AQTMP mitigation points.
9. **Reconfigure the tentative subdivision map to provide a conventional grid street system.** Improvements include greater mobility for pedestrians and motorists, the potential for dual or single curb ramps at every intersection, better access to the park and lake, separated sidewalks on all streets, more street connections to Natomas Central Drive, and no dead-end streets.

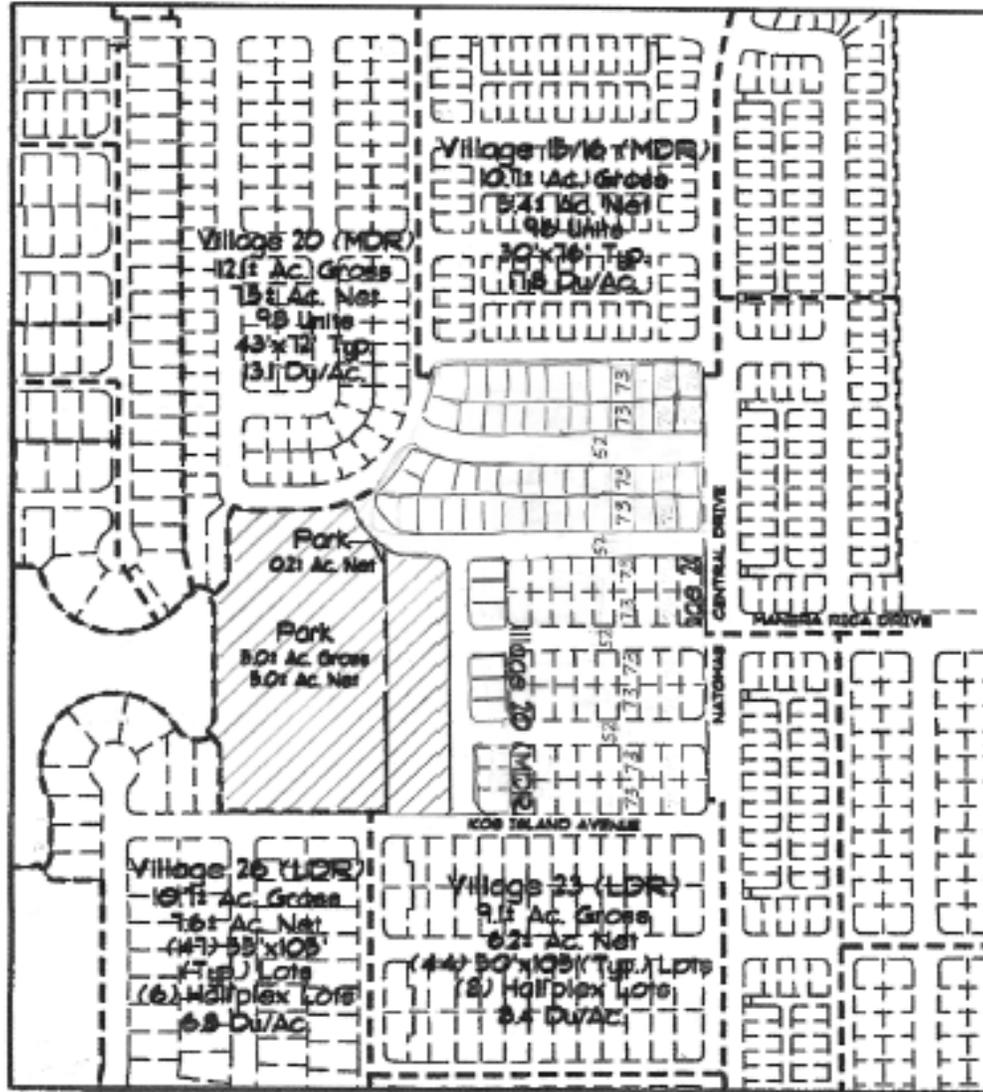
A modified tentative subdivision map, WALKSacramento alternative 2, is included at the end of this letter. All lot depths are 73' except for those on the west end of the blocks, and all interior street rights-of-way are 52' wide. We suggest modifying the standard 53' residential street cross-section by reducing the curb-to-curb width by one foot or reducing each of the planter widths by six inches to provide a 52' ROW.

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P08-066 Natomas Central School Site Rezone

AMENDMENT EXHIBIT
3 - PARCEL A
SACRAMENTO, CALIFORNIA
13, 2008

WALK Sacramento alternative
7/23/08



Proposed PUD Schematic Plan



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Attachment 12: Final Map Substantial Conformance Exhibit

Substantial Conformance Justification**Revision 1**

Re-locate lots 1-11 of village 6 to improve pedestrian and visual connectivity between the future high-density residential village and the recreation center. This revision does not result in a change in the overall lot count and does not impact the subdivisions circulation or infrastructure design.

Revision 2

Increase the school parcel from 8.0 acres to 13.2 acres, as required by Tentative Map Condition "J34a" approved by the City Planning Commission on October 13, 2005 and as further modified by Development Agreement Special Condition "F" approved by the City Council on October 25, 2005.

Revision 3

Move and re-configure the 5 acre park site to accommodate the larger school parcel, as required by Tentative Map Condition "J34a" approved by the City Planning Commission on October 13, 2005 and as further modified by Development Agreement Special Condition "F" approved by the City Council on October 25, 2005.

Revision 4

Revise streets and lots in village 20 to accommodate the required modifications to the park and school parcels approved by the Planning Commission and City Council as noted above.

Revision 5

Add units to compensate for units lost in Village 16 due to the larger park and school parcels approved by the Planning Commission and City Council as noted above.

Revision 6

Revise streets and lots in village 26 to accommodate larger park and school parcels approved by the Planning Commission and City Council as noted above.

Revision 7

Extend street 30 from street 42 to street 40 and remove street 29 from street 42 to street 40 to maintain original units count in the villages, and provide better east-west connectivity to the park (Lot K).

Revision 8

Lot D decreased in size to accommodate the affordable multi-family site plan prepared by St. Anton.

Taken together, these minor revisions result in a net loss of six (6) lots when compared to the tentative map originally presented at Planning Commission and City Council.

Attachment 13: Existing Infrastructure Aerial

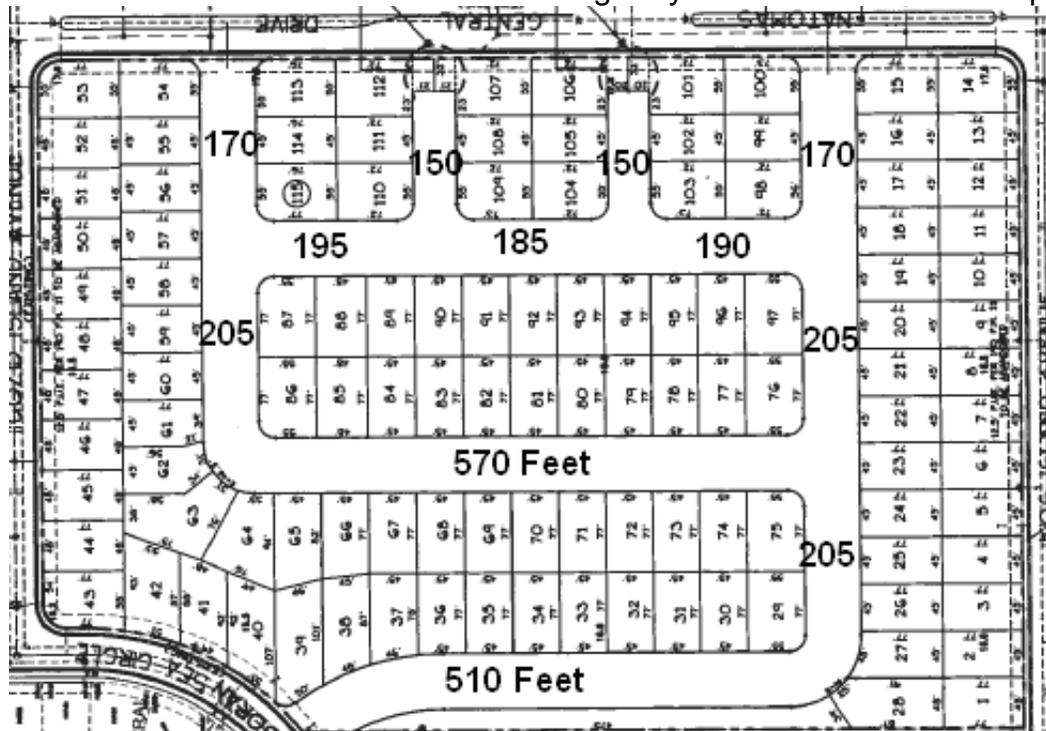


Attachment 14: Manera Rica View Corridor



Attachment 15: Street Length Exhibit
(Values rounded to nearest 5')

Originally Submitted Tentative Map



Currently Proposed Tentative Map

