



May 22, 2008

David Hung, Associate Planner  
Current Planning Division  
Development Services Department  
300 Richards Blvd., 3rd Floor  
Sacramento, CA 95811

**RE: Arena Seniors (P08-013)**

Dear Mr. Hung:

*WALKSacramento* encourages people to walk and bicycle in their communities. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality and a stronger sense of cohesion and safety in local neighborhoods. *WALKSacramento* is a member of the Partnership for Active Communities, funded in part by the Robert Wood Johnson Foundation. The Partnership 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. One of the ways we are doing this is through the review of proposed development projects in the Natomas community.

*WALKSacramento* would like to submit the following comments to the City Planning Commission for their consideration at the commission meeting this evening. The staff report for the May 22, 2008 City Planning Commission public hearing includes a site plan that differs in several significant aspects from those distributed with the March 7, 2008 Neighborhood Project Notification. We are concerned with the following items in the staff report: the site plan (page 54) and conditions of approval A62 (pages 48-49) and A74 (page 50).

Pedestrian circulation is important for a residential project adjacent to an existing bus route and a proposed light rail station. Recognizing that the project parcel has no direct connection to public streets, the design of connections to public space is more challenging and requires more accommodations than is usual. Complicating the situation is the addition of fencing and gates for vehicles and pedestrians. The result is insufficient connections to surrounding land uses.

## Site Plan

1. Staff report, page 15, states there is a pedestrian connection at the north emergency vehicle access driveway. However, the site plan appears to show only vehicle access.  
**WALKSacramento recommends adding a separate pedestrian gate next to the north emergency vehicle access driveway.**
2. There is no connection direct connection from the northeast corner of the project to the intersection of Truxel Road and Sports Parkway/Terracina Drive.  
**WALKSacramento recommends adding a pedestrian walkway and gate at the northeast corner of the project near Building 3.**
3. The pedestrian gate at the south vehicle entrance does not have walkway connecting to the private street nor any of the buildings.  
**WALKSacramento recommends adding a 4'-minimum walkway from the south private access road to Building 2.**
4. Building 3, located in northeast corner of project, appears to have a setback from the multi-use trail of only a few feet, assuming the drawing includes the two-foot wide trail shoulders. Space for shade trees to provide visual screening and noise and particulate reduction should be provided.  
**WALKSacramento recommends that Building 3 be located at least 10 feet from the trail shoulder.**
5. The multi-use trail depicted on the site plan appears to pass through the fence line. It is unacceptable and infeasible to gate a trail in this context.  
**WALKSacramento recommends moving the fence located on the east side of the parcel next to the Future Light Rail Station to the west side of the IOD for the multi-use trail.**
6. The pedestrian to the Future Light Rail Station and the Truxel Road sidewalk does not appear to be required.  
**WALKSacramento recommends the pedestrian walkway from the community Building connect to the Truxel Road Sidewalk.**

## Conditions of Approval A62.

7. The date of construction is not stated in the conditions.  
**WALKSacramento recommends a time frame for construction of the multi-use trail be stated in COA A62.**
8. It is important that the trail IOD be aligned so the off-street trail on the west side of Truxel be continuous across parcel lines. The shopping center to the east of the project has an existing wide sidewalk that should not be used as part of the multi-use trail.  
**WALKSacramento recommends addition to COA A62 specifying alignment of the multi-use trail IOD with the multi-use trail IOD to the south.**

## **Condition of Approval A74**

9. Is the dimension of 36 feet by 64 feet correct?

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 709-9843 or [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

Sincerely,

Chris Holm  
Project Analyst

*WALK*Sacramento  
909 12<sup>th</sup> Street, Suite #122  
Sacramento, CA 95814