



10/29/2018

VIA EMAIL

Michael Hanebutt, Associate Planner  
City of Sacramento Community Development Department  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: The Retreat at Sacramento (P18-063)**

Dear Mr. Hanebutt:

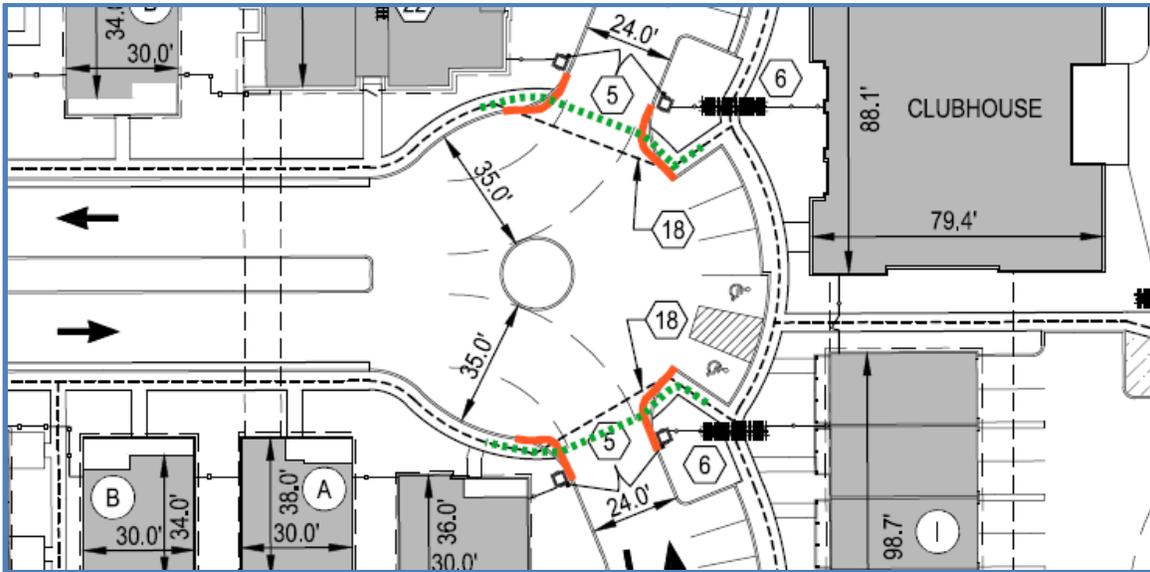
WALKSacramento has reviewed the project routing for The Retreat at Sacramento (P18-063). The project is gated, but due to its location and shape, we don't believe neighborhood connectivity and circulation will not be impacted. There are pedestrian gates along Redding Avenue at three locations providing residents and guests access to the residential buildings and site amenities. There's one gate at the south end of the site, three gates at the traffic circle by the Clubhouse, and one gate midway between the driveway at 4<sup>th</sup> Avenue and the north end of the site.

We're happy to see that the buildings along Redding Avenue face the street with pedestrian access to each of the buildings providing an inviting streetscape and a sense of community. About two-thirds of the buildings facing Redding Avenue will also have the kitchen, dining room and living room on the first floor facing the street, and the other third will have their living rooms on the second floor facing the street. Having these active living areas facing the street, especially those with first-floor active living areas, will contribute to pedestrians' sense of safety by providing substantial "eyes on the street."

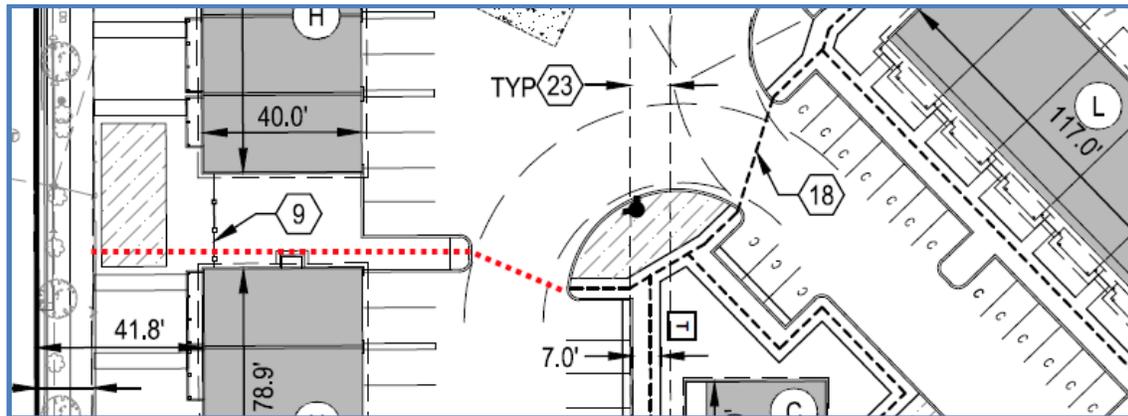
• **Consider providing external keypads to open and close the garage doors in Buildings 1, 2, 4 and 13.** The Belmont, Talmadge, Finley 4-unit and Finley 6-unit models comprise the street-facing buildings along Redding Avenue. Of the eleven buildings facing the street, each of the units in the seven Belmont and Talmadge buildings have front doors facing the street and secondary doors facing the interior that provide direct access to walkways connecting to other buildings and common space amenities.

The four Finley buildings do not have secondary doors facing the site interior. Residents of the 14 units in the Finley buildings facing Redding Avenue will need to go out to the sidewalk and enter the complex at one of the gates providing access to The Retreat or they'll need to go through their unit's garage. Providing garage door keypads could facilitate using the garages for site interior circulation.

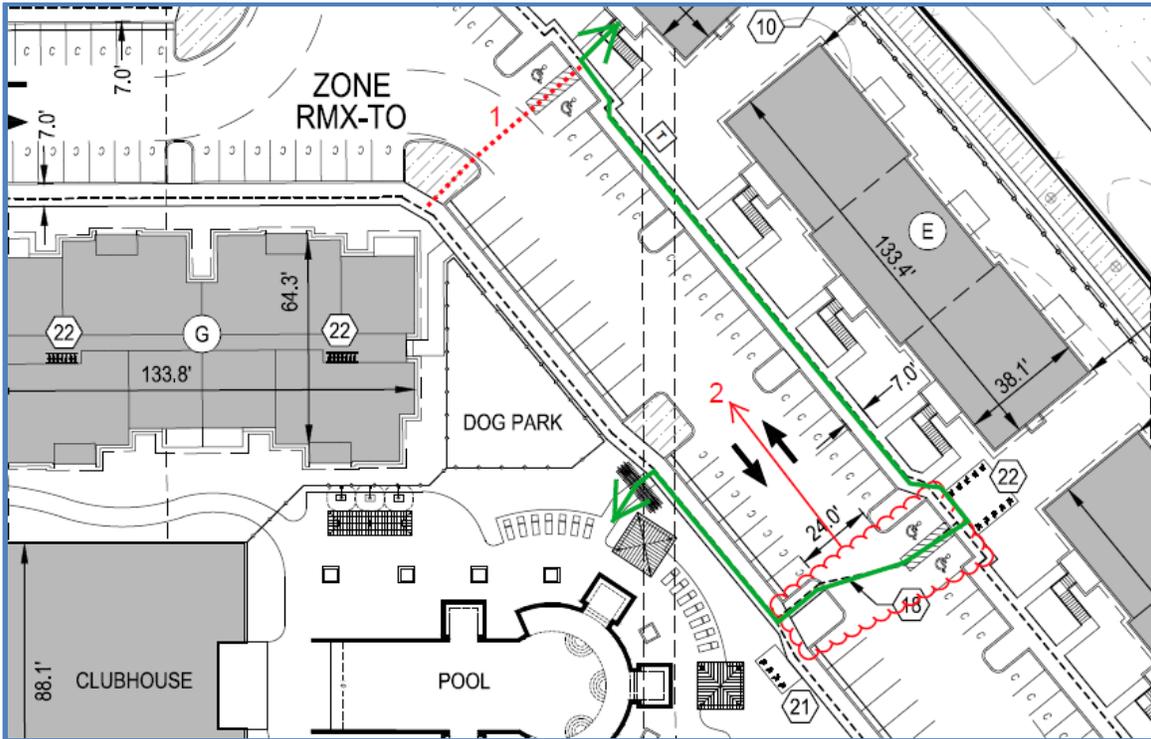
- **Reduce the curb return radii at the gated driveways intersecting the traffic circle.** The curb return radii on the entrance circle seem unnecessarily large and will result in skewed curb ramps. If the radii were reduced, then the ramps could be perpendicular to the curb while still being close to the circle. (Path of travel in green; recommended curb returns in orange.)



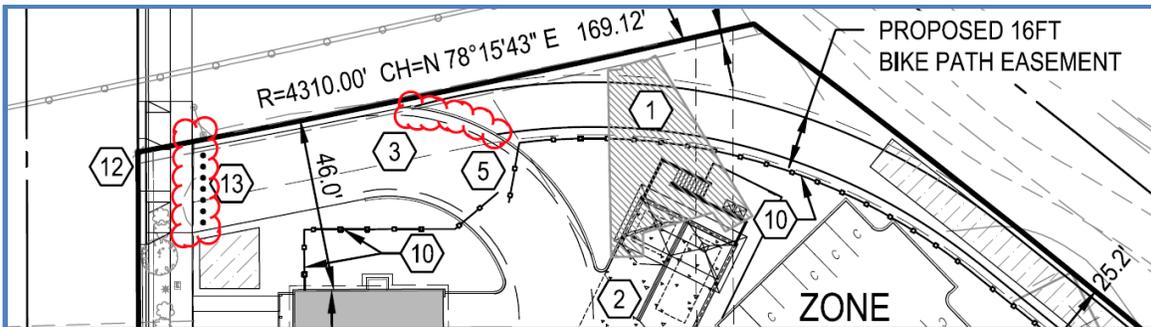
- **Add a direct walkway from Redding Avenue to Buildings 31, 26 and 30.** Pedestrian access from Redding Ave to buildings 31, 26 and to some extent 30 is indirect. Adding a gate and walkway between buildings 1 and 2 seems to be a logical location. (Path of travel in dashed red.) This additional walkway would also improve access to the site interior for residents of Buildings 1 and 2, which are Finley 4-unit models that don't have direct access because of the garages.



• **Add a path of travel between Building 29 and the Pool/Clubhouse/Dog Park area.** The proposed path of travel from Building 29 requires going south past building 28, crossing the drive aisle, and then walking back north to the pool entrance (path shown in green below). It appears this out-of-path travel could be eliminated if a crossing directly between Buildings 29 and 23 was provided (number 1). Another option may be to move the disable parking spaces currently near the southwest corner of Building 28 towards the middle of the building and cross directly to the pool entrance (number 2).



• **Provide access to the bike path from Redding Avenue.** The driveway at the northwest corner of the site appears to be the access to the proposed bike path easement along the east edge of the site. There may be inadequate room for bikes to pass as the bollards appear to be slightly over two feet apart. There also appears to be a curb on the northern side of the driveway approach to the vehicle gate that will also impede access to the bike path.



Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in

order to prevent the development of chronic disease and overweight. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

WALKSacramento 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. 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.

Sincerely,

Chris Holm  
Project Manager