Angel Anguiano, Assistant Planner  
City of Sacramento Community Development Department  
300 Richards Blvd., 3rd Floor  
Sacramento, CA 95811

RE: Homes at Potrero (P19-048)

Dear Mr. Anguiano:

WALKSacramento has reviewed the project routing for Homes at Potrero (P19-048) and we offer the following comments.

Plan 1 has the front door and a large family room window on the first floor at the front of the house, each overlooking a wide porch and Private Drive A or B, while Plan 2 has only the entry door at the front. The living space at the front of the house in Plan 1 is enabled by the tandem garage taking up only 1/3 of the front elevation, whereas Plan 2 has a side-by-side garage that takes up 2/3 of the front elevation making the provision of "eyes on the street" challenging.

Revising the locations of some of the five Plan 1 houses could provide better "eyes on the street" by distributing the family room windows at more strategic locations. We recommend adding a third Plan 1 at the south end of Private Drive A just before the curve so that all of the on-street parking spaces are under surveillance.

Two of the Plan 1 houses (Lots 8 and 11) on Private Drive B are directly across from each other. Moving one of the houses to a lot that's further east would distribute the "eyes on the street" so that more of Private Drive B would be under surveillance. Also, if a Plan 1 was placed on Lot 14 with the living room on the west side of the lot, there would be "eyes on the street" with a view of both Private Drive B and Private Drive A.

Although the Alternative Side Entry Plan 2 on Lot 1 doesn't have any front-facing active living space with windows to provide "eyes on" Private Drive A, there is at least one family room window that would face Potrero Way. We say "at least" because the floor plan shows the family room window near the middle of the wall whereas the elevation has it near the rear corner. We recommend incorporating two family room windows in the plan to provide better "eyes on the street."

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