



December 29, 2021

VIA EMAIL

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

RE: Robla Estates (P21-009)

Dear Jose Quintanilla:

Thank you for continuing to involve Civic Thread (formerly WALKSacramento) in the review process of the Robla Estates housing development. We are happy to see that several of our previous comments are reflected in the revised plans which we believe contribute to the enhanced experience and quality of life for residents and visitors alike.

In review of our previous requests, we commend the applicant for the provision of two additional connections to the Northern Sacramento Bike Trail which we hope will encourage its use for those utilizing active travel by means of recreation or transportation.

Unfortunately, several of our comments do not appear reflected in the latest revision.

**Tree Canopy** It continues to be our hope that trees will be utilized along the private alleys as Section K: Private Alley on Sheet 2 of the Tentative Subdivision Map indicates the persistent lack thereof which we fear will contribute to the urban heat island effect. Resulting effects may include increased localized temperatures making walking, biking, or rolling less appealing during Sacramento's summer months.

**Roundabout/Bike/Ped Access** The pedestrian crosswalks near the roundabout were previously pointed out to be potentially hazardous as the crosswalk itself is located approximately two car lengths behind the yield line, along a 4-lane bi-directional street with speed limits of 45 MPH. This arrangements places the pedestrian crosswalk where vehicles are still travelling at high speeds and assessing the conditions of the upcoming

traffic circle rather than considering the crosswalk placed too far away. As traffic increases with future development and demand for vehicular road space increases, it is imperative to improve pedestrian infrastructure with a proportionate response. We continue to recommend moving the crosswalks closer to the yield lines and adding rectangular rapid flashing beacons.

Additionally, the revised plans indicate a vehicular connection by way of the private alley N-18 to the planned apartments south of the development. Unaware of the traffic calming measures to be taken within both developments and propensity for drivers to speed when physically uninhibited to do so, we strongly suggest connecting the sidewalk immediately east of N-18 to the apartments. This connection will allow immediate and safe access between the two and not force pedestrians to either mingle with vehicles along N-18 or walk further out of their way around Lot F Public Park to utilize the planned sidewalk there.

**One Story Units** Seeing the lack of available one-story floorplans to assist with those who would wish to “age in place” and may have difficulty navigating the stairs at a certain age, we are resigned to accept the apartments as a means for senior adults to transition to more accommodating housing while remaining in a community they have made a home in.

Civic Thread 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 public health and physical fitness, better air quality, a stronger sense of cohesion and safety in neighborhoods, and more sustainable communities and local economies.

Please notify Civic Thread of future routings or notices for this project.

Thank you for your continued review and consideration of our comments.

Sincerely,

David Moore  
Project Coordinator