



November 30, 2022

VIA EMAIL

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

RE: **Delta Shores MDR 6 & 7 (Z22-010)**

Dear Mr. Anguiano

Thank you for providing Civic Thread the opportunity to comment on the latest development within the Delta Shores project. The MDR 6 and MDR 7 lots are to be subdivided, resulting in the construction of 197 single-family units and a small neighborhood park. The project is a component of the larger Delta Shores development located in the southern portion of Sacramento residing near I-5, a light rail station, and a large commercial retail and service center to the west.

Pedestrian Connectivity

It is not apparently clear that the divisions between each private drive are accessible via pedestrian modes such as walking, biking, or rolling though they appear so. Operating under the impression they are, we feel that both developments offer commendable pedestrian connectivity. Particularly in the case of MDR 7 wherein earlier plans indicated the construction of a concrete retaining wall between the housing and Delta Shores Circle South. The plans now indicate garden and tree landscaping with shrubs utilized for screening as an alternative. This creates a much more inviting and pleasant atmosphere for all users and residents.

Additionally, we appreciate the provision of ample tree canopy coverage, helping to combat urban heat island effect and depending on tree placement, offering pedestrian users a continuous network of shade. This not only creates more a visually inviting atmosphere to walk, bike, or roll along, but helps to make this a viable transportation option when summer temperatures begin to rise.

Traffic Calming and Pedestrian Infrastructure

- ***Provide mid-block crossing with a raised crosswalk that connects Private Drive 12 to the elementary school.***
- ***Add raised crosswalks to entire Delta View Avenue and Capital Delta Street intersection.***
- ***Upgrade bike lane classifications on Capital Delta Street and Delta View Avenue to Class II-Buffered.***
- ***Ensure picnic tables at park are ADA accessible.***

Capital Delta Street remains one of the few north/south connections traversing the entirety of the larger southern Delta Shores project area and is therefore likely to see high volumes and speeds of traffic as drivers access their neighborhood lots. Due to this, our recommendations provide the minimum level of infrastructure improvements that we feel create an adequately safe and inviting space for people of all ages and abilities to choose walking, biking, or rolling as a means of transportation.

By installing the mid-block crossing at Private Drive 12 before students who utilize this connection of private drives will not be forced to complete their natural inclination to cross the street where they arrive and currently, are without crossing support or choose to walk laterally to an intersection where a crossing exists. The raised crosswalk not only provides added visibility of crossing students, but provides traffic calming measures needed for the reasons cited above. In a similar notion, the intersection of Capital Delta Street and Delta View Avenue is a key crossing for students accessing the school. Raised crosswalks provide the same multifunction of safety and visibility as the raised mid-block crossing described above.

The cross-sections for the streets indicate lane widths of 11' travel lanes, 6' bike lanes, and 7' of street parking for Capital Delta. While 6' bike lanes are appreciated the wide lanes, perceived as even wider without cars utilizing the on-street parking, is not enough to ensure the safety of and encouragement of young, older, and new cyclists. By including a buffer strip, cars are reminded to keep additional distance from the bikes travel lane rather than be divided by striping only inches wide.

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.

Sincerely,

David Moore
Project Coordinator