



6/25/2020

VIA EMAIL

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

**RE: Tanzanite (P20-009)**

Dear Mr. Quintanilla:

WALKSacramento has reviewed the Tanzanite Rev 1 project routing and we offer the following comments. We appreciate receiving the applicant's responses to comments that were provided as part of the routing. We are pleased that bike lanes on Tanzanite Avenue were added, date palms were removed from the list of street trees, and a landscape plan for units with detached public sidewalks was provided.

In response to our recommendation for traffic calming on alleys that will be shared by drivers, pedestrians and bicyclists, the applicant stated that alley lengths were reduced where possible, the alley width will act as traffic calming, and with a strong HOA they do not anticipate speeding or safety concerns. Inspection of the plans indicate the alley network has been reconfigured and there are two substantial changes: the 750'± east-west segment of Private Alley 'A' has a dense line of trees on the north side at the site boundary line, and the north-south segment of Private Alley 'A' was reduced from about 460' to 350' by removing its connection to Tanzanite Avenue.

The trees on the north side of Private Alley 'A' and on a short segment of the south side of Private Alley 'B' may calm traffic more than the buildings and parking spaces on the opposite side, but the rest of the private alleys do not have elements to calm traffic. Alleys are the only accessways to the ADU's for pedestrians and alleys are the only accessway to garages and private parking spaces for resident drivers - the shared space needs to be safe for pedestrians. Since there is no room for traffic calming features that extend into the travel way, it may help to add vertical deflection and/or contrasting pavement coloring or texture. **WALKSacramento recommends including traffic calming elements be included on the private alleys; if alley design elements are not incorporated in the project, we recommend the project conditions of approval include traffic-calming-related language for inclusion in the Tanzanite CC&R's and HOA bylaws.**

The applicant responded to our comment regarding Subdivision Modification #1 stating that the revised lotting layout and site plan revisions do not warrant the need for a pedestrian refuge island, and that crosswalks are not proposed because mid-block crossings are generally discouraged. If the median on Private Street 'A' doesn't push the pedestrian path into or towards the cross street, then a refuge (or shorter median) may not be necessary. Proposed Subdivision Modification #1 is for a non-standard intersection, so crosswalks (unmarked or marked) on both Private Street 'A' and Tanzanite Avenue are not mid-block crossings. **We recommend the intersection conform to the City's standard of dual curb ramps at each corner to shorten crossing distances and ensure the crosswalk on the north leg of the intersection is a safe distance from the Tanzanite westbound travel lane.**

We are pleased to see that a cross section for the "Bike Trail/Parkway" on the 25' Public Road and Utility Easement Lots X and Y was included on the tentative subdivision map. However, the sidewalk widths and landscape planter widths are sub-standard. Bollards are proposed at the north end of Lot X near Natomas Crossing Drive and at the south end of Lot X near Tanzanite Avenue. The typical narrow bollards that have often been used in Sacramento can be a hazard to bicyclists and pedestrians. **We recommend revising the cross section to widen the sidewalks and landscape planters and replacing bollards with a safer type of barrier.**

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

Sincerely,

Chris Holm  
Project Manager