



3/16/2021

VIA EMAIL

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

**RE: Delta Shores MDR 5 and MDR 8 (P20-024)**

Dear Mr. Anguiano:

Thank you for routing the cycle 2 plans for Delta Shores MDR-5 and MDR-8 to WALKSacramento. We noticed the following revisions.

1. LLTSM (Minor Large Lot Tentative Subdivision Map Revision): Street-facing lots on segments of the collector streets.
2. LLTSM: Street E between Street K and DSCS deleted.
3. LLTSM: 8' sidewalk on the south side of Street E reduced to 5'.
4. MDR-5 (MDR-5 Tentative Subdivision Map): Street network reconfigured with slightly smaller blocks.
5. MDR-5: Sound walls shown along Cosumnes River Boulevard, Street F, Street 1, and Street 4.
6. MDR-8 (MDR-8 Tentative Subdivision Map): Lots HDR-8 and HDR-9 combined into single lot designated HDR-8.
7. MDR-8: Street network reconfigured with slightly smaller interior blocks and slightly larger edge blocks, but connectivity between Street F and Street G improved..
8. MDR-8: Sound walls shown along Cosumnes River Boulevard, Street F between Cosumnes River Boulevard and Street 5, Street 5, and Street G between Cosumnes River Boulevard and Street 11, Street 11, and Street 10.

We are pleased to see there are now street-facing lots on the collectors which will make the streets around the subdivisions much more walkable. However, we question why the lots on the street segments between Cosumnes River Boulevard and neighborhood entry streets do not face the collectors. Not only does this diminish the walkability on the streets entering the LLTSM area, but it may necessitate sound walls along the collector.

MDR-8 has been enlarged to encompass Lot MDR-9, thereby ensuring direct connections between what had been MDR-8 and MDR-9 neighborhoods. This will better establish the grid of connecting routes linking schools, parks, commercial areas, the community center and homes.

Our previous recommendations regarding the Minor Large Lot Tentative Subdivision Map Revision were not implemented, so a new set of recommendations for the LLTSM, MDR-5, and MDR-8 are included in this letter.

## Recommendations

- R1. LLTSM: Restore Street E between Street K and Delta Shores Circle South.** Although disconnecting Street E from the eastern portion of Delta Shores Circle South may have some effect on cut-through traffic, it will shift local traffic to other streets that connect to Delta Shores Circle South and Cosumnes River Boulevard. Traffic to the school may be altered significantly in ways that decrease pedestrian and bicycle access to the school and park. Traffic calming on all collectors should help to alleviate cut-through traffic that may occur due to the connection between the two Delta Shores Circle South intersections at Street E.
- R2. MDR-5 and MDR-8: Change lots on the collector streets between Cosumnes River Boulevard and the subdivision entry streets to be street-facing.** The Cosumnes River Boulevard intersections will be signalized, allowing pedestrians and bicyclists to travel between the subdivisions north and south of Cosumnes River Boulevard. The collectors will be more walkable without sound walls and the distance to homes in case of an emergency will be shortened, too.
- R3. MDR-5 and MDR-8: Eliminate sound walls on all collectors and residential entry streets.** Sound walls isolate the pedestrian from residents and diminish or eliminate “eyes on the street.” Sound walls also separate the homes within the subdivision from homes in adjacent subdivisions, degrading social connections.
- R4. MDR-8: All lots across from Lot MU-1 should face the street and the future mixed-use development.** This would better connect the residential and commercial land uses, and it would provide natural surveillance of the commercial uses.
- R5. MDR-5: Add a public street along the west side of the subdivision between Street E and a point near the “Future Commercial” lot, APN 053-0190-022.** This street, similar to a section of the local street network shown in the Delta Shores PUD Guidelines for the area now proposed as MDR-5 and HDR-6, would provide several benefits. First, access and connectivity would be improved for all travel modes with an additional entry into the subdivision. Second, houses on the lots along the street would provide “eyes on the street.” Additional benefit would be attained with the implementation of recommendations R6 and R6a, below.
- R6. LLTSM: Restore the 8’-wide detached sidewalk on the south side of Street E.** The wider sidewalk along Lots ES-2 and P-9 would provide better access to the school and park. Additionally, access to Town Center and Village Center would be improved. This would also be consistent with the City of Sacramento Bicycle Master Plan, which identifies a Class I shared-use path along the Street E alignment.

The realignment of Street E proposed in the original P20-024 application and largely retained in the cycle 2 revision combined with the relocation of the more pedestrian-oriented Village Center as part of the approved Delta Shores Regional Commercial Center (P14-025) substantially changes pedestrian and bicycle access to the Delta Shores regional shopping center. We strongly suggest identifying and planning for infrastructure that will be needed for pedestrians and bicyclists to access Village Center be included in the minor large lot tentative subdivision map

revision. There are three scenarios to be considered: 1) the Delta Shores Circle South pedestrian bridge remains in the approved location at Lot HDR-8, 2) the Delta Shores Circle South pedestrian bridge is relocated to Lot HDR-6, and 3) the planned bridge is replaced with an at-grade crossing at Lot HDR-6.

**R6a. Plan for an east-west pedestrian/bicycle paseo between MDR-5 and Delta Shores**

**Circle South.** Regardless of which scenario is implemented, restoring the 8' sidewalk on the south side of Street E would create an east-west multi-use travel way, but a termination at the intersection of Street E at Delta Shores Circle South would not complete the access to Village Center.

The pedestrian and bicycle facilities north of North Retail Drive on the west side of Delta Shores Circle South are inadequate for mixing pedestrian and bicyclist traffic, and the lack of bike lanes on driveways will discourage most bicyclists from using the driveways and, instead, encourage them to use the sidewalks. On the east side of Delta Shores Circle South the planned 10'-wide sidewalk will also be inadequate because it's attached for about two-thirds of the distance from Street E to the point across from the Village Center driveway. The vertical curb will reduce the effective sidewalk width and contribute to safety issues if there's mixed pedestrian-bicycle traffic.

Considering the size of Lot HDR-6 and the presence of destinations on each side of the parcel, we believe the parcel should be separated into two areas by an east-west multi-use paseo, such as the paseo that was to provide access through HDR-7/8 to the pedestrian bridge. This new paseo should connect to the street we recommended in R5, above.

In addition to the new paseo we recommended above, other paseos should be incorporated in the planning of future tentative subdivision maps for residential parcels. The paseo along the HDR-7/HDR-8 common parcel line should be retained, even if the planned bridge is not retained, and a paseo along the HDR-9/MDR-6 common parcel line should be incorporated. It's important to provide pedestrian and bicycle travel ways between the large lots identified in the LLTSM. These paseos will complete the grid for active transportation in Delta Shores south of Cosumnes River Boulevard.

Especially important will be the pedestrian/bicycle connection between lots MU-1 and MU-2, as shown in the conceptual design of the mixed-use Town Center provided in the Delta shores PUD Guidelines. The poor pedestrian and bicycle access to Village Center raises the importance of providing convenient access to Town Center.

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

