



7/14/2017

VIA EMAIL

Garrett Norman, Assistant Planner
City of Sacramento Community Development Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

RE: Holiday Inn – Natomas Promenade (P17-033)

Dear Mr. Norman:

WALKSacramento has reviewed the project routing for Holiday Inn – Natomas Promenade (P17-033) and we offer the following comments. WALKSacramento provides these comments with the goal of improving the project's potential to support active living.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel.

The location proposed for the Holiday Inn Project in the South Promenade area of Sacramento Gateway is adjacent to the small shops and restaurants in the Promenade Village area and the two Class A office buildings in Gateway Corporate Center. The hotel would be within in easy walking distance of dining, shopping and offices, plus it's next to a bike trail that connects to several major destinations and bus stops.

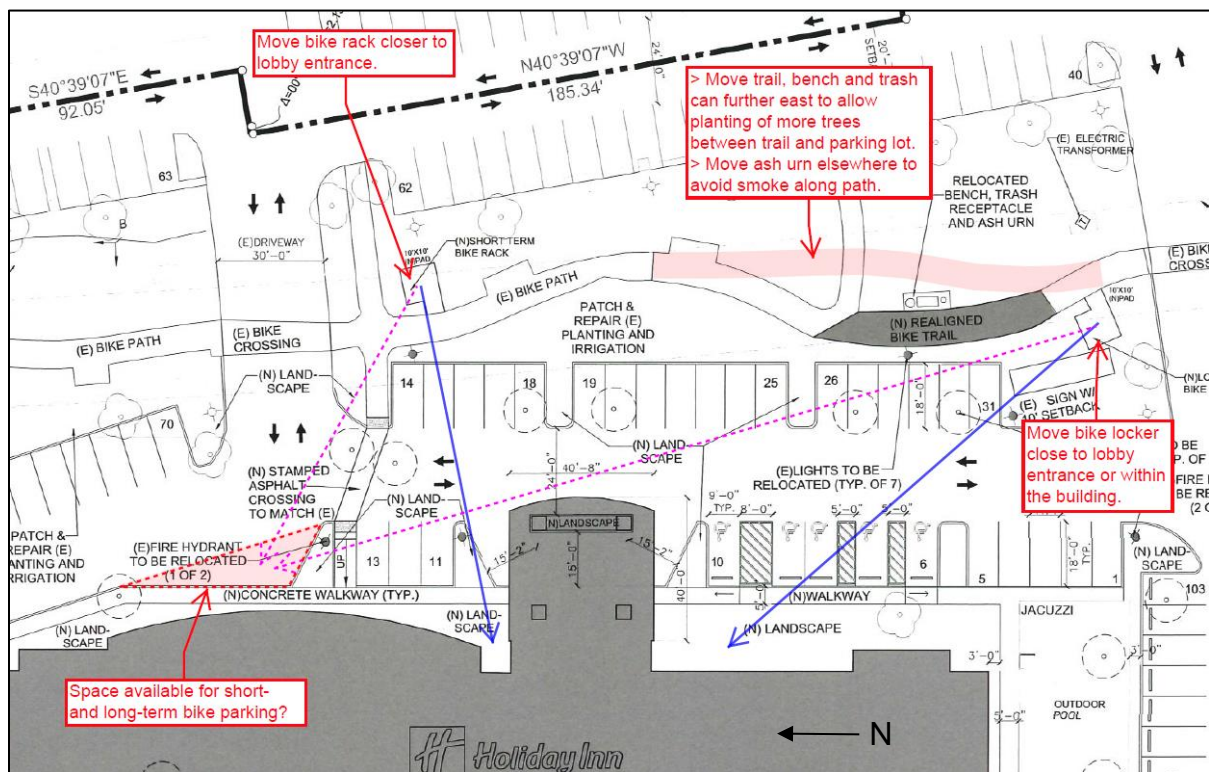
These nearby amenities can enhance the Holiday Inn Natomas Promenade's attractiveness to travelers looking for a hotel where they'll be able to take short walks to dining or shopping. The green space to the east of the hotel entrance will be attractive and provide the starting point for a walk or a bike ride.

We recommend a few changes to the site plan that will further enable and encourage Holiday Inn guests and employees to incorporate active living while at the hotel. The recommendations include moving the bike parking, changing the alignment of the walkway in the landscaped area, and adding more trees.

Bike parking should be convenient for bicyclists, and since the provided bike parking is for hotel guests and employees, the parking should be located close to the hotel building within direct view of occupants and people entering and exiting the building. Many people will not feel comfortable leaving their bike in a semi-public area on the other side of two rows of parking and

a drive aisle. Should the Holiday Inn offer loaner bicycles in the future, we don't believe hotel management would like their property parked in such a place, either.

We've indicated on the following diagram potential locations for bike parking. There is a triangle-shaped area of driveway near the relocated fire hydrant (1 of 2) near the northeast corner of the building that might be utilized for both short- and long-term parking. The other possibilities are the landscaped areas to the north and south of the lobby entrance. To encourage greater active travel by bicycles, **WALKSacramento recommends moving the short-term and long-term bike parking to locations near the lobby entrance.**



Although the walkway, labeled (E) BIKE PATH on the site plan, that meanders through the landscaped area east of the building is primarily for pedestrians, it also provides access to the bike trail that runs along the southern border of Sacramento Gateway. The project already proposes to realign a portion of the walkway by moving it several feet east. If the walkway was moved another 15' to 20' there would be room for additional trees between the walkway and the parking lot. This would shade the walkway from the west side which is a benefit to pedestrians, and it would provide additional shading of the parking lot which reduces micro-heat island effects helping to reduce localized temperature and auto cold soak emissions.

Planting trees on the west side of the walkway will create a more pleasant landscape right outside the entrance to the hotel, but the area could be even more attractive to hotel guests if there were trees on the east side of the walkway, too. It appears there's room for additional trees between the walkway and the parking lot to the east (spaces numbered 40-60 on the site

plan). These trees would provide the same benefits provided by trees to the west side of the walkway mentioned above.

At the south of the walkway there's an existing colored stamped concrete crosswalk, labeled (E) Bike Crossing on the site plan, that leads to the east-west bike trail on the southern edge of Promenade at Sacramento Gateway. Unfortunately, there's no connection made to the bike trail as the south end of the crosswalk abuts a vertical curb and there's no hardscape surface between the curb and the bike trail. See image below.



WALKSacramento recommends the project realign the north-south walkway “(E) BIKE PATH” so that it’s generally centered lengthwise in the landscaped area, add shade trees to the extent possible on the east and west sides of the walkway, and construct a curb ramp and sidewalk to that connects the north-south walkway to the off-site east-west bike trail.

Finally, placing an ash urn next to a bench on the side of the walkway is not supportive of walking because of the potential to inhale second-hand smoke. If Holiday Inn believes it’s necessary to accommodate smokers, we recommend finding a different location for the ash urn.

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.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me.

Sincerely,

Chris Holm
Project Manager

Attachment: Development Checklist for Biking and Walking

DEVELOPMENT CHECKLIST for BIKING and WALKING

*Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)
September 2012*

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

POLICIES

- Walking and biking is a priority
- Adopted a policy to develop a full multi-modal and ADA accessible transportation system

Project Review and Comment

POLICY CONSIDERATIONS

- Pedestrian Master Plan
- Bicycle Master Plan
- Regional Blueprint
- Regional Blueprint Consistent General Plans
- Adopted Climate Action Plans
- Subdivision ordinances to support pedestrian and bicycle access and safety
- Zoning ordinance to support pedestrian and bicycle access and safety

ENGINEERING

- SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS**
 - Pedestrian Level of Service "C" or better on arterials
 - Bicycle Level of Service "C" or better on arterials
- SAFE CROSSINGS FOR PEDESTRIANS**
 - every 300-600 feet on major arterials
 - well lit, marked crosswalks
 - audible signals & count-down signals
 - median refuge islands
- SPEED MANAGEMENT**
 - Speed limits based on safety of pedestrians and bicyclists
 - Implement "road diets" where there is excess lane capacity
- STREET DESIGN STANDARDS**
 - Maximize pedestrian and bicyclist safety
 - Sidewalks buffered by trees and landscaping on major arterials
 - Vertical curbs
 - 5' minimum sidewalk widths, 8' in front of schools
 - 6' minimum bike lanes on busy streets

- ❑ **INTERSECTIONS**
 - Median refuge islands for pedestrians
 - Signal timing to enable safe passage
 - Signal detection for bicyclists
 - Crossings on all 4 legs of intersections

- ❑ **ELIMINATE BARRIERS**
 - Freeway, railroad, river and creek crossings
 - Obstructions in sidewalks and bike lanes

NEW DEVELOPMENT – REQUIRE

- ❑ Walking & bicycling circulation plans for all new development
- ❑ Direct and convenient connections to activity centers, including schools, stores, parks, transit
- ❑ Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- ❑ Minimum width streets
- ❑ Maximum block length of 400'
- ❑ 4-lane maximum for arterials; Recommend 2 lanes wherever possible

NEW DEVELOPMENT – DISCOURAGE

- ❑ Cul-de-sacs (unless it includes bike/ped connections)
- ❑ Gated and/or walled communities
- ❑ Meandering sidewalks
- ❑ Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

BUILDINGS – REQUIRE

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – long & short term
- ❑ Shower & clothing lockers

OLDER NEIGHBORHOODS

- ❑ Improve street crossings
- ❑ Reduce speeds
- ❑ Provide new connections
- ❑ Create short cuts for walkers and bicyclists by purchase of properties or other means
- ❑ Provide sidewalks on both sides of major streets

Policy Review and Comment

ENFORCEMENT & MAINTENANCE

- ❑ Enforce speed limits
- ❑ Enforce crosswalk rules – conduct crosswalk sting operations
- ❑ Enforce restrictions against parking on sidewalks
- ❑ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ❑ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ❑ Sweep streets and fix hazards
- ❑ Repair and replace broken sidewalks

EDUCATION

- ❑ Train staff on pedestrian and bicycle facility design.
- ❑ Train development community about pedestrian and bicycle planning and safety issues
- ❑ Bicycle skills training

FUNDING

- ❑ Include pedestrian and bicycle facilities in capital improvement programs
- ❑ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ❑ Support Measure A pedestrian and bicycle facility allocation
- ❑ Set priorities based on safety and latent demand
- ❑ SACOG Community Design grants & Bike/Ped grants
- ❑ California Bicycle transportation Account
- ❑ Safe Routes to School

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