



11/14/2014

VIA EMAIL  
mdiaz@cityofranhocordova.org

Matt Diaz, Associate Planner  
City of Rancho Cordova  
Planning Department  
2729 Prospect Park Dr.  
Rancho Cordova, CA 95670

**RE: Point East Hotel and Event Center (DD8533)**

Dear Mr. Diaz:

WALKSacramento has reviewed the first and second routings for the Point East Hotel and Event Center (DD8533) proposed for 11212 Point East Drive. The application proposes a four-story hotel with 89 rooms and a one-story event center at the northeast corner of Point East Drive and Folsom Boulevard, across from the Sunrise Light Rail Station.

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. If more people could obtain regular exercise by walking and bicycling to their regular destinations or to transit, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

The location of the Point East Hotel directly across Folsom Boulevard from the Sunrise Light Rail Station will provide convenient access to the Gold Line light rail line to downtown Sacramento and Folsom, and to bus route 74. The site plan of the hotel and event center do not take advantage of the light rail station, though. Setting the buildings close to the street would not only conform to City of Rancho Cordova General Plan Guidelines and Design Guidelines, but the site and streetscape would be more pedestrian oriented and contribute to greater transit use. Placing the buildings near the street with parking in the back would also complement the pedestrian orientation of the Citrus Inn/Shepherders/Fire Rock Grill building on the same block and match the guidelines for the Sunrise Opportunity Site to the west. **WALKSacramento recommends the site plan be revised to locate the hotel and event center at the street with less than a twenty-foot setback.**

Pedestrian circulation in the proposed site plan is not direct enough. The walkway from the hotel entrance to the crosswalk on Folsom Boulevard to the light rail station requires several turns and a slight backtracking away from the street. The best resolution may be to add a drive aisle crossing adjacent to the west side of the circular pavement feature at the hotel entrance. **We recommend adding a pedestrian pathway across the drive aisle on the west side of the hotel entrance drive to provide a more direct pathway to the Folsom Boulevard crosswalk.**

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 at (916) 446-9255 or [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

Sincerely,  
Chris Holm  
Project Analyst

Enclosure: 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

*www.walksacramento.org*  
Teri Duarte, Executive Director  
WALKSacramento  
909 12<sup>th</sup> Street, Suite 122  
Sacramento, CA 95814  
(916) 446-9255  
tduarte@walksacramento.org

*www.sacbike.org*  
Tricia Hedahl, Executive Director  
Sacramento Area Bicycle Advocates  
909 12<sup>th</sup> Street, Suite 116  
Sacramento, CA 95814  
(916) 444-6600  
tricia@sacbike.org