



11/8/2015

VIA EMAIL

James Woo
WSManagement Inc.
9175 West Stockton Blvd.
Elk Grove, CA 95758

RE: Natomas Hilton Garden Inn (DR15-319)

Dear Mr. Woo:

WALKSacramento is a non-profit organization 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. WALKSacramento has reviewed the Natomas Hilton Garden Inn (DR15-319) project October 15, 2015 routing we received from the City of Sacramento, and we offer the following comments.

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. Just over one-third 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.

Although the Natomas Garden Inn will be occupied primarily by guests from outside of the Natomas community on a short-term basis, it could provide an environment that enables guests to maintain their healthy lifestyles. The pool and gym onsite will provide opportunities for targeted exercise, but there are three other features of the hotel that guests can utilize for daily physical activity.

First, a marked driveway crossing at the southwest corner of the building and a sidewalk has been provided to access the future bike path that runs along the southern edge of the project site. These site design elements, along with the short- and long-term bicycle parking, will make it convenient for guests to use the bike trail for walking and/or bicycling.

Second, the hotel site is within walking distance of several shopping centers and office buildings, making walking trips to shopping or business quite possible for guests. There is a marked crossing from the northeast corner of the building near the lobby entrance that connects to a sidewalk going first out to Advantage Court and then to East Commerce Way. There are symbols on the site plan that may indicate lighting for the parking lot around the perimeter of the site, but there doesn't appear to be any lights for

the sidewalk leading to Advantage Court. Lighting for pedestrians will provide a safer nighttime trip for hotel guests. It will also illuminate pedestrians at the north side of the driveway crossing so they will be visible to drivers entering the property and turning right to access the porte cochere. **WALKSacramento recommends adding some lights for the sidewalk between Advantage Court and the marked crossing near the northeast corner of the building.**

Third, there are stairwells at each end of the building that could be used at the beginning and end of an active transportation trip by hotel guests. Providing a stairwell environment that is similar to that of the hallways on each floor may encourage more use of the stairs. Considering that the stairwells are on exterior corners of the building, introducing windows that provide daylighting and views outside may be feasible. Also, stairwell doors that have windows which make the presence of stairs more noticeable can increase the use of stairs. **WALKSacramento recommends adding windows to the stairwells and the stairwell doors.**

If more people could obtain regular exercise by walking and bicycling to their regular destinations, 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.

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.

Sincerely,

Chris Holm
Project Manager

cc: Ethan Meltzer, City of Sacramento Community Development Department

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

www.walksacramento.org

www.sacbike.org

WALKSacramento
909 12th Street, Suite 203
Sacramento, CA 95814
(916) 446-9255

Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
(916) 444-6600