



8/3/2017

VIA EMAIL

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

**RE: Uptown Suites (Z17-154)**

Dear Ms. Lim:

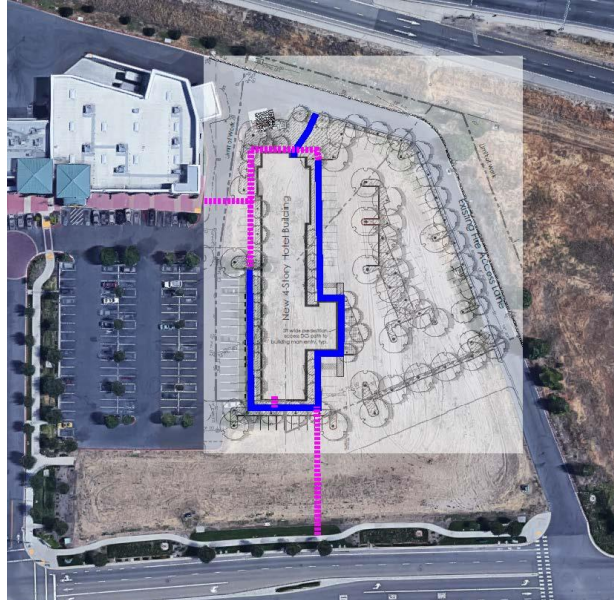
WALKSacramento has reviewed the project routing for Uptown Suites (Z17-154) and we offer the following comments. The project proposes a 131-unit hotel in a four-story building with 148 parking spaces on 2.12 acres. The project site is in the northeast corner of the Shops at College Square, a power center with 177,000 square-feet of retail space within the College Square Planned Unit Development (PUD).

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.

Uptown Suites is proposed for a location within a 5-minute walk of casual and fast food restaurants, personal services, groceries, banking, and childcare, and it's within about a 10-minute walk of the CRC Station (light rail) and a transit center for six bus routes. However, the lack of connected walkways will discourage hotel guests from walking to these nearby destinations, and the design of the stairwells may diminish stair use.

The building standards (Section VI. Q) in the College Square PUD Guidelines requires walkways that are located throughout the PUD and, when feasible, provide connections between adjacent buildings, public sidewalks and bus turnouts. The project has a sidewalk around two-thirds of the building perimeter, and there's only one walkway from the building - a sidewalk from the northern stairwell door to the fire lane driveway at the rear of the shopping center. Since the lobby entrance is at the middle of the building's east-facing side, the doors at the north and south ends of the building are the most convenient places to make connections to adjacent buildings and public sidewalks. **WALKSacramento recommends the project include sidewalks that connect to the closest building in the shopping center and continuous sidewalks around 100% of the building perimeter.**

The diagram on the next page, also included as an attachment, shows the project's proposed sidewalks in solid dark blue and our recommended additional sidewalks in dashed fuchsia. While both the connecting sidewalks and the additional perimeter sidewalks take space proposed for parking, we note that number of proposed spaces (149) is 237% of the City's required minimum (63) and 127% of the ITE recommended number (117).



Hotel guests could also add to their daily physical activity by using the stairs rather than the elevator. Windows at the north and south ends of the corridor on each floor will provide views to the outside that can draw guests towards them, and if the stairwells are pleasantly finished they will be more likely to be used, especially if there's daylighting and views provided by stairwell windows. To further encourage use of the stairs, stairwell access must be convenient for returning hotel guests, so the exterior doors at the ground level need to provide ingress in addition to egress. It appears that the stairwell exit door on the south end of the building doesn't have a stoop or sidewalk. **WALKSacramento recommends that the stairwells have windows, and that guests be allowed to enter the hotel at the stairwells.**

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.

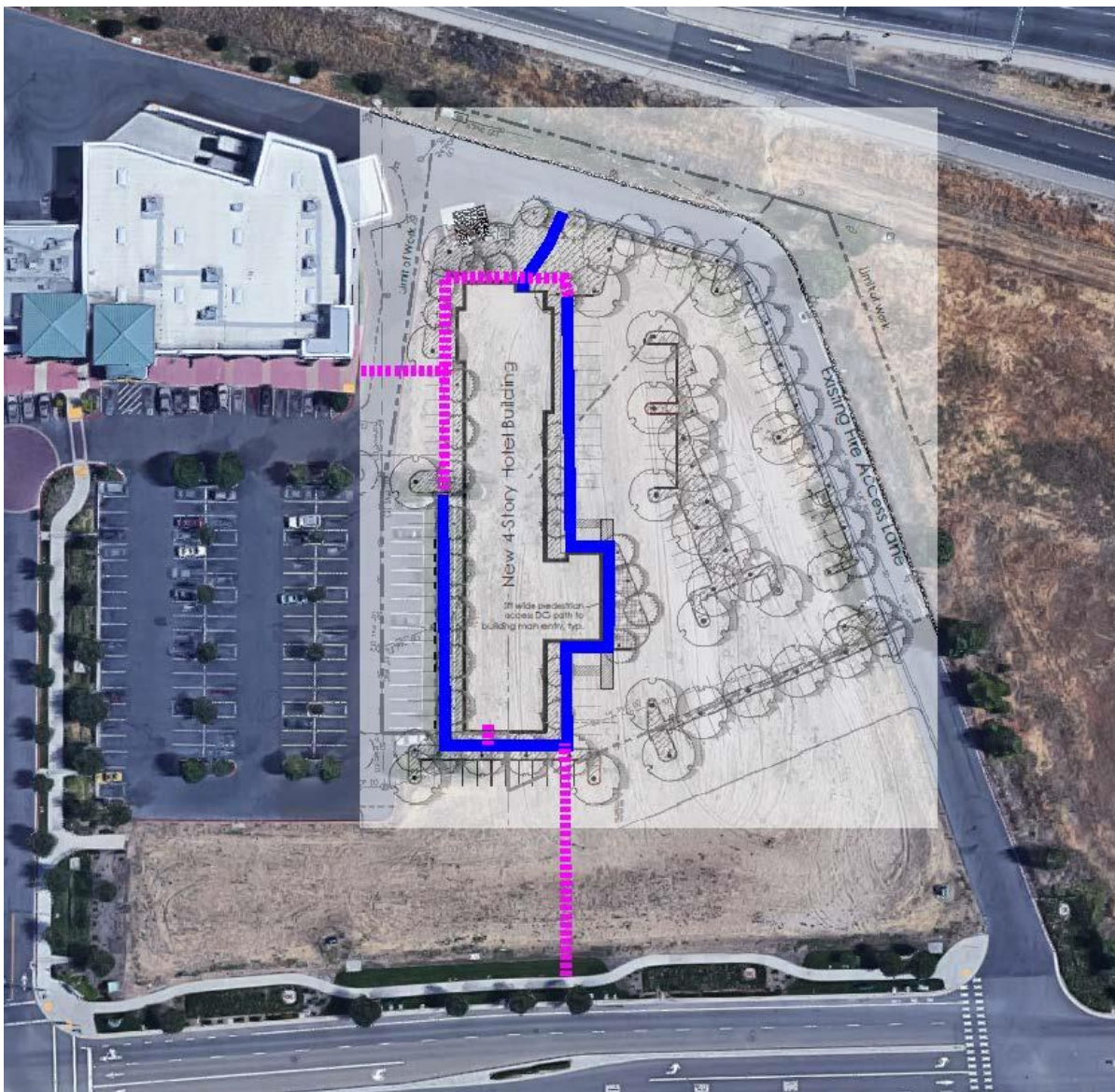
Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me.

Sincerely,

Chris Holm  
Project Manager

Attachment: Development Checklist for Biking and Walking  
Project Sidewalks and Recommended by WALKSacramento

Uptown Suites WALKSac 20170803 Letter



**Aerial image with project landscape drawing superimposed**  
Sidewalks proposed by project in solid dark blue lines  
Sidewalks recommended by WALKSacramento in dashed fuchsia lines

# **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*

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