



11/27/2017

VIA EMAIL

Ethan Meltzer, Assistant Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95814

**RE: Gateway West-Arena Boulevard Project (P17-057)**

Dear Mr. Melzer:

WALKSacramento submitted comments on the Gateway West-Arena Boulevard Project (P17-057) on November 22, 2017. This letter provides additional comments on the site plan.

The 12-foot width of the multi-use sidewalk on Arena Boulevard is appropriate considering the connection it makes between the corner and the bike trail on the eastern side of the project site. **The Arena Boulevard sidewalk approaching the Duckhorn Drive curb ramp should be re-aligned to reduce bicycle speed and risk of pedestrian collision.**

The approach and position of the right-in only driveway on Arena Boulevard may contribute to speeds that are higher than appropriate for crossing the sidewalk, and the proximity to the I-5 southbound off ramp may result in some vehicles approaching the driveway at higher speeds than desired. **We recommend moving the Arena Boulevard sidewalk away from the street** to provide several benefits. Pedestrians would be safer crossing the driveway because the turning movement into the driveway would be completed prior to the sidewalk and vehicles would be moving slower; shade trees could be planted on the south side of the sidewalk to provide better shade for pedestrians and bicyclists; and the sidewalk would no longer be aligned with the Duckhorn Drive curb ramp, which would reduce bicycle speeds approaching the corner.

Access to Building 04 from the crosswalk immediately south of the Duckhorn Drive roundabout is indirect and requires walking north and around the parking area and drive-through lane exit. **We recommend adding a sidewalk and crosswalk at the south end of the parking and delivery staging lot if the crosswalk on Duckhorn Drive is not moved (see our first letter).**

The site plans' illustration of restaurant seating, if accurate, indicates there may be several hindrances to pedestrian movement and/or safety. The dimensioned site plan shows little room for pedestrians around the seating at the southwest corner of Building 04; the bike racks appear to be so close to Building 04 that pedestrian movement along the front of the building will be obstructed by bicycles maneuvering into the racks; and the space between the Building 02 seating and the playground may not be wide enough for a single pedestrian, much less small groups or people walking their bikes. **We recommend revising the plans to provide sufficient pedestrian travel around outdoor seating areas.**

The walkway between the southwest corner of the hotel and the bike trail will provide convenient access to the trail. However, the dimensioned site plan counts the walkway space next to the landscape planter as a parking space so it's not clear whether the walkway will remain. **Parking counts should be corrected to account for the walkway at the southeast corner of the hotel parking lot.**

Guests staying at the hotel could add some physical activity to their day by using the stairs, but there are several elements of the hotel design that will discourage stair use. People will be more likely to use the stairs if the stairwells are conveniently accessible, their presence is apparent, and the environment is pleasant. **We recommend adding a stairwell door at the north end of the hallway on the ground floor;** the current design will require one to exit the building in order to enter the stairwell. Windows at the ends of the hallways not only provide a more pleasant daylit space, but they can also draw people towards them, which is where the stairwells are located in this building. The south end of the hallway has a window on floors 2-4, but the north end doesn't. Daylighting the stairwells would also improve the attractiveness of the stairwells. **We recommend adding windows to the north ends of the hallways and to both 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 don't hesitate to contact me.

Sincerely,

Chris Holm  
Project Manager