



2/14/2018

VIA EMAIL

Gurneet Kaur, Design Review Intern  
City of Sacramento community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, Ca 95811

**RE: Home2 Suites Sacramento (DR17-422)**

Dear Ms. Kaur:

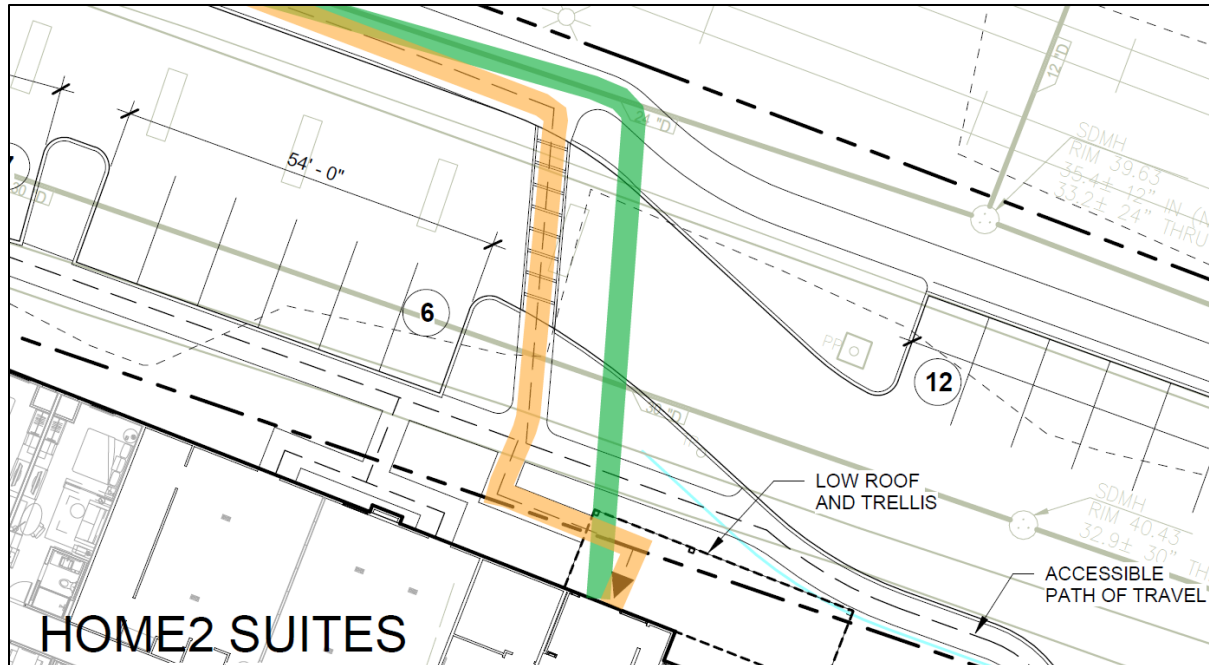
Thank you for the opportunity to review the project routing for Home2 Suites (DR17-422). The Home2 Suite hotel building is proposed to be roughly parallel to the Gold Line light rail, with the closest corner about 60 feet from the 65<sup>th</sup> Street station. The building's proximity to the station could make travel via light rail and bus very convenient for the hotel's guests and employees. We believe the hotel's transit orientation and contribution to daily walking trips could be enhanced if the following recommendations were implemented.

**1. Create a better pedestrian connection between the north entrance and the light rail station.**

The building and site design don't take full advantage of the transit station, an expensive public amenity for which access should be maximized. First, the building elevation on the north side of the hotel facing the light rail station doesn't create much of a visual connection to the station; the façade has little articulation and there's no identifying signage. The glazed double door lobby entrance located next to a set of lobby windows may imply there's an entrance to the lobby, but it will not give the same impression of an entryway that the porte cochère on the north side of the building will convey.

Second, the alignment and width of the walkway to the light rail station is not optimal. The angle at which the crosswalk crosses the drive aisle is acceptable, but its alignment with the lobby entrance is off a bit, and the 4'-width of the sidewalk between the lobby north-side entrance and the perimeter sidewalk is really just wide enough for a person with luggage. As an aside, we're glad to see the presence of a continuous sidewalk around the perimeter of the building. Although the 4.5' width in many places is too narrow for pedestrians with luggage to easily pass one another, the continuity of the sidewalk will provide a safe path of travel from any door to anywhere else around the building perimeter.

To create a stronger connection between the building and the light rail station, we suggest moving the crosswalk to the east and straighten the sidewalk to better align the pathway with the entrance. As an example, use the pathway shown below in green, rather than the site plan pathway shown in orange.



*Path of travel to lobby north entrance. Proposed in orange; suggested in green.*

**2. Add a drive aisle crossing near the northwest corner of the building to provide convenient pedestrian access to the light rail station and 65th Street.**

We hope that many hotel guests will add to their daily physical activity by using the stairs, rather than the elevator, for the start or end of most or all of their daily trips. The stairwell on the west end of the building doesn't have a direct connection to the light rail station, though, and this will require cutting through parking spaces and the drive aisle.

**3. Add a direct walkway to the adjacent future retail site.**

The future retail use may be a common destination to which guests of Home2 Suites and Hampton Inn & Suites will want to walk. Constructing a pedestrian walkway between Home2 Suites and the retail building will provide a safe path of travel as opposed to requiring guests to walk through the parking lots or cross the drive aisle, walk through the 65<sup>th</sup> Street station plaza and cross the drive aisle a second time.

**4. Add windows to the stairwells.**

We are glad to see there will be windows at both ends of the hallways on levels 2-4 in the Home2 Suites building. This provides daylighting of the hallways, and it can draw people down the hallway to stairwell. Windows also provide the opportunity for "eyes on the parking lot," which can enhance security. The stairwells, however, don't have windows.

Daily use of the stairs by hotel guests can provide additional physical activity to maintain personal health. Windows in the stairwells will encourage more use and provide more "eyes on the parking lot." In addition to windows in the stairwells, providing interior finishing at a level comparable to the hallways will also promote more stair use.

**5. Move the "smoke shelter" to the north side of the walkway and increase separation distance.**

The project drawings show a walkway from the west end of the Hampton Inn & Suites building to the parcel line shared with Homes2 Suites. As this wasn't part of the approved Hampton Inn & Suites site plan and, therefore, may not be constructed, yet, we'd like to make a recommendation related to the walkway location and the "smoke shelter."

This new walkway may be used not only by smokers to get to the "smoke shelter," but by hotel guests and employees to walk between the hotels, the light rail station and the future retail. As such, it would be respectful and healthful to separate the walkway and the "smoke shelter" and to place the walkway downwind of the "smoke shelter." We believe that winds are predominantly from the south and southeast, so we recommend placing the walkway on the south edge of the landscape island and the "smoke shelter" on the north side.

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

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](http://www.walksacramento.org)*

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

*[www.sacbike.org](http://www.sacbike.org)*

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