



8/1/2018

VIA EMAIL

Darcy Goulart
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

RE: Towne Place Suites by Marriott Hotel (DD9806)

Dear Ms. Goulart:

WALKSacramento has reviewed the project routing for Towne Place Suites by Marriott Hotel (DD9806) and we offer the following comments to improve the walkability of the project site.

The Towne Place Suites site is one of the best locations available with access to light rail service in Rancho Cordova for new development of a transit supportive use, such as office or hotels. However, the project proposes to virtually ignore the light rail station by setting the building at least 65' from the sidewalk, placing double-loaded parking in front, and directing pedestrians through the area that will have the greatest amount of traffic at the main drive aisle and the middle of the curb-side pullout for check in.

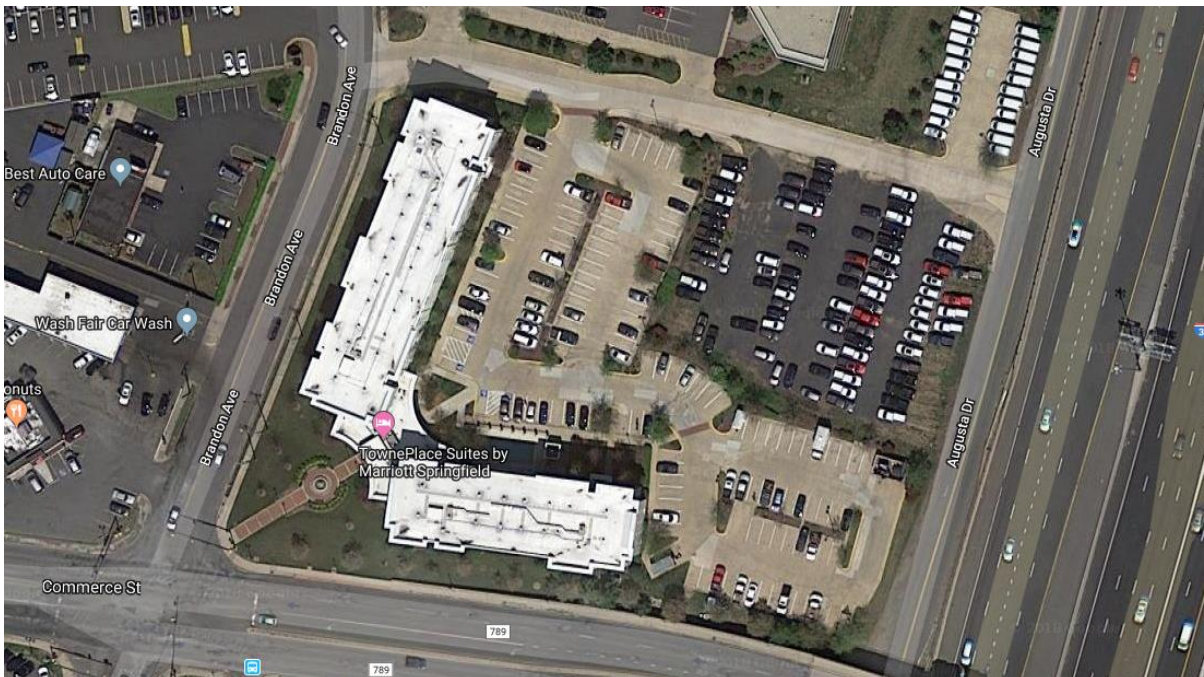
Setting the buildings close to the street would better conform to City of Rancho Cordova General Plan Guidelines and Design Guidelines, and the site and streetscape would be more pedestrian oriented and contribute to greater transit use. Placing the buildings near the street with parking in the back would also match the guidelines for the Sunrise Opportunity Site to the west.

Although the building and site plans proposed for Rancho Cordova are typical for Towne Place Suites, there are examples from across the country where the building is set near the street with a pedestrian orientation. The following images show three existing Towne Place Suites by Marriott sites.

The first example is from Springfield, Virginia. The shape of the site is similar in shape and size to the Rancho Cordova site, and the two adjacent streets are of similar typology to Pointe East Drive and Folsom Boulevard. The corner has a welcoming approach, though it is far from the street, and the main entrance is at the back where all of the parking is located.



6245 Brandon Ave, Springfield, VA

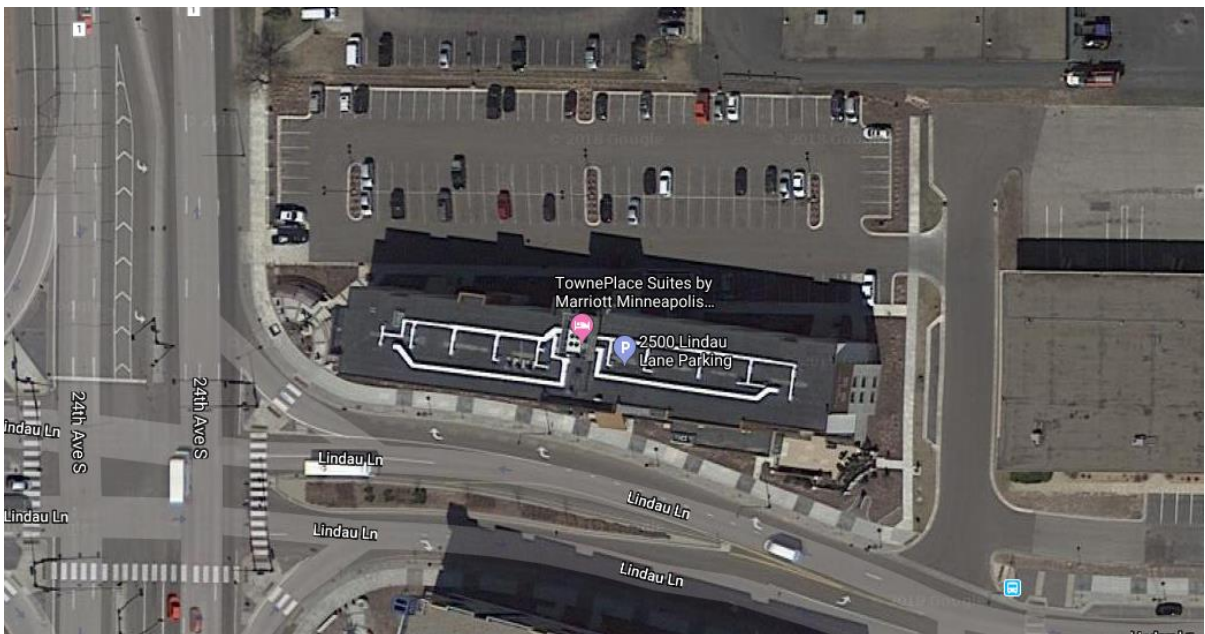


6245 Brandon Ave, Springfield, VA

The second example is from Bloomington, Minnesota. The main entrance is at the back of the building where the parking lot is located, but there is a secondary entrance on the street that's made obvious by the projecting roof over the entryway.



2500 Lindau Ln, Bloomington, MN

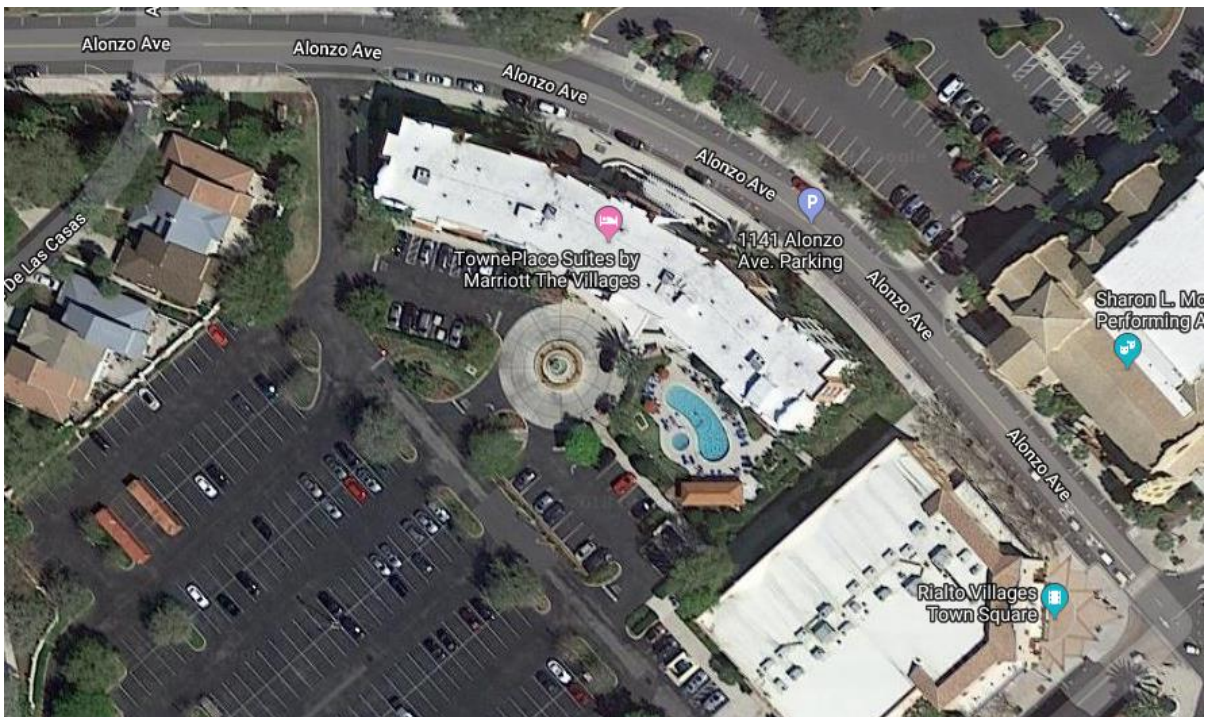


2500 Lindau Ln, Bloomington, MN

The last example is in The Villages, Florida. Of note is the hotel has the main entrance at the rear, but it still provides a welcoming and obvious pedestrian entrance into the building from the street.



1141 Alonzo Ave, The Villages, FL



1141 Alonzo Ave, The Villages, FL

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. A 30-minute walk is about one and a half miles. 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.

WALKS Sacramento 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

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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