



10/25/2021

VIA EMAIL

Jose Quintanilla  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95835

**RE: Tenfold Natomas RFCE (P21-031)**

Dear Jose Quintanilla:

Thank you for routing the Tenfold Natomas RFCE project to WALKSacramento. The project proposes to construct a three-story building having a licensed residential care facility for the elderly (RFCE) with 118 assisted living units and a 24-bed memory care wing on a 4.58-acre site zoned C-1 PUD and designated Suburban Center.

The proposed assisted living and memory care facility is a land use that will be increasingly needed in Sacramento as the population ages, but the location at the southwest corner of Truxel Road and Arena Boulevard is not appropriate considering many of the goals and policies in the foundational 1994 North Natomas Community Plan, the Natomas Crossing PUD Guidelines, and the 2035 General Plan. All three policy documents recognize that the interconnectedness of land use and transit requires each to support the other, and Tenfold Natomas RFCE will not provide the ridership potential envisioned for the project site.

The project site is immediately adjacent to the proposed South Village Center Station and an existing stop for several bus routes. The site, among others along Truxel Boulevard, has been a focus of City policies supporting transit for more than 25 years. The 1994 North Natomas Community Plan included statements such as "Provide commercial sites at transit stations/ stops to make it easier for transit riders to shop on their commute rather than making a separate trip" and "The area around each station will include a variety of land uses at sufficient intensity to provide a ridership base adequate to make the transit system function."

The 1997 Natomas Crossing PUD Guidelines, most recently amended in 2020, states that the Village commercial and EC-65 zoning adjacent to the South Village Center Station "is intended to promote intensive, employee-oriented uses that generate ridership on the light rail."

The updated North Natomas Community Plan in the 2035 General Plan observes that "Land uses must also be planned to provide the ridership base necessary to support a successful transit system that includes Regional Transit light rail, bus transit, and a community shuttle system" and "The community plan encourages land use planning that promotes an interdependence of transit and land use." The interdependence is reflected in policy NN.M 1.7, which states that "the concentration of land uses shall be sufficient to support quality transit service."

Tenfold Natomas RFCE will generate ridership almost exclusively from employee travel. The project narrative states the typical resident will be 80+ years old, and a "full-time driver will coordinate transportation for residents in a five-passenger hybrid town car and a fourteen-passenger van that accommodates wheelchairs." Together, the age of the residents and the

private transportation provided to residents suggests there will be low transit ridership generated by residents. There will be transit trips to and from the site by relatives and friends of Tenfold Natomas residents, but the visits will not occur on a daily basis and their contribution to transit system success will be much less than intended by the Community Plan, the PUD, and the General Plans.

In the event the Tenfold Natomas RFCE project continues the entitlement process, we would like to offer the following recommendations for the proposed site plan.

**Long-Term Bike Parking** Tenfold Natomas RFCE isn't required to provide long-term bike parking for residents if the land use is considered to be "nursing home," and few residents may be expected to have and ride a bicycle. However, employees that want or need to bike to work should be provided parking for their bikes. We suggest applying the "Hospital" use in the City's parking ordinance which requires one long-term space per twenty employees as guidance. We recommend providing five long-term bike parking spaces for Tenfold Natomas employees.

**Short-Term Bike Parking** The project proposes to provide two short-term bike parking spaces, as required for "Nursing Home" uses. Independent living and assisted living residents, i.e. the Tenfold Natomas RFCE residents that don't require the type of care that memory care or nursing home residents need, may be visited nearly as much as residents of multi-unit residential buildings. Since vehicle parking space is provided at the Nursing Home rate of one space for every three beds in nursing homes, significantly more than two bicycle parking spaces should be provided. We recommend providing seven short-term bike parking spaces (one space per twenty units) for independent and assisted living visitor parking.

**Access to Transit** The site plan shows sidewalks within the fenced area of the site that closely parallel the public sidewalk along Arena Boulevard and the public sidewalk to be constructed along the western edge of the light rail I.O.D., but the travel path to the bus stop is indirect. There appears to be an opportunity to add a gate close to the Truxel Road/Arena Boulevard intersection that would create a more direct access route to transit and not require additional ramps to meet ADA requirements. We recommend adding a gate between the internal perimeter sidewalk and the light rail sidewalk near the Truxel Road at Arena Boulevard intersection.

**Visitor Pedestrian Access** Pedestrian gates are at the perimeter of the site, except at the driveway where the gate is set about fifty feet back from the street. We assume the pedestrian gate at the driveway and/or the pedestrian gate at the north end of the "pedestrian drop off & loading" area will be the entry point for pedestrians. We recommend ensuring that pedestrians will have direct access to the lobby to better facilitate and encourage walking trips to Tenfold Natomas by visitors.

**Visitor Bicycle Access** It's unclear how visiting bicyclists will access Tenfold Natomas, but some means of access through the fencing should be provided. If a kiosk with a keypad/intercom is provided for visitors arriving by car, the same should be provided for bicyclists. If the same access control is provided for both autos and bicycles, it should be implemented and located in such a way that bicyclists will feel comfortable using it. We recommend providing signage and pavement markings to direct bicyclists and inform drivers of the shared access.

**Shared Vehicle Parking** Since the land use proposed by the project will not be supportive of transit, the project should share parking with the two commercial parcels at the south end of the project site so more of the parcels can be developed as transit-supportive uses rather than parking

spaces. We recommend designing and designating all or a portion of the parking lot as shared parking.

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 public health and physical fitness, better air quality, a stronger sense of cohesion and safety in neighborhoods, and more sustainable communities and local economies.

Please notify WALKSacramento of future routings or notices for this project.

Sincerely,

Chris Holm  
Project Manager