

Antelope Crossing Transformation Plan



City of
Citrus Heights
September 2012



Fehr & Peers Transportation Consultants
The Practice of Rhett Beavers
BAE Urban Economics
Stonehenge Property Group



ACKNOWLEDGEMENTS

City Council

Jeff Slowey, Mayor

Steve Miller, Vice Mayor

Jeannie Bruins, Council Member

Mel Turner, Council Member

Staff

Henry Tingle, City Manager

Rhonda Sherman, Community and Economic Development Director

Devon Rodriguez, Development Specialist

Colleen McDuffee, Planning Manager

Nick Lagura, Associate Planner

David Wheaton, General Services Director

Stuart Hodgkins, Principal Civil Engineer

Stakeholder Advisory Committee

Barbara Downie, Business Representative

Marci Webb, Property Owner & Business Owner

Earl Goldstein, Property & Business Owner

Dale Covey, Business Representative

Nevin Gill, Business Owner

John Taylor, Resident

Molly Wright, Local Government Commission – Infill Streamlining Program

TABLE OF CONTENTS

Executive Summary **i**

Introduction **1**

Structure of the Report	1
Context of Plan Area	2
Previous Planning for the Plan Area	4
Summary of Community Engagement	5
Community Meetings	6

Principles of Sustainable Revitalization **7**

Mixture/Variety of Uses	7
Encourage All Modes of Transportation	8
Managing Parking	9
Build a Place, Not a Project	9
Ensure Community Support	10
Attract Strategic Retail	10

Existing Conditions **11**

Urban Design	11
Circulation	14
Market Analysis	17

Vision **19**

Short Term	19
Phase I - Medium Term	20
Phase II - Long Term	22
Development Types and Program	23
Circulation Improvements	31
Vehicular Miles Traveled Analysis	33
Guidelines for Future Development	34

Action Plan **39**

Short Term (1-5 Years)	39
Medium Term (5-10 Years)	41
Long Term (Over 10 Years)	44

Appendix A: Shopping Center Conversion Case Studies

Appendix B: Summary of Community Input

Appendix C: Existing Conditions Memo

Appendix D: VMT Analysis

EXECUTIVE SUMMARY

The Antelope Crossing Transformation Plan is the result of a community-led process to develop a long term vision for the Antelope Crossing commercial area. The revitalization of Antelope Crossing is a unique opportunity for the City of Citrus Heights, community members, business owners, and property owners to create a new mixed-used commercial center out of an existing underutilized shopping center.

This Transformation Plan was developed based upon collaboration with the community and a Project Team, which included experts in the fields of urban design, transportation planning, economics and retail development. The community process included working closely with an Advisory Committee, consisting of property owners, business owners, and neighbors, and two community workshops to identify immediate improvements to help promote the existing shopping center, the types of uses and character they envisioned for the Plan Area in the future, and to vet the conceptual vision.

The Antelope Crossing Transformation Plan calls for the revitalization of commercial activity in both the near and long terms, and the creation of an identifiable neighborhood center with a mix of uses and open space in a part of town that is somewhat separated from the rest of the city. A new comprehensive circulation plan is the framework for the vision and includes a number of new well connected pedestrian friendly streets, which replace the existing network driveways and access roads. The Plan also includes the conceptual design of a number of new buildings and open spaces that coordinate with some of the existing buildings to frame the street in order to create an enjoyable public realm. The buildings are designed to house a mixture of uses that are recommended based upon a regional market analysis and community desire. The recommended uses include small scale retail, sit-down restaurants, one and two story office, residential townhomes,

senior housing, a three to four story hotel and various public open spaces. To support the community desire for transit service at Antelope Crossing, land uses on site are transit-supportive, with a mix of uses and a sufficient concentration of employment and other uses required to support transit service.

The vision presented in the following pages represents a compilation of community ideas, both residential, business, property and recommendations by professionals for the future of this site. It is the first of many steps as this Transformation Plan is a non-regulatory plan. The next step for realization of the vision is to translate the vision, goals, and guidelines of the concepts into regulatory policy. This will require changes to the City's current zoning code, including the revision of the Special Planning Area (SPA) Designation in the City's Zoning Code. Once revised, the SPA will be the regulatory document that guides the future development of the Plan Area, this Plan will remain only a vision for the future possibilities of the Plan Area.

Finally, the implementation of this Transformation Plan will ultimately rest in the ability of the City and property owners to band together and put into effect the concepts and visions detailed in the coming pages, and to actively pursue public and private funding opportunities. In the short term, funding will be critical to ensure existing businesses can retain their economic vitality. In the long term, funding is necessary for the physical improvements envisioned that will make Antelope Crossing a place that community members will be proud to call home.

INTRODUCTION

The Antelope Crossing Transformation Project in the City of Citrus Heights was funded by a grant to the City of Citrus Heights from the Sacramento Region Air Quality and Infill Streamlining Program. The goal of the grant program is to help local jurisdictions facilitate community planning projects in infill locations, and improve air quality through land use measures that help reduce vehicle miles traveled. The goal of this project is to revitalize the shopping centers in the short-term, while developing long-term goals that fulfill the Plan Area's infill and Transit-Oriented Development (TOD) potential.

Structure of the Report

The planning process was comprised of three stages and culminated in the creation of this Plan, which identifies a vision for future development for the Antelope Crossing Plan Area. The stages included an existing conditions analysis, the development of a community supported design concept, and the development of this plan. Each of these stages resulted in a number of memos, interim reports, and analyses. The following products are available as Appendices of this Plan:

- **Appendix A:** Shopping Center Conversion Case Studies
- **Appendix B:** Summary of Community Input
- **Appendix C:** Existing Conditions Memo
- **Appendix D:** VMT Analysis

The Plan contains the following seven chapters:

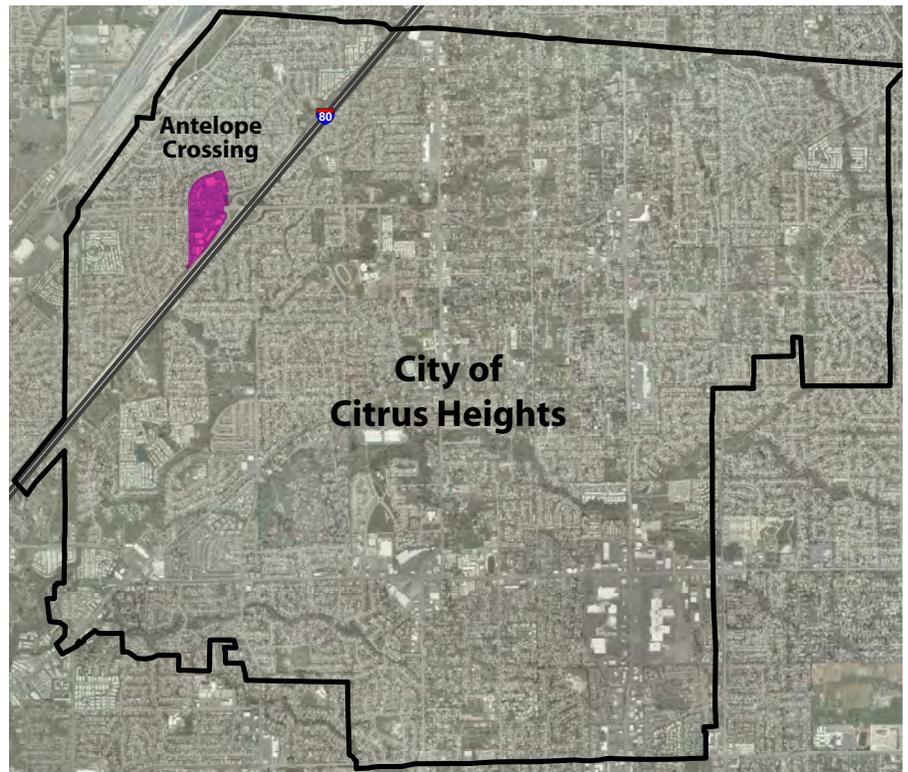
- **Chapter 1: Introduction.** A summary of public outreach efforts and a description of the process of developing plan concepts.
- **Chapter 2: Principles of Sustainable Revitalization.** A summary of the key sustainable principles used to shape the vision.

- **Chapter 3: Existing Conditions.** A summary of the existing circulation, urban design, and market conditions of the Antelope Crossing Plan Area.
- **Chapter 4: Vision.** A discussion of the vision for the Antelope Crossing Plan Area, including a description of the proposed development types, design guidelines for achieving the vision, and potential phasing.
- **Chapter 5: Action Plan.** An implementation strategy that identifies the next steps for working toward implementing the Plan, as well as potential funding sources.

Context of Plan Area

The City of Citrus Heights is a community centrally located in the Sacramento region along Interstate 80 between the cities of Sacramento and Roseville. The City encompasses 14-square miles and is home to a population of 83,301 people. The Antelope Crossing Plan Area is located to the west of Interstate 80, adjacent to the City’s only freeway exit, exit 100.

The Antelope Crossing Plan Area is in the northwestern portion of the City of Citrus Heights and separated from the rest of Citrus Heights by Interstate 80. The shopping centers are the only commercial uses within the City that are west of the freeway. There are multiple, large big box retail shopping centers, which contain a Home Depot and Wal-Mart, located approximately one mile west of the Plan Area within unincorporated Sacramento County. The Plan Area is surrounded by residential neighborhoods that are part of the City of Citrus Heights’ Northwest Neighborhood (Area #1).



Antelope Crossing is in the northwestern portion of Citrus Heights



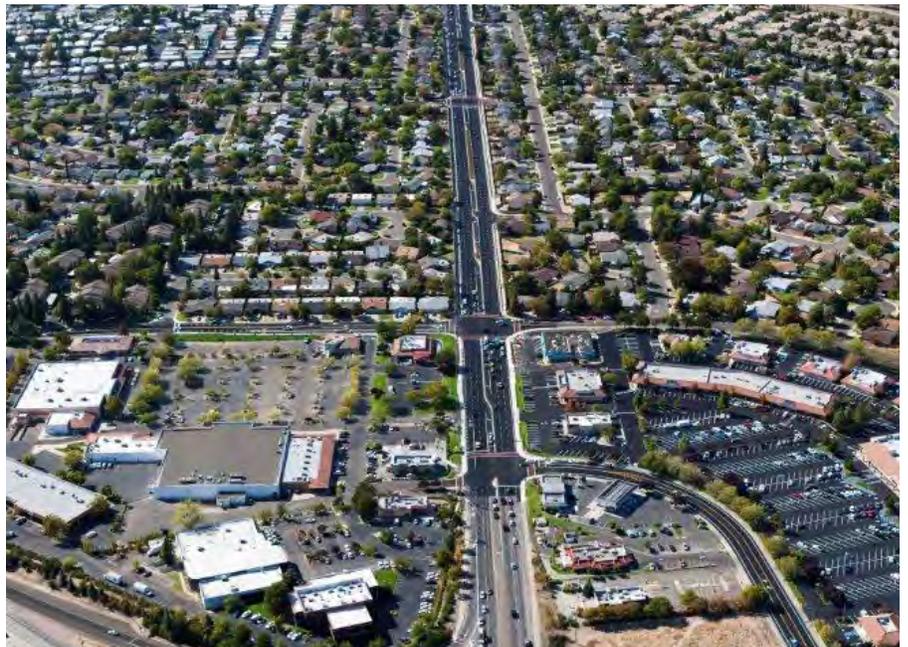
Antelope Crossing Plan Area

Previous Planning for the Plan Area

A number of recent City of Citrus Heights planning efforts that pertain to the Plan Area are discussed below.

Antelope Road Improvements Project

In 2009, The City implemented streetscape improvements along Antelope Road. The project widened Antelope Road between Lichen Drive and Roseville Road/Daly Avenue to accommodate three vehicular traffic lanes in either direction with a center median/turn lane. The full roadway reconstruction included new sound walls; ADA improvements, including new curb ramps and enhanced signal modifications; landscaping; and streetscape amenities.



Antelope Road, looking west from above

2009 Economic Study

At the request of business and property owners, the City spearheaded a planning effort to identify opportunities to increase economic productivity of the shopping centers. The planning effort included community involvement, a retail market analysis, and an analysis of the strengths and weaknesses of the shopping centers.

The study achieved four stated goals: (1) created a group that can speak for the property owners and businesses; (2) selected a name for the area; (3) built an identity and (4) began programming the spaces to bring people into the centers. All four goals were met through a combined effort of the owners, tenants, the City, and the neighborhood association. The Antelope Crossing Business Association is still in effect. The name for the area "Antelope Crossing" was selected by the group from several choices. An identity has been created and branding/signage is now displayed along Antelope Road. Programming, first via a successful Hal-

loween event, is on-going. These initial efforts are considered “first starts” and all four continue to occur. This Antelope Crossing Transformation Plan builds upon this previous effort.

Blight Study

In 2010, the City conducted a blight study in an effort to expand the redevelopment area. The commercial centers at Antelope Crossing exhibited physical and economic blighting characteristics that made it a candidate for inclusion in the Redevelopment Plan Area. The characteristics included position of the buildings relative to the street; limited visibility and access; possible building/tenant space dimensions that do not accommodate contemporary tenant demands; multiple ownership in the south shopping center is an obstacle to development; and abnormally high vacancy rate. Of all the areas evaluated in the Blight Study, Antelope Crossing, was the strongest candidate for redevelopment. City Council was supportive of moving forward to amend the Redevelopment Plan Area to add Antelope Crossing, but at the same time the Governor released his proposal to eliminate redevelopment. Therefore, the project was put on hold until the future of Redevelopment was known.

Infill Streamlining Program Grant

Towards the conclusion of the Blight Study, there was the opportunity to apply to the Infill Streamlining Program. With the background provided by the Blight Study and the excellent location of Antelope Crossing in the region, staff applied for the grant and received first place. The Antelope Crossing Transformation Project was the first project funded under this new grant program.

Summary of Community Engagement

Community participation has been an integral component of the Antelope Crossing Transformation Project. The planning process was developed to create an open, public dialogue to solicit input and build consensus within the community. To ensure that the Plan is consistent with the needs of the community, a Stakeholder Advisory Committee was formed to help guide the planning process. The committee met four times during the development of the plan and made sure that proposed concepts and recommendations were feasible and consistent with the vision of the community. Advisory Committee members included property owners, business owners, and local residents.

Multiple community outreach methods were employed to engage the community in the planning process. The City of Citrus Heights created fliers to invite community members to the workshops, and an active webpage was established with all materials related to the project. The Stakeholder Advisory Committee worked with City staff to spread the word to community members and encourage their participation during the visioning process.

Community Meetings

Community Workshop #1

On Tuesday, January 17, 2012, Community Meeting #1 for the Antelope Crossing Transformation Project was held to review the existing conditions analysis of the Plan Area and discuss potential goals and visions for the area. Approximately 50 people attended the meeting, and the participants were a mixture of business owners, commercial property owners and residents.

The Project Team presented the existing conditions of the Plan Area and gave a brief overview of the potential short, medium, and long term improvement considerations for the Plan Area. After the presentation, community members participated in a large group discussion to share issues, concerns, and visions for the future of Antelope Crossing. With their input, the Project Team developed the Conceptual Transformation Plan.



Community members listen to a presentation in Workshop #1

Community Workshop #2

On Tuesday, April 24, 2012, Community Meeting #2 for the Antelope Crossing Transformation Project was held for community members to evaluate and refine draft land use concepts for the Plan Area. Approximately 40 community members attended the meeting, and the participants were a mix of business owners and residents. The Project Team presented the Draft Conceptual Vision. Community members participated in a design table exercise to evaluate and provide input on the Draft Conceptual Plan. Participants divided into four small groups, with large sheets depicting the draft concept on a Plan Area map, as well as pictures of development type possibilities for the Plan Area. Participants marked up sheets with ideas for Plan Area concepts and identified preferred development types for portions of the Plan Area. Participants then re-convened into a larger group, and spokespersons for each group explained their marked-up maps and presented on their group's ideas and input for the Plan Area concept. These ideas and input provided the foundation for this Transformation Plan.



Community members participate in a visioning exercise in Workshop #2

PRINCIPLES OF SUSTAINABLE REVITALIZATION

While sustainability can mean different things to different people, a core concept can be summarized as: living responsibly and efficiently today with regard for the environment, economy, and society to secure the future maintenance of our planet. The City of Citrus Heights has recently codified its commitment to sustainability through its Greenhouse Gas Reduction Plan, which was adopted with the latest General Plan in 2011. At the local scale, sustainable principles for the future of the City of Citrus Heights aim to make it less dependent on cars so that there are less greenhouse gases in the air people breathe, more economically viable for local businesses, and more livable through the preservation and creation of open space. This belief permeates the Transformation Plan for Antelope Crossing, as the sustainable revitalization of the shopping center presents a unique opportunity to create a future that is beneficial for the City and its current residents and future generations. The following principles act as the guiding light for the future of Antelope Crossing and served as inspiration for the recommendations in this Plan.

Mixture/Variety of Uses

A healthy neighborhood is made up of a mixture of residential development, employment, locally-serving retail shops, and public open spaces. This mix of uses will ensure that a variety of people will be present on the streets during a range of times of the day and week. With more people present, there is constant activity; more interpersonal connections are made, creating a “neighborhood” presence and making a place more pleasant and safe to live. Furthermore, a mixture of uses contributes to long-term economic viability for homeowners and property and business owners. Businesses benefit from increased economic activity when there are more people in an area to support their businesses. Residential areas often have higher property values based upon close proximity to attractive commercial uses. A mix of uses helps to create an environment where it is possible to



A mix of uses provides convenience and activity on the streets

live, work, and perform basic everyday needs in one place within easy walking and bicycling distance, reducing the need to drive.

Encourage All Modes of Transportation

Encouraging all modes of transportation will help to reduce vehicle-dependence and greenhouse gases and will foster an attractive and pleasant environment that is filled with activity on the street level. Streets should accommodate all users, including pedestrians, bicyclists, transit, and vehicles. Particular attention should be given to design streets in a way that makes pedestrians feel welcome and safe; Universal Design Principles, which are philosophies meant to design environments that are inherently accessible to people with and without disabilities, should be implemented to create safe intersections.



Attractive bus shelters and bicycle racks encourage transit and bicycle use



This rendering shows clearly marked crosswalks and bike paths, creating a welcoming environment

Connectivity fosters walking and bicycling, and connectivity is created by developing a fine-grained network of roadways with short, well-connected blocks that disperse traffic and allow pedestrians, bicyclists, and drivers direct access to multiple locations. The roadways in the Plan Area will accommodate cars, have clearly marked bicycle lanes, and have wide pedestrian sidewalks and clear paths to transit. The Plan Area's new internal roadway network will allow for multiple, direct pedestrian routes between destinations.

Additionally, to support transit service, land uses should include a complementary mix of uses, with a sufficient concentration of employment, retail and / or housing. By revitalizing Antelope Crossing and attracting retail, offices and other uses, the Plan can help make uses on the site more transit supportive.

Managing Parking

Reducing the amount of parking spaces can have both urban design and environmental benefits. Too much land used for parking can increase development costs; poorly designed parking areas make walking difficult, and the general appearance can be unattractive, detracting from community character. Additionally, typical parking lot designs can adversely affect the environment, with issues such as stormwater runoff and the heat island effect.

When considering design, parking lots should be located behind or inside structures, not along street frontages. Parking should be provided with a limited number of curb cuts interrupting the sidewalk. When considering the amount of parking, the City should avoid the overprovision of parking, for example by continuing to follow existing maximum parking standards. Additionally, this can be done by encouraging the sharing of parking between adjacent uses, or between uses such as office and residential. Office use has a daytime parking demand and residential use has a nighttime parking demand.

Build a Place, Not a Project

The revitalization of Antelope Crossing should ultimately lead to the creation of an attractive and unique local asset that is both the heart of the neighborhood and an attractive regional destination, rather than merely an updated shopping center. Without sustainable principles in mind to ensure the long term health of the Plan Area, improvements geared toward short term economic benefits will only require constant updating to keep up with competing shopping centers. Antelope Crossing, as a walkable, attractive neighborhood center that is a great place to live and work, has connections to the community fabric, and is being economically viable, is a revitalization model that is sustainable and will benefit the entire community.



A well-designed parking lot, shared between uses



Development should foster neighborhood events



Attractive development and pedestrian amenities enliven this neighborhood



Outdoor dining adds to the overall creation of a "Place"

shared parking

Shared parking reduces the aesthetic, economic and environmental impact of excessive parking by allowing commercial uses to share parking spaces, so uses with different peak hours can reduce their parking requirements and associated costs. Through shared parking offices with high weekday uses can share parking with recreational facilities with high weekend uses, to reduce their parking requirements while still meeting their parking demand.

Parking requirements that are based on peak parking demand dedicate over half of commercially-zoned land to parking. Excessive parking creates pedestrian barriers, urban heat islands, and storm water runoff pollution, and is an inefficient use of valuable land. Construction and maintenance of a single surface parking space costs thousands of dollars, an unnecessary burden on local business owners and developers when the requirements exceed market demand. The Urban Land Institute report Shared Parking presents a range of shared parking methods that have successfully helped communities throughout California, including Chico, Napa, Ventura, Petaluma, Long Beach, Redwood City and others, reduce the high costs of excessive parking (www.uli.org).



Ensure Community Support

The future of Antelope Crossing should reflect the broader community's needs and values. The City and decision makers have already successfully involved the public in the process to inform and build support for the Transformation Plan. Through a series of public meetings and workshops, the City should continue to keep the community informed of development plans, educate the community about benefits and costs of the Plan Area's revitalization, and keep track of local projects. This will ensure that the community expresses its desired outcome, builds support, and achieves consensus.

Attract Strategic Retail

Retail today in the United States is undergoing change, and new types of retail are emerging. There will always be a need for large scale commodity shopping, but this market is dominated by larger retailers such as Wal-Mart and Costco which have nearby locations to Antelope Crossing already. However, as pointed out in the 2011 issue of Urban Land magazine, opportunities exist for specialty retail, where people are spending their discretionary time and income. Antelope Crossing could benefit from steps to make the area more attractive by concentrating neighborhood retail uses around public gathering spaces to draw people from surrounding neighborhoods. A redesigned Antelope Crossing should focus on attracting new uses that could receive needed market support from pass-by traffic on Antelope Road and I-80, and also provides goods and services needed by residents from nearby neighborhoods.



Recent trends in retail development utilize small-scale format surrounded by good pedestrian amenities

EXISTING CONDITIONS

The following section provides a brief overview of existing urban design, circulation, and market conditions. For a more complete discussion, refer to the Existing Conditions Evaluation.

Urban Design

The urban design analysis identifies various aspects of the urban form, including built form, building conditions, connectivity, streetscape conditions, views, and landscape conditions.

Architecture

Most buildings in the Summerhill Plaza Shopping Center (north side) have a cohesive architectural style, appearing to have been built at the same time by the same developer. The single-story buildings are well maintained, which creates a cohesive feel for the shopping center. The architectural style and quality of the existing buildings in the Antelope Plaza Shopping Center (south side) varies and were likely built at different times by different developers. Retail buildings are all single story strip retail format, and there is a lack of cohesive architectural style amongst them.

Vehicular Connectivity

The north side has a clear hierarchy that separates primary customer vehicular circulation from the secondary delivery circulation; it has two primary access points off of Lichen Drive. Within the parking areas, there is a clear differentiation between vehicular travel lanes and parking. The south side does not have a clear circulation pattern and lacks an internal hierarchy of roads. Although the entry to the south side of Antelope Road is the major entry, the roadway leads to the delivery areas of the anchor buildings and the backsides of the adjacent buildings. The road cuts across properties.



Existing typical development style and format



Buildings typically do not have safe pedestrian connections

Pedestrian Connectivity

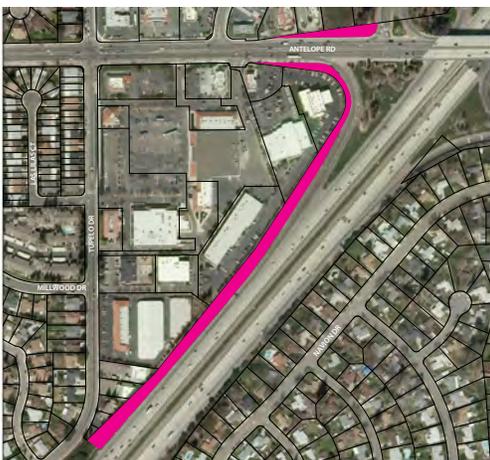
Peripherally, pedestrian connectivity along Antelope Road, Lichen Drive, and Zenith Drive/Tupelo Drive has recently been improved with the installation of new sidewalks and crosswalks on Antelope Road. The pedestrian connectivity within Antelope Crossing’s commercial centers is incomplete. Both north and south sides lack accessible and safe pedestrian connections between buildings and within the parking lots.

Bicycle Connectivity

Class II Bicycle lanes exist in both directions along Antelope Road within the Plan Area. The Class II Bicycle lanes are contiguous along Antelope Road west of the Plan Area. The bicycles lanes do not extend east on Antelope Road onto the freeway overpass, which inhibits bicycle connectivity between the Plan Area and the rest of the City. South of Antelope Road, there are Class II bicycle lanes in the north and south direction on Tupelo Drive. The bicycle lanes do not continue north of Antelope Road on Zenith Drive.



Class II bicycle lanes on Tupelo Drive



Caltrans property along Antelope Road, just west of the I-80 Interchange

Caltrans Property

A portion of Antelope Road and Interstate 80, as it crosses the eastern Plan Area boundary, is fronted by California Department of Transportation (Caltrans) owned property. The Caltrans parcels along the north and south side of the street vary between 3- and 40-foot deep and run approximately 320 to 400 feet along Antelope Road. The City of Citrus Heights does not have jurisdiction over the properties, and as such, it is unlikely that any development would occur on the site.

Visibility

Landscaping along the freeway, which is controlled by Caltrans, is overgrown and limits the visibility of Antelope Crossing from the freeway. The shopping center is not visible from the southbound lanes, except after the interchange has been passed. From the northeast-bound through lanes, Antelope Crossing is generally not visible except for glimpses of structures on the left hand side. Most stores are visible from Antelope Road, and there is signage on both sides of the road. Overall, visibility is limited because of the great distances between the roadway and the building.

Streetscape

In 2009, streetscape improvements were implemented along Antelope Road, including new sidewalks, pedestrian crossings, ADA improvements, landscaping, and bike lanes. The improvements increased pedestrian and bicycle safety, and include a consistent palette of landscape and hardscape materials, which unify the roadway and the adjacent shopping centers.

Landscape Character

Landscaping within the Plan Area is scattered and inconsistent. There is some low, well-manicured landscaping along Antelope Road. There are few trees and little landscaping within Antelope Crossing, except for sporadic trees adjacent to buildings and on tree islands in the parking lots.

Signage

Typically, commercial developments that depend on highway traffic rely on freeway signage, such as large pylon signs, to give passing motorists the knowledge that shopping opportunities exist. This type of signage does not exist for Antelope Crossing; however, one freeway sign is currently allowed by the Special Planning Area Designation. The 2009 Study proposed a location along the freeway property line southwest of Antelope Road. Other recommendations, such as banners on streets, are currently located on light poles along Antelope Road in order to brand the commercial area.



Overgrown landscaping limits visibility of Antelope Crossing from the freeway



ADA accessible facilities on Antelope Road



Antelope Road

Circulation

This section discusses the existing vehicular roadway, transit, bicycle, and pedestrian systems.

Roadway System

Shown in Figure 1, Antelope Road is an east-west six-lane arterial in the Plan Area, and has an interchange with Interstate 80, where it is a four-lane street. Lichen Drive is a curving roadway that runs from Antelope Road to Roseville Road, providing access to the residential neighborhood located north of Antelope Road. Zenith Drive is a north-south two-lane roadway that extends north from Antelope Road to Butternut Drive. Brimstone Drive is a north-south two-lane residential roadway that connects Zenith Drive and Lichen Drive. Access to the north side is available on each of these streets.

Tupelo Drive is a north-south roadway that extends south from Antelope Road to Roseville Road that provides access to the residential neighborhood located south of Antelope Road. Access to the south side is off Tupelo Drive and Antelope Road.

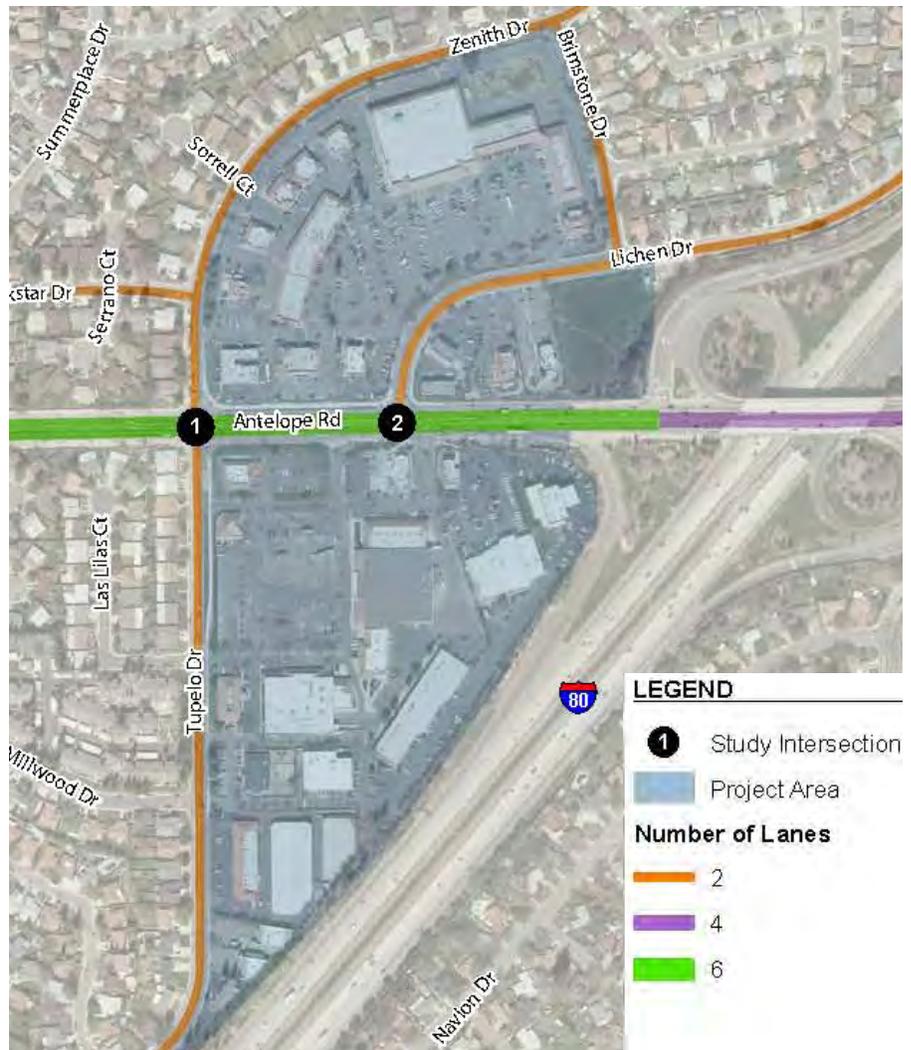


Figure 1
Existing Lane Configurations

Transit

Currently, there are no active transit routes in the project vicinity. There are four existing Regional Transit bus stops within the Plan Area, but service to these locations was discontinued June 20, 2010. Future transit facilities in the Plan Area will require restoration of bus service along Antelope Road, with service between Auburn Boulevard to the east and Roseville Road to the west. Transit service will be restored within the Plan Area beginning September 2012, refer to page 31 for more detail.

Pedestrian Facilities

In general, public sidewalks measuring three to five feet in width are present along all of the Plan Area roadways. However, as shown in Figure 2, these sidewalks are only present around the perimeter of the Plan Area, as there aren't sidewalks within the shopping center. This results in pedestrians walking in informal areas, such as parking lot paths and driveways, for long stretches of the Plan Area. In addition it is difficult for pedestrians to cross over the freeway due to narrow sidewalks and



Bus pull-in along Antelope Road



A pedestrian path connecting the sidewalk to a building

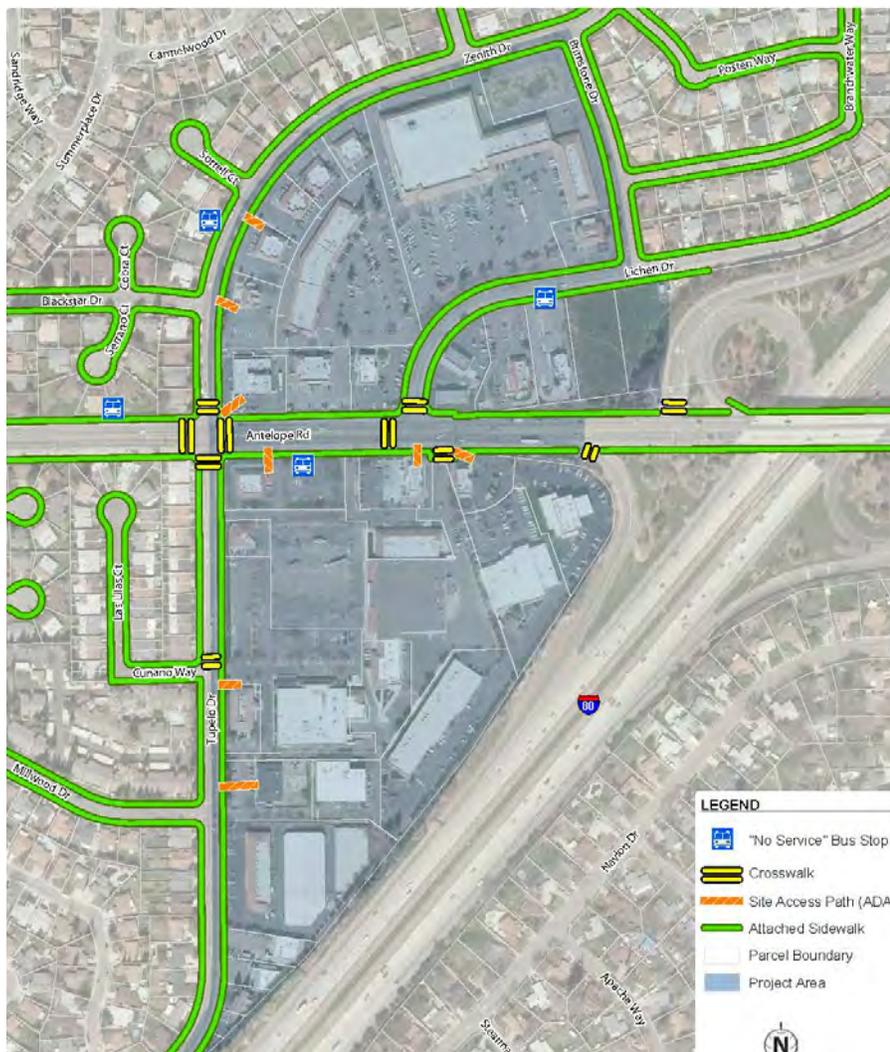


Figure 2
Existing Pedestrian and Transit Facilities

incomplete pedestrian facilities. This limits the ability of pedestrians living east of the freeway to access Antelope Crossing.

Bicycle Facilities

The City of Citrus Heights Bikeway Master Plan, adopted in 2009, identifies existing and planned bikeway facilities in the Plan Area. Bicycle facilities are defined as follows:

- **Class I Bikeway (Bike Path)** – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.
- **Class II Bikeway (Bike Lane)** – Provides a six inch striped lane with a 4-5 foot paved shoulder for one-way travel on a street or highway.
- **Class III Bikeway (Bike Route)** – Is signed and provide for shared use with pedestrian or motor vehicle traffic within the same right-of-way.

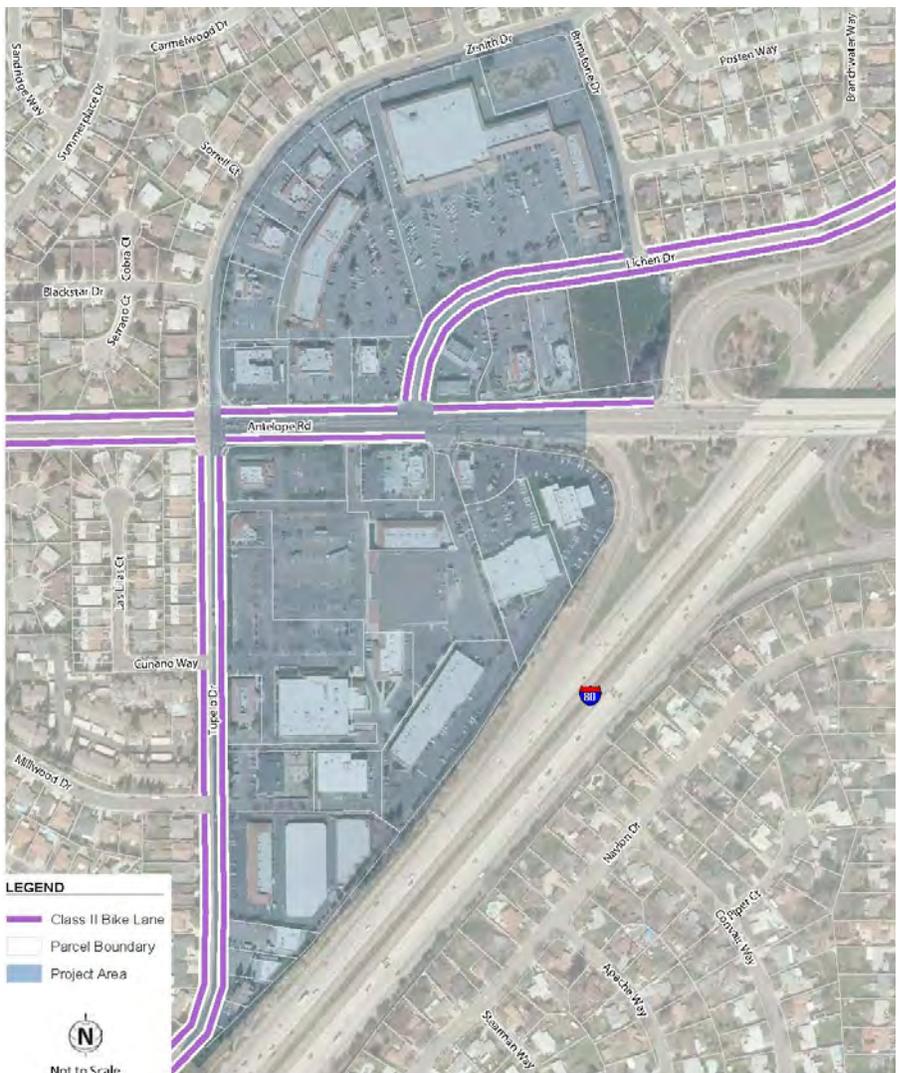


Figure 3
Existing Bicycle Facilities

Figure 3 illustrates existing bike facilities in the Plan Area consistent with the City of Citrus Heights Bikeway Master Plan, City of Citrus Heights General Plan, and field observations. The Plan Area has no Class I facilities. Class II bicycle lanes exist on Antelope Road, Lichen Drive, and Tupelo Drive. There is no bikeway connection over the freeway.

Market Analysis

As part of the visioning project, a market analysis was conducted to evaluate the potential to develop various local and regional-serving retail, office, and lodging uses at Antelope Crossing. The following is a summary of the findings of the report. For a full discussion of market conditions for Antelope Crossing, refer to Appendix B: Existing Conditions Memo.

Office

Offices in Antelope Crossing benefit from a central location within the region and immediate access to I-80. However, the older and increasingly obsolete inventory of office spaces, the lack of a regional market identity or a major employer that could serve as a regional draw, and the lack of highway visibility due to topography and existing landscaping, have made it difficult to secure tenants in a weak economy. Antelope Crossing's low density and lack of amenities reduce the area's attractiveness to potential tenants. The cumulative growth in demand for office space within the I-80 corridor area may be as high as 10 million square feet between 2005 and 2035. While existing vacant office spaces may be able to compete for tenants seeking low-cost space, it is likely that new office spaces in Antelope Crossing would not be competitive given other regional vacancies that would cost below what would be necessary to support new construction.

The exception to this outlook are businesses with a strong affinity for being located in the Citrus Heights area, with specific long-term building needs that could be addressed by a build-to-suit opportunity. In this regard, Antelope Crossing is particularly attractive to regional medical services (an office type that currently exists in Antelope Crossing) and State or Federal government office facilities because these types of users may be attracted to Antelope Crossing due to immediate I-80 access and accessibility to the rest of the region.

Retail

At Antelope Crossing, many basic neighborhood convenience shopping needs are met by the Raley's grocery store, plus other existing retail, services, and fast food. Given the strong senior population in the nearby mobile home parks, Antelope Crossing may support a freestanding drugstore. Due to the competition along I-80 and space constraints, there is not much potential to accommodate regional draw merchants or other big box retail stores.

natural surveillance

Features that make communities walkable also make communities safer. Communities with active, well-used sidewalks and other public spaces deter crime by increasing the chances that crime can be observed with “Eyes on the Street.” Sidewalks with tree shading, good lighting, and other amenities generate activity, and accommodate the public street space to all users, not just those who wish to go unobserved. In contrast, streets fronted by walls or garage doors are isolated, abandoned from community vigilance.

Mixed land uses in proximity, promote walkability by reducing distances between destinations; and they generate activity on sidewalks, streets, and other public spaces at all hours of the day, increasing the vigilance that makes these spaces safer. In contrast, office areas that empty out at night or residential areas that are empty during the day create predictable activity patterns and opportunities for criminals to operate unobserved.

Natural surveillance is a core tenet of Crime Prevention Through Environmental Design (CPTED), developed in studies funded by the National Institute of Justice, Florida State University, the Department of Housing and Urban Development, and the Office of Policy Development and Research, and is promoted by law enforcement agencies nation-wide.



Retail development opportunities in this area should take into consideration the fact that the site’s value as a retail location stems from attracting shoppers who arrive by car, many who would prefer to reduce use of their automobiles. This could be accomplished by concentrating on attractive new uses that markets pass-by traffic on Antelope Road and I-80 that would provide goods and services needed by locals who could be encouraged to walk or bicycle to the site through various streetscape improvements. Additionally, this can be achieved by creating a community focus and concentrating neighborhood retail uses around a public gathering to create a better sense of place for local residents.

Hotel

The decline in business of nearby hotels underscores the tight competition for lodging dollars along the I-80 corridor. However, as the economy rebounds, travel activities will also rise. Construction of new hotels in nearby communities in 2008 and 2009 also highlight that conditions were ripe for the expansion of lodging in the area prior to the economic recession.

There are currently no hotels in the City of Citrus Heights. Once lodging market conditions improve, there may be a potential opportunity for a hotel use in the Antelope Crossing/I-80 district with close proximity, easy accessibility, and visibility from I-80. The type of hotel that would have the greatest synergy with the current and planned future Antelope Crossing environment would be freeway-oriented hotels with amenities and services that cater to business travelers. A site on the south side, where a 3- to 4-story building might be visible to both directions of freeway traffic, would be most desirable.

It is also important to note that the Auburn Boulevard Specific Plan mentions the addition of a hotel. It is unlikely that the market would justify the need for hotels in Citrus Heights at both locations.