

VISION

The following Vision for Antelope Crossing is the result of a collaborative effort between community members, property owners, business owners, and City staff and with the help of expert consultants. Developed through a series of public workshops and committee meetings, the Vision set forth in this chapter establishes initial steps for building and signage improvements that can be implemented in the short term to re-invigorate the area and position it for successful future change. The Vision also outlines a framework for medium and long term development opportunities, streetscape improvements, and open space possibilities to guide the transformation of the Antelope Crossing Plan Area. As previously noted this is a Vision Plan and not a regulatory document, thus the timeline for implementation is intended as a guide and a lot will depend on the economy and the business and property owners. The envisioned time frame for implementing the Vision is as follows: short term 1-5 years, medium term 5-10 years, long term 10-20 years.

Short Term

As the Northern Sacramento Region recovers from the economic impacts of the recession that started in 2008, the Antelope Crossing area can make incremental changes to improve its economic health and appearance. Property owners need to use this Transformation Plan as an inspiration to meet and coordinate efforts. This intermediate phase functions as a bridge between the current state of Antelope Crossing and the Antelope Crossing of the future. After the approval of this Transformation Plan, the City of Citrus Heights planning staff will initiate a process to make regulatory changes, one component necessary to successfully implement the Plan's medium and long term components.

This series of incremental changes will improve and maintain business viability, providing property owners with time to decide if and when they want to rede-



A recently added sign heightens visibility of Antelope Crossing

velop their properties to be in line with this vision. A new, freestanding freeway sign on I-80 with unique design elements that reflect the City of Citrus Heights will increase the shopping centers' visibility to freeway traffic at a large scale. The City of Citrus Heights will encourage the business association and facilitate when possible the development of a proposed freeway sign. Other measures to improve the viability and visibility of the shopping center include landscape maintenance along I-80 and façade improvements of existing business. The City and Business Association will continue to work together to establish a mechanism to host events such as farmers markets to engage the public; generate retail activity; and explore ways to generate revenue to pay for events, landscape maintenance, and façade improvements.

Lastly, bus service will be reinstated along Antelope Boulevard. The reinstatement of bus service promotes the use of alternative modes of transportation to the shopping center and increases the accessibility of Antelope Crossing to a segment of the population who are unable to drive. To continue to support the return of transit, land use must have a critical mass of employment and housing. Incorporating ratios for uses such as residential, office, and retail into the Plan Area will help ensure a transit-supportive balance of housing and employment.

Phase I – Medium Term

In Phase I, significant circulation changes take place that set the foundation for the transformation of Antelope Crossing from an auto-oriented, economically challenged shopping center into a walkable, pedestrian-friendly, and economically viable neighborhood center. As Antelope Road continues to function as a heavily-traversed citywide arterial with a wide right-of-way, Lichen Road, with a narrower right-of-way, functions as the main street of Antelope Crossing, and of the neighborhood, lined with trees and shops. In addition to streetscape improvements on the north side, Lichen Drive is reconfigured to connect into the south side, intersecting Antelope Road at a traditional four-way intersection. On the south side, the extended Lichen Road is a new private roadway with sidewalks, on-street parking, and trees, replacing an existing driveway and naturally breaking up the southern portion of the shopping center into smaller, more walkable blocks. Figure 4 shows the two different ways the intersection can align. In one option, Lichen Drive is moved east to align at a 90-degree angle to line up with the existing entrance of the south side. In another option, Lichen Drive stays at its current configuration, but the entrance and new roadway of the south side is moved west to connect to a four-way intersection. Both concepts are derived from community input and will require further study. The ultimate intersection alignment will depend on further community input and the plans and goals of developers.

This idea of Lichen Drive, including its connection into the shopping center south of Antelope Road, as the spine of a reinvigorated Antelope Crossing is the central



A new grid of streets with trees, benches, and parallel parking in Phase I will make Antelope Crossing more pleasant and walkable

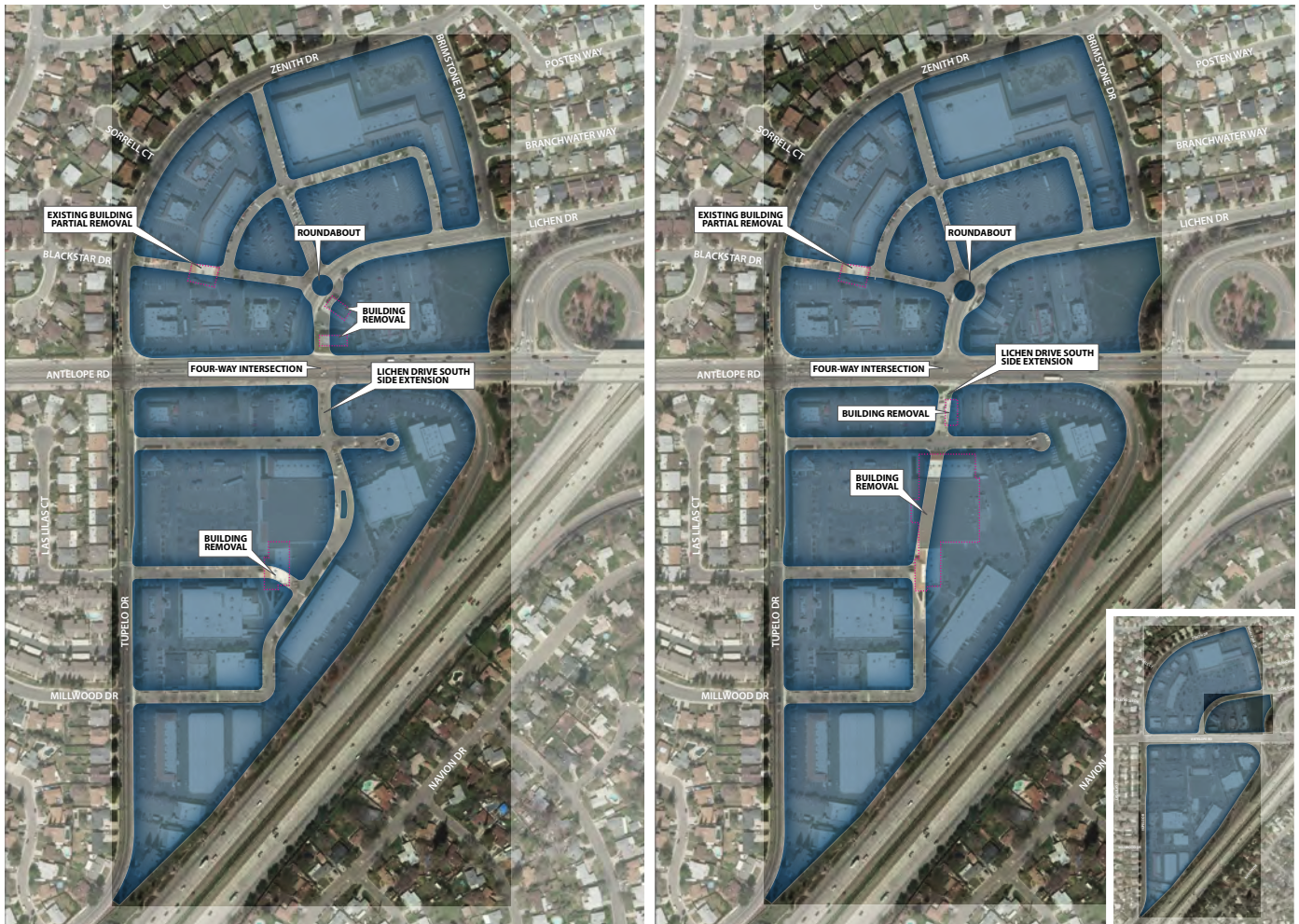


Figure 4
Two Block Pattern Options
After Phase I Circulation
Improvements; Inset shows
existing block Pattern

core of the new circulation system. However, several new internal roadways are also key to providing the skeletal foundation for a network of walkable streets in the Plan Area, providing for direct pedestrian connections between destinations. Several existing private interior parking access roads become similar to public streets that would be privately maintained and part of the shopping center's street network, with traditional streetscape elements such as parallel parking, sidewalks, street trees, and pedestrian amenities. These new roadways extend the public realm—public spaces where people gather and experience the built environment—into the Plan Area, effectively weaving Antelope Crossing and the surrounding neighborhoods together as one continuous neighborhood. As a result, existing businesses that once had their front doors facing long stretches of paved parking areas now open onto sidewalks with benches, street trees, and lamps, and existing parking lots are now buffered from businesses by safe and pedestrian-friendly streets. Traffic calming measures will ensure pedestrian-friendly vehicle speeds, promoting pedestrian safety on site.

On the north side of the Plan Area (north of Antelope Road), a few of the new roadways intersect Lichen Drive, forming a four-way intersection. Instead of a

active communities

How can we design communities that support active, healthy lifestyles? Walkable communities, where residents actually have the option of walking to nearby destinations, support the activity levels required for physical well-being. Residents of walkable communities enjoy significantly more physical activity. According to the Center for Disease Control, physical activity reduces risks for the nation's major diseases: cardiovascular disease, many cancers, and obesity-related illnesses.

What do walkable communities look like? Walkable communities have a mix of complementary uses within walking distance of each other, and safe, comfortable and direct pedestrian routes in between. Residents of walkable communities can walk to meet a friend for coffee, or with their family to dinner and movie night. Residents of walkable communities can walk to the grocery store to pick up a gallon of milk, or some fresh lettuce for dinner. Kids in walkable communities can walk to school, beginning a lifetime of daily activity.



traditional four-way controlled intersection, a roundabout is envisioned here to improve traffic flow and safety, and to create a central focal point for the shopping center. In the south side, these new roadways run perpendicular to and intersect the new privately-owned Lichen Drive extension.

The new circulation network becomes the framework for a more pedestrian-oriented environment, which is activated with new buildings built to the street edge, renovated buildings with entrances re-oriented toward the street, and new public open spaces. On the north side, new townhomes anchor the northeast corner of the shopping center as a natural transition from adjacent residential uses. Where the existing commercial configuration once closed the shopping center off to the surrounding neighborhood, a portion of the existing retail building is removed to allow for a town green, nestled between Raley's, the new townhomes, and new and existing businesses. The building removal and new open space fosters a more dynamic relationship between the surrounding neighborhood, new residential uses, and the businesses. On the south, a sizeable "linear green" open space replaces a currently vacant grocery store and fronts onto the main street, flanked by two, two-story buildings on either side. Ground floor active space, such as restaurants and cafes, activate the green space, bringing a piazza-like atmosphere to the southern portion of the Plan Area.

Phase II – Long Term

Whereas Phase I consists of major circulation improvements with minimal amount of new development, Phase II fills out the framework of new streets with new development, much like the muscles of a skeletal system. On the north side, empty sites are developed with new buildings, and outdated buildings with large setbacks from the street are replaced by new buildings that meet the street edge. Where parking lots, fast food chains, or gas stations once fronted Lichen Drive and Antelope Road, stores, cafes, and restaurants are now built to face the street. New townhomes and open space line Zenith Drive along the northwest boundary of the Plan Area, creating a well-defined edge on this street and improving this part of the shopping center's relationship with surrounding uses.

Prominently-designed buildings with unique corner treatments anchor the intersection of Antelope Road and Lichen Drive, creating a node and gateway for Antelope Crossing. This draws visitors and shoppers to explore Lichen Drive on the north side, as well as its privately-owned extension south of Antelope Road, lined with new stores and offices built to embrace the street, framing the "linear green" open space and development from Phase I to create an unique and dynamic urban environment. Visitors can further explore other parts of the Plan Area, as intersecting new streets lead to new uses such as a senior housing development and a hotel. Development standards allow for transit-supportive land uses, with sufficient concentration of a complementary mix of uses to support transit service.

At full build out, the combination of all the recommended improvements of both phases envisions Antelope Crossing as a compact and walkable neighborhood with a mix of uses that support and build off each other. The vision is predicated on a new framework of streets that accommodate pedestrians and bicyclists as well as motorists. These streets are places of activity, lined with wide sidewalks and trees, and vessels for new pedestrian-scaled and pedestrian-oriented development. A mix of uses, including retail, office, residential, open space, and hotel, are located and clustered around each other to create a convenient and synergistic district that caters to both the local and regional communities.

Development Types and Program

Many of the development types proposed in the long term vision for Antelope Crossing are currently allowed by the City’s Zoning Code. However, the form and scale of such land uses are more compact and the limited land is used more efficiently (reduce parking fields) than what is allowed in current zoning, while some uses are not allowed. In addition, the more compact land use will support the return of transit service to Antelope Crossing. Such changes would require an update to the Special Planning Area Designation, discussed more in the Implementation Section of this Plan. The following is a summary of the types of uses envisioned for Antelope Crossing, and an estimated amount of development in each phase. The amount of new development is based on the Illustrative Plan, seen in Figures 5 and 6, which is a representation of the potential physical build-out of development and streetscape improvements that are envisioned. This is not a regulatory plan and therefore the Illustrative Plan does not dictate the exact location of uses, but instead visualizes the possibilities.

Furthermore, although the vision proposes varying uses, new buildings - regardless of type of use - will have high-quality design that respects the pedestrian, is an asset to the surrounding residential neighborhood, and contributes to the community’s character in a positive way. Currently, existing buildings are constructed in a typical suburban-style format, and lack transparency, articulation, and distinct features that would otherwise add character. New development and revitalized buildings will take a different approach. They will adhere to general design principles, which ensure attractive development; contribute to a walkable neighborhood; and foster a sense of place. Proposed design guidelines are discussed in more detail in later sections.

The development program for the existing site, and phase I and II of the proposed vision are outlined in the table below. These numbers are general estimates of the development types and represent a mixture of uses developed based upon community desire and economic analysis. The development program includes new town-home style housing and senior housing. Although no housing currently exists on the site, the current zoning does allow housing and doesn’t limit the amount that can be on the site.



Figure 5
Phase I
Illustrative
Plan



Figure 6
Phase II
Illustrative
Plan

Table 1
Conceptual
Development
Program

NORTH SIDE	Existing	Phase I	Phase II
Commercial (Retail)	173,000 sf	158,000 sf	177,000sf
Office	15,000 sf	15,000 sf	0
Residential (Townhomes)	0	17 units	44 units
Hotel	0	0	0
Total	188,000 sf	173,000 sf 17 units	177,000 sf 44 units
SOUTH SIDE	Existing	Phase I	Phase II
Commercial (Retail)	242,000 sf	219,000 sf	150,000 sf
Office	51,000 sf	51,000 sf	124,000 sf
Residential (Senior Housing)	0	0	74 units
Hotel	0	0	100-150 rooms
Total	293,000 sf	270,000 sf	274,000 sf 74 units 100-150 rooms



One-Story Retail

As shown in the Illustrative Plan, new retail is focused on major streets, such as Antelope Road, Lichen Drive, and the privately-owned extension of Lichen Drive on the south side, away from existing residential uses. Smaller-scale, locally serving retail, such as pharmacies, grocery stores, sit-down restaurants, and cafes, are envisioned. New retail development is envisioned to share centralized pools of parking coordinated between the property owners to maximize parking efficiency, reduce an overabundance of parking, and allow for best overall site design practices across the entirety of Antelope Crossing. Additionally, newly reconfigured and constructed internal private streets will include on-street parallel parking that can be used for retail uses.



One-Story Office

Like retail, new office uses are focused on streets away from existing residential, and specifically are focused in the southern portion of Antelope Crossing. Building on existing medical-related office uses, new offices envisioned are likely doctors' and dental offices and other associated medical facilities. Other small office uses, such as law or accounting offices, are also appropriate. New retail development is envisioned to share centralized pools of parking coordinated between the property owners to maximize parking efficiency and reduce an overabundance of parking, and to allow for best overall site design practices across the entirety of Antelope Crossing. Additionally, since office workers typically use parking during the day, office development parking should coordinate with adjacent retail uses with a peak nighttime usage, such as restaurants or bars, to share parking spaces. New office uses would also help balance the City of Citrus Heights' residential uses with employment, providing daytime users for local businesses, and may help to reduce vehicle commutes.

Two-Story Mixed-Use Office over Retail

Two two-story mixed-use buildings are proposed in the vision. They are specifically located in the center of the south part of the Plan Area, as a centerpiece of the neighborhood center, anchoring a large open space area adjacent to the main street. The taller height provides a varying roof line along the street, providing visual interest. This building type includes the medical-related office uses described earlier on the second story over retail, and possibly parking on the ground floor. Like other commercial uses in this vision, this development type is envisioned to share centralized pools of parking coordinated between the property owners to maximize parking efficiency, reduce an overabundance of parking, and allow for best overall site design across the entirety of Antelope Crossing.





Two- to Three-Story Townhomes

Medium-density attached residential townhome units with tuck-under parking are envisioned along Zenith Drive, the northern boundary of the Plan Area. With front doors facing the street, the back of the units face onto a private, interior courtyard that accommodates a small open space and private parking. Located along the perimeter of the Plan Area, these townhomes face the surrounding residential uses, which are mostly duplexes and zoned R-10, and provide a buffer to retail and office uses in the Plan Area. The addition of this new type of housing could help rejuvenate the surrounding housing supply. Additionally, new residential uses provide a round-the-clock presence and population that supports new, locally-serving retail uses such as cafes and restaurants. Townhome residents would park in enclosed garages attached to the units, and visitor parking would be shared with nearby retail uses.



Two- to Three-Story Senior Housing

A three-story senior housing complex, either independent or assisted living, is envisioned along Tupelo Drive in the southern portion of the Plan Area. Like townhomes along the north perimeter, senior housing at this location is an appropriate transitional use between existing residential development and retail. This is also an ideal site for senior housing, as senior citizens who have limited mobility are able to take advantage of the proximity of medical office and convenient retail uses. Senior housing typically provides parking on-site either in garages underneath the housing or immediately adjacent. Senior housing requires fewer parking spaces per unit, as seniors typically take advantage of nearby medical and retail amenities by walking. Visitor parking should be shared with retail uses.



Three- to Four-Story Business Hotel

A three- to four-story hotel is envisioned near the on-ramp for I-80, south of Antelope Road in the Plan Area. At this location, this type of hotel would cater to business travelers. The hotel should include a sit-down family style restaurant as a convenient dining option for hotel visitors and the community. Hotel occupancy typically requires dedicated parking for travelers. However, employees and ancillary uses should be encouraged to share parking with nearby uses to reduce the number required.





Open Space and Pedestrian Paths

Three formal open spaces are envisioned to provide places to gather and relax in Antelope Crossing. The “linear green” open space located on the south side and the “town green” open space located in the north side, are envisioned as plaza-like spaces that are activated by adjacent retail that open up onto the spaces. These central open spaces are the hearts of the Plan Area, designed with benches and open space that are used for passive recreation, as well as gathering spaces that could be used for events. The “pocket park” located just west of Raley’s in the northern portion of the Plan Area is more of a smaller-scale park with a playground that could be used by residents of the townhomes and surrounding homes.



In addition to the formal open spaces, there are informal open spaces. Wide sidewalks lined with trees, benches, and other pedestrian amenities not only provide better pedestrian access, but also dedicate more “pedestrian-only” space where cars once roamed and direct pedestrian connections from community spaces to shops, offices, and housing. Where these streets are lined with festive ground floor uses, such as cafes, they provide quasi-public space such as outdoor dining areas. Specially-marked pedestrian paths (not necessarily sidewalks with raised curbs) provide safe, attractive, and dedicated paths of travel through large parking lots to effectively lessen the impact of large parking areas on connectivity, and continue the presence of the public realm.



natural systems stormwater management

Circulation Improvements

The Vision proposes a series of circulation improvements that promote a greater level of walkability, use of transit and bicycle, and a better sense of place.

Transit

Recently, as part of Sacramento Regional Transit District's Transit Renewal program, Route 95 service along Antelope Road will be restored beginning September 2012. An extension of the route will provide access to the Wal-Mart store on Antelope Road. This route will provide bus operation every 60 minutes on weekdays from 6 am to 6pm. In addition to this, Regional Transit is planning to add new demand response service in Citrus Heights. This will allow residents to request to be picked up and dropped off at specific locations, curb to curb, within the City of Citrus Heights. Transit service and related amenities to the site can increase and improve as the area revitalizes and more transit-supportive land uses develop.

Site Access

The proposed circulation improvements create a network of new internal roadways, which in effect are streets and sidewalks within private property. These roadways provide direct access and visibility to businesses by vehicles, pedestrians, and bicycles alike, and create good pedestrian and bicycle connectivity, with direct routes between destinations. Wide sidewalks or multi-use paths adjacent to the roadways create a more walkable and bike-friendly environment, encouraging active transportation modes. Enhanced or decorative crosswalks at pedestrian crossings in and around the site will further encourage safe pedestrian access. The proposed site access and location of new roadways was developed to coordinate with the existing buildings and exterior access points, for the most part. However, in the north side, the new east-west street connecting Blackstar Drive to the roundabout intersection does require the removal of a portion of a building.

Lichen Drive and Antelope Road will align normally at a four-way intersection. A privately-owned Lichen Drive will extend south of Antelope Road connecting to the south side's new internal roadway network, as opposed to the current offset intersection configuration. This allows the intersection to accommodate left, through, and right turn movements on each approach, thus connecting the central access points of the north and south portions of Antelope Crossing. The realignment of this offset intersection will reduce delays for through traffic on Antelope Road by allowing for reduced "all red" signal time and eliminating the need for split phase signal timing. Additionally, pedestrian signalization will provide safe conditions for pedestrians at the intersection.

Roundabout

The vision proposes a roundabout just north of the primary entrance to the north side on Lichen Drive. A roundabout at this location where three streets intersect, allows vehicles to move through Antelope Crossing efficiently by eliminating the

Two techniques for achieving natural systems stormwater management are green streets and bioswales. A green street uses vegetated facilities to manage stormwater runoff from the street at its source. It is a strategy for sustainable stormwater that protects natural resources by using a natural systems approach to manage stormwater, reduce flows, improve water quality and enhance watershed health.



A bioswale is a swaled drainage course, filled with vegetation or compost, designed to remove pollution from surface runoff. They are often used near parking lots, where automotive pollution is collected, to treat runoff before releasing it into the storm sewer. Green streets do double duty: by providing vegetated buffers from the street, they also create safer, more comfortable pedestrian conditions.



roundabouts

Roundabouts are circular intersections that feature a central island and a circulatory roadway, and they can reduce over a quarter of some vehicle emissions, improving air quality. Because vehicles do not have to stop at roundabout intersections, and are instead slowed down as they round the island, they emit fewer emissions at roundabout intersections than they do at conventional intersections requiring a full stop.



In addition, vehicles in a roundabout are all travelling the same direction, reducing or eliminating the opportunities for major collisions. By slowing vehicles down, roundabouts improve air quality without compromising pedestrian safety.



need for each vehicle to completely stop before proceeding. Traffic on Lichen Drive entering and leaving the adjacent residential neighborhood will also continue without the need for a complete stop. Modern roundabouts such as this are gaining acceptance due to air quality benefits (no idling vehicles) and proven safety benefits. The effectiveness of roundabouts is largely attributed to the roadway deflection before the entrance to a roundabout. This curve causes the driver to slow, while providing a clear view of other vehicles in the roundabout, as well as nearby pedestrians and bicyclists at the crosswalks.

The proximity of the roundabout to the intersection of Lichen Drive and Antelope Road is not anticipated to be an issue given current traffic volumes on Lichen Drive, as well as the built-out nature of the neighborhood. However, a full traffic study is recommended to investigate this potential issue, as queuing into the roundabout could occur which would result in potentially unsafe operating conditions. This may be mitigated by coordinating the signalized intersections on Antelope Road and providing half the corridor cycle length at the Lichen Drive intersection. The possibility of queuing into the roundabout could be further mitigated by providing one additional lane at the southbound approach to the Lichen Drive/Antelope Road intersection for additional vehicle storage.

I-80 Interchange

The installation of bike lanes at the Antelope Road/I-80 overcrossing is proposed to promote additional bicycle trips to the site. The interchange improvements are divided into two phases, which coordinate with the phases described previously. Bicycle travel to Antelope Crossing destinations are accommodated with ample bicycle parking on site.

In Phase I, bike lanes of at least five feet in width are striped in each travel direction. This may be accomplished by reconstructing the existing asphalt median and restriping the lanes on the structure. A sidewalk ramp may also be installed upstream of the overcrossing to allow cyclists to exit the bike lane and move to the sidewalk. This will accommodate users not comfortable with sharing the roadway with vehicles.

In Phase II, the overpass is widened to continue the existing three lanes in each direction over I-80, matching Antelope Road west of the bridge. The widening accommodates a 6-foot wide bike lane striped in each direction of travel. This is inconsistent with the current General Plan and will therefore require further study before implementation. Additionally, it will be necessary to modify traffic signals at ramp intersections to accommodate any new lane configurations. A full traffic study will be necessary to determine the potential impacts associated with modifying the interchange. With these improvements, Class I or II bicycle lanes are provided for within ½ mile of plan area.

Vehicular Miles Traveled Analysis

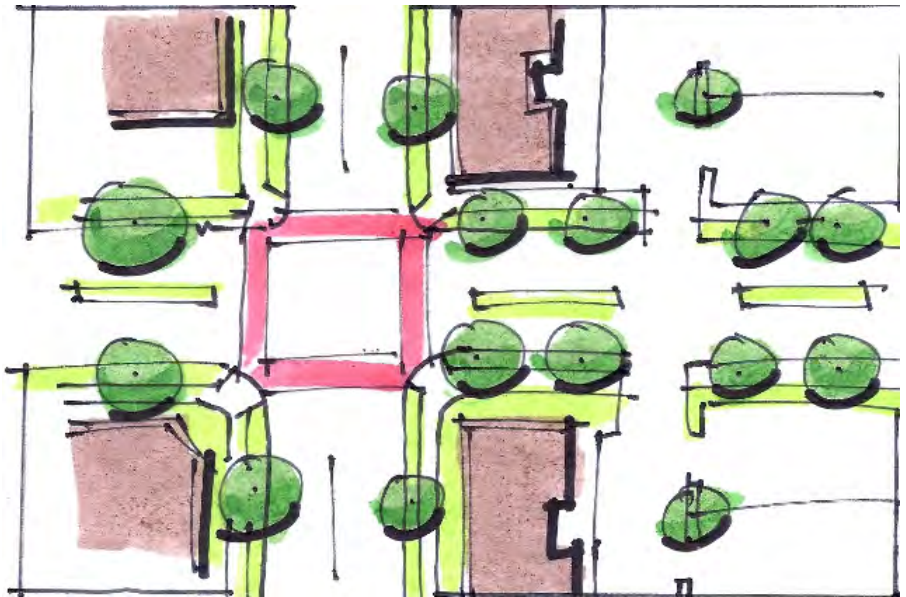
The project's transportation consultant, Fehr & Peers, conducted a state-of-the art mixed-use trip generation model to analyze the potential impact of the proposed development and circulation improvements on "vehicular miles traveled" (VMT), or the total number of miles driven by all vehicles in a given time and place. As greenhouse gases are attributable to vehicular exhaust, lowered amounts of VMT can help reduce greenhouse gasses. The model considers a variety of attributes including density, mix of uses, surrounding land uses, expected household size, vehicle ownership, and transit service. These site-specific variables were put into the model for the Antelope Crossing project for both the existing (baseline) condition, and the proposed (future) Phase II condition. The model estimates that the existing shopping center produces approximately 155,000 daily vehicle miles. The future Antelope Crossing Plan Area is estimated to produce approximately 113,000 daily vehicle miles, resulting in an estimated 27.5 percent reduction in VMT as a result of the development and circulation measures proposed in the vision.

Guidelines for Future Development

The following guidelines are intended to inspire the type of development and streetscape improvements that will ultimately transform Antelope Crossing into a pedestrian-oriented town center. They are established here to ensure that new development in Antelope Crossing corresponds to, supports, and accomplishes the vision in this Plan.

Antelope Crossing should be comprised of a network of walkable, pedestrian-friendly streets, not driveways.

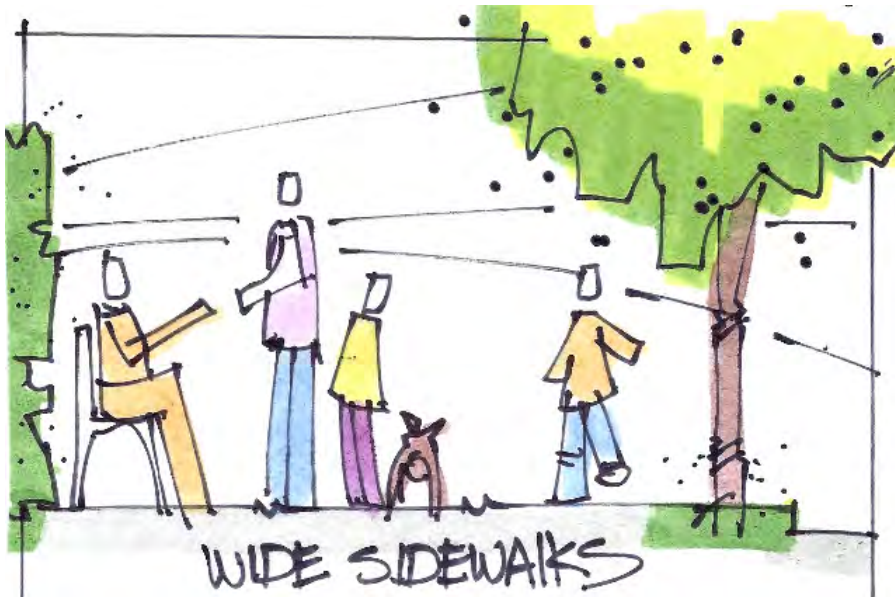
Roads and drives connecting to properties and surroundings should be designed to look and function as public streets, becoming part of the overall grid of streets in the neighborhood.



Streets should accommodate all modes of transportation.

Streets (including existing public streets and new internal roadways) should be designed to be safely shared by motorists, pedestrians, bicyclists, and transit. Connecting new internal streets will provide the skeletal foundation for a network of walkable streets in the Plan Area, with good pedestrian connectivity and convenient routes between community spaces and other destinations. Streets should balance the needs of all users and include elements such as bicycle lanes and bicycle parking, wide sidewalks, slow travel lanes, bus shelters, on-street parking, and street trees. Where possible, traffic calming measures such as bulb-outs and paved crosswalks should be built to further contribute to pedestrian-friendliness.





Streets should serve as public open space—a place to gather and meet—in addition to serving travel.

Streets should be designed to be inviting places for pedestrians and passersby, and contribute to a sense of place of the surrounding environment. Sidewalks should be 6 feet wide wherever possible, and be furnished with pedestrian amenities, such as street trees, seating areas, and pedestrian-scaled light posts. Streets should be designed to integrate “Green Street” innovations in order to reduce, capture, clean and recycle stormwater runoff.



Incorporate plazas and greens as community gathering spaces.

Carved into nooks and crannies, adjacent to development, and activated by cafes and restaurants, plazas and greens should be coordinated with new development and filled with both active and passive recreational areas to provide shoppers, workers, residents, and the public with places to gather and hold neighborhood events.

Buildings should contribute to the overall character of the community.

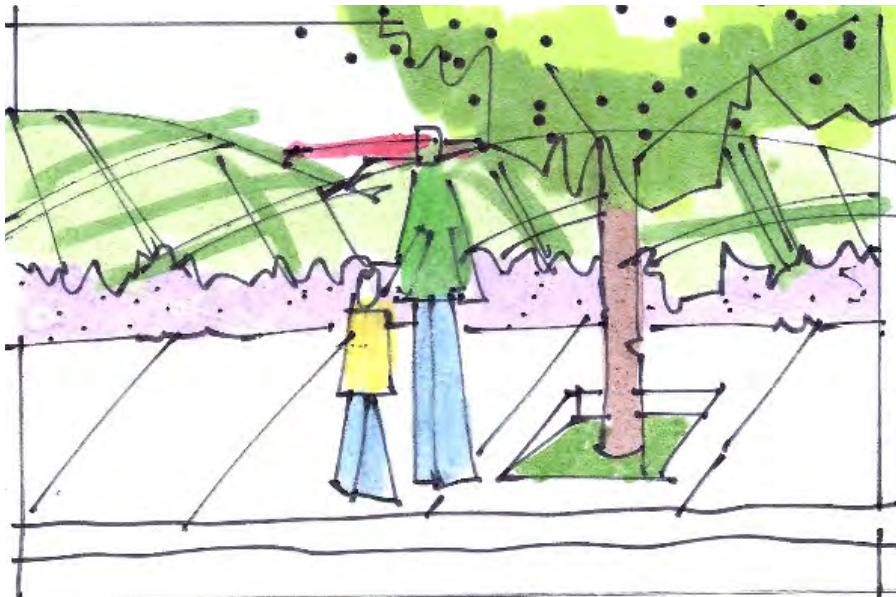
Buildings should be designed to reflect the local vernacular and to respect the existing scale of adjacent and nearby residential buildings. Buildings should be well-proportioned and well-designed, so as not to impose large uninterrupted masses, using features such as set-backs and step-backs, varying heights and materials, vertical architectural elements, and doorways and window bays to add visual interest. The local hot summer climate should be addressed by providing overhangs and porches to provide shade.



Buildings should have a positive relationship with the street.

Buildings should be built to create a consistent building edge along the sidewalk, providing a sense of enclosure and framing of the pedestrian environment. Primary entrances and display windows should front directly onto the street, contributing to an active public realm. The ground floor façades of buildings should include a high percentage of windows and entryways to provide as much visual transparency as possible. Along the street frontage, buildings should not have large stretches of blank wall façade or building frontage that do not have windows or doors. Storefronts should include pedestrian-scaled signage, awnings, and other features that encourage pedestrian activity on the street.





Parking should not be visually intrusive.

Parking should be located to minimize the visual impact. Parking lots should be located behind buildings (with convenient access to streets and storefronts) wherever possible. Large parking areas should be broken up into smaller units. Along streets, curb cuts into parking areas should be limited and should be shared between parking lots where feasible. Parking lots should also be designed with the pedestrian in mind, and should include clearly marked pedestrian paths.



Parking lots should be safe, sustainable, and pedestrian-friendly.

Pedestrian pathways should be coordinated with new buildings and parking areas, and should be clearly marked by color or pavement material. Intermediate pedestrian pathways should be provided where blocks are long and in large parking lots. Pedestrian pathways should be clearly visible and shaded by trees. Parking lots should also incorporate stormwater innovations to reduce the amount of stormwater runoff, encourage stormwater infiltration, and reuse the runoff for landscaping purposes. Overprovision of parking should be avoided, for example by following parking maximum standards rather than parking minimum standards, and through encouraging shared parking of parking between adjacent uses, or uses with different peak hours, such as office and residential.

Signage should be part of a comprehensive program.

Signage will be used to identify and advertise the retail and guide visitors to the site. Antelope Crossing branding and identity signage along the freeway and Antelope Road should be attractive and well-made. Freeway signage should include “City of Citrus Heights” along with “Antelope Crossing” and tenant signage. Wayfinding signage throughout Antelope Crossing should be visually consistent in terms of colors, fonts, and size. It should address pedestrian and vehicular wayfinding. Lighting for all signage should be external fixtures, not internal (cabinet type) lighting.

