

Sunrise Station

Fast Facts

Station Overview

Projected Daily Boardings 676
 Park & Ride Capacity 430

Station Amenities:

Pedestrian shelters, information kiosks, pedestrian bridge, and telephones.

Station Area Characteristics

(¼ Mile Station Radius, 2000)

Resident Population 0
 Median Age n. applic.
 Average Household Size n. applic.
 Population under 18 n. applic.
 Population 65 and older n. applic.
 Median Household Income n. applic.
 Median Family Household Income n. applic.
 Per Capita Income n. applic.

Total Employment 1,573

Station Area Population and Employment Projections 2000-2010

Annual Population Growth Rate 0.0%
 Annual Employment Growth Rate 0.9%

Asking Lease Rates (January, 2001)

Office \$1.43/Sq.Ft., Full Service
 Retail \$1.00-\$1.50/Sq.Ft., NNN,

Recent Property Sales (January – December, 2000)

Vacant Land (1 sale) \$5/ Sq.Ft
 Light Ind. (2 sales) \$16.30/Bldg. Sq.Ft.

Planned Development Highlights

Aerojet plans to sell 2,600 acres for residential development along Hwy 50.

Asking Vacant Land Prices

(January 2001)

Industrial (3 lots) \$4.16/Sq. Ft.
 Commercial (3 lots) \$6.61/Sq. Ft.

Auto Traffic Volumes (24 hour total)

17,718 Folsom Blvd., west of Sunrise Blvd. (1/00)

Sources: Claritas Inc., Sacramento RT, First American Real Estate Solutions Inc., Sacramento County, SACOG, and BAE.

STATION OVERVIEW

The Sunrise Station site is approximately 500 feet east of the Sunrise Boulevard/Folsom Boulevard intersection. The station will have north and south



platforms on each side of the double tracks and will be accessed from Sunrise Boulevard. The Sunrise Station will serve the nearby commercial and industrial properties and the park and ride commuters likely to come from residential neighborhoods north of Highway 50. The Station will have the capacity for 430 park and ride spaces at build-out, which will be constructed in phases in concert with increases in park and ride demand. RT anticipates the Sunrise Station will average 676 daily boardings (weekday) by 2015.

Approximately 1,573 people work within ¼ mile of the station. Baseline SACOG projections indicate employment growth in the Sunrise Station Area (the ¼ mile radius) will outpace growth rates in all other Folsom Line station areas, averaging 0.9 percent employment growth from 2000 to 2010. Conversely, SACOG does not anticipate residential development in the Sunrise Station Area, but that commercial and industrial development will prevail in the Station Area.



The Sunrise Station Area does not contain any residential units, but is predominantly industrial flex space and commercial. At the northeast corner of Folsom Boulevard and Sunrise Boulevard stands a ten-story hotel with smaller motels located directly east of

the property, stretching east of Highway 50. The Sunrise Station Area contains a number of vacant sites south of the proposed light rail station, near Sunrise Boulevard. The vacant parcels are adjacent to light industrial flex space, auto-related retail, and auto service stores. The industrial parcels along Folsom Blvd are primarily small warehouse users that likely occupy less than 25,000 square feet per user. The northwest corner of Sunrise Boulevard and Folsom Boulevard is a smaller four story hotel that stands in front of a neighborhood shopping center. A number of Station Area retail stores sell home improvement related goods that suggest a small home improvement retail cluster. Overall, the Station Area contains a large number of motel and hotel rooms with light industrial and commercial uses distributed throughout.

RT owns a 5.8-acre parcel directly south of the proposed Sunrise Station, between Sunrise Boulevard and Citrus Rd. The lot is planned for park and ride use, and could be designed to allow for transit-oriented development. In the short term, the best opportunity for transit-oriented development at this site would likely be a project to create retail facilities that can attract drive-by traffic as their primary market support but at the same time be designed to allow convenient access for light rail passengers. Over the long-term, redevelopment of obsolescent retail centers could provide an opportunity to incorporate residential and/or offices uses into the area.