

**4<sup>th</sup> Avenue/Wayne Hultgren  
Station Fast Facts**

**Station Overview**

Projected Daily Boardings n. avail.  
 Park & Ride Capacity none  
 Station Amenities:  
 Landscaping, bike racks and lockers,  
 drinking fountains and telephones.

**Station Area Characteristics (¼ Mile  
Station Radius, 2000)**

Resident Population 1,180  
 Median Age 43.9  
 Average Household Size 2.07  
 Population under 18 17.2%  
 Population 65 and older 17.9%  
 Median Household Income \$57,838  
 Median Family Household  
 Income \$68,700  
 Per Capita Income \$34,830

Total Employment 194

**Public Facilities:** C.K. McClatchy High  
 School

**Station Area Population and  
Employment 2010 Projections**

Annual Population Growth Rate 1.8%  
 Annual Employment Growth Rate 0.5%

**Real Estate Market Asking Lease Rates  
(December, 2000)**

Retail \$0.76 Per Sq. Ft., NNN

**Apartment Rents (January, 2001)**

1-Bedrooms \$469/Month  
 2-Bedrooms \$538/Month

**Recent Property Sales (January –  
December, 2000)**

Single-Family (avg.) \$223,600

**Asking Vacant Land Prices**

Residential (2 lots) \$6.00/Sq. Ft

**Auto Traffic Volumes (24 hour total)**

9,050 21<sup>st</sup> Street, north of 4<sup>th</sup> Avenue  
 (9/98)  
 19,310 Freeport Blvd., north of  
 Sutterville Rd. (9/98)

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

**STATION OVERVIEW**

The 4<sup>th</sup> Avenue/Wayne Hultgren Station will be southeast of the intersection of 21<sup>st</sup> and Freeport Avenue within the City of Sacramento. The station will serve the



commercial node that surrounds the station and the residential areas beyond. In addition, C.K. McClatchy High School is approximately three blocks from the station. There are approximately 1,180 residents and 194 employees within the Station Area (¼ mile radius of the station). Station Area residents tend to be older and have significantly higher incomes than both South Line Corridor and Sacramento County residents in general. The Station Area contains a mix of single-family residential and neighborhood commercial. Retail and professional services are available on Freeport Blvd. and 21<sup>st</sup> St. Some of the retail properties along Freeport Blvd. have relatively low floor area ratios and have the potential to be redeveloped for higher intensity uses. The Freeport and 4<sup>th</sup> Avenue neighborhood can be characterized as pre- and post-World War II single-family housing with duplexes, tri-plexes, and four-plexes interspersed.

Sacramento RT purchased the 17,000 square foot parking lot directly adjacent to the proposed station. The parking lot will service the adjacent neighborhood commercial surrounding the station on an interim basis. While plans have not yet been developed for the long-term use of this property, this site could be attractive for small-scale transit-oriented development, particularly if opportunities arise to assemble it with property lying to the south.

This area is one of the most attractive of Sacramento’s traditional residential neighborhoods. This Station Area presents opportunities for creative residential developments that can be marketed to the segment of the population that values this type of location (close in, established neighborhood with pedestrian-oriented retail). Higher density townhomes may present an option to satisfy demand from younger households or empty-nesters seeking homeownership but unable to afford the price of single-family homes in the area. Additional neighborhood-oriented convenience retail targeted to relatively affluent surrounding neighborhoods, and live/work space could also likely find market support. The largest opportunity for future development in this area is the UP railyards property that lies to the east of the station site. While controversial and faced with contamination issues, this site is of sufficient size to support a range of different uses in a mixed-use configuration. Developing the property on the east side of the station site in a transit-oriented configuration that would allow pedestrians to walk more easily from the 24<sup>th</sup> Avenue area to the light rail station also presents a major opportunity to increase the use of the station by residents to the east. Other than this property, BAE did not identify any vacant parcels of significant size in the Station Area; however the small RT-owned parking lot at the station site may be an opportunity. Privately-owned properties immediately south of the parking lot are developed at low intensities (i.e., laundromat, car wash) and if combined with the RT property and redeveloped, they could be of sufficient size to develop transit-oriented development that is consistent with the surrounding neighborhood scale and character.