

Royal Oaks Station

Fast Facts

Station Overview

Average Daily Boardings 282
 Park & Ride Capacity None
 Station Amenities:
 Pedestrian shelters, landscaping, and telephones.

Station Area Characteristics

(¼ Mile Station Radius, 2000)

Resident Population 664
 Median Age 35.7
 Average Household Size 2.10
 Population under 18 28.7%
 Population 65 and older 13.7%

Median Household Income \$12,400
 Median Family Household Income \$14,327
 Per Capita Income \$10,294

Total Employment 818

Station Area Population and Employment Projections 2000-2010

Annual Population Growth Rate 0.12%
 Annual Employment Growth Rate 0.76%

Asking Lease Rates

(May 2001)

Office \$1.58 Per Sq. Ft., F.S.
 Retail \$0.75 Per Sq. Ft., NNN

Apartment Rents (May 2001)

1-Bedroom \$572/month
 2-Bedroom \$763/month

Recent Property Sales

(May 2000 – May 2001)

Office (3 sales) \$107 Per Sq. Ft.
 Retail (2 sales) \$236 Per Sq. Ft.
 Multi-Family (avg.) \$19,850 Per Unit

Asking Vacant Land Prices

Commercial (2 lots) \$5.23/Sq. Ft.

Auto Traffic Volumes (24 hour total)

24,955 Arden Way, east of Evergreen St. (12/93)

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

STATION OVERVIEW

The Royal Oaks Station is located on Arden Way, directly east of Royal Oaks Drive. The Royal Oaks Station Area has the second highest employment density of the northeast stations, from Globe to



Marconi, with an estimated 818 persons working within a quarter mile of the Royal Oaks Station. Sacramento RT does not currently own any parcels other than the land dedicated to the Royal Oaks Station and the light rail tracks. There are two smaller vacant lots near the station that may offer opportunities for retail and residential mixed-use development. RT has plans to purchase additional property next to this station.

Royal Oaks Station is directly north of a two-story office park and only a block away from a U.S. Postal Service distribution center. The office buildings to the south command relatively healthy lease rates which may encourage future private office development within the area. Neighborhoods southwest of Royal Oaks Drive and Arden Way are primarily single-family in character with one multifamily project located on Royal Oaks Drive. North of Arden Way are an assortment of land uses, including single-family units interspersed with light industrial uses and vacant lots. Overall, neighborhoods north of the station area are relatively low in density with smaller sized vacant lots available for sale. In addition to vacant lots, many other sites are underutilized. Parcels adjacent to and north of Arden Way are part of the North Sacramento Redevelopment Area.

The Royal Oaks Station Area contains a broad cross section of land uses and a range of household incomes. Similar to Arden/Del Paso Station, the relatively low incomes do not fully represent the area, as higher income households live just southwest of Royal Oaks Station. The development pattern in this area suggests that in the future, mixed commercial and residential uses would be appropriate on the north side of Arden Way. The southwest quadrant of the Station Area will be most appropriate for lower density residential uses, and the southeast quadrant will be most appropriate for larger scale public and private employment-generating land uses.

Adding more quality housing units that build on the stronger residential areas in the southern part of the Station Area will help to increase market area expendable incomes. In turn, this will help to make the area more attractive for neighborhood-serving retailers. With an already low percentage of family households, this area’s demographics indicate that the area is proving attractive to urban dwellers such as singles and couples without children who should be attracted to the close-in location, and light rail access to downtown. Development of higher-quality convenience retail in the future should make the area more attractive to these types of households. Locations along Arden Way, near the light rail station should be most attractive for neighborhood retail. Retailers in this general vicinity can take advantage of the relatively high drive-by traffic on Arden Way, access to the light rail station, and proximity to the large concentration of employees just south of the station and the residential areas to the north of the station.