

**Swanston Station**

**Fast Facts**

**Station Overview**

Average Daily Boardings	137
Park & Ride Capacity	311
Station Amenities:	
Pedestrian shelters, landscaping, and telephones.	

**Station Area Characteristics**

(¼ Mile Station Radius, 2000)

Resident Population	377
Median Age	34.5
Average Household Size	2.15
Population under 18	28.5%
Population 65 and older	11.7%
Median Household Income	\$11,641
Median Family Household Income	\$12,679
Per Capita Income	\$7,957
Total Employment	1,200

**Station Area Population and Employment Projections 2000-2010**

Annual Population Growth Rate	1.1%
Annual Employment Growth Rate	0.1%

**Asking Lease Rates**

(May, 2001)

Office	\$1.50 Per Sq. Ft., Full Srv.
Retail (1 bldg.)	\$1.00 Per Sq. Ft., NNN

**Apartment Rents (May, 2001)**

1-Bedroom	\$568/month
2-Bedroom	\$711/month

**Recent Property Sales**

(January – December, 2000)

Office (3 sales)	\$107/Sq. Ft.
Multi-Family (avg.)	\$26,015/Unit

**Asking Vacant Land Prices**

Commercial (1 lot)	\$6.36/Sq. Ft.
Industrial (1 lot)	\$3.26/Sq. Ft.

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

24,955 Arden Way, east of Evergreen St. (July, 1998)

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

**STATION OVERVIEW**

The Swanston Station Area is located north of Arden Way between Royal Oaks Station and Marconi Station. The quarter mile radius around the station contains a wide variety of land uses including heavy industrial, commercial, single-family



residential, and multifamily residential. The Swanston Station has the highest employment density of any Northeast Corridor station from Globe Station to Marconi Station. Swanston Station has a landscaped 3.5-acre park and ride lot with capacity for approximately 310 cars.

The existing rail lines divide the Station Area into two distinct areas. The area to the southeast of the rail tracks contains a large six-story office park (USAA) and a hotel. The northwest side contains an assortment of land uses: heavy industrial, mobile home park, commercial, and multifamily parcels can be located within two blocks of each other. Overall, the northwest area is relatively low in density, containing single story buildings with vacant parcels interspersed. In addition to vacant lots, many other sites are underutilized. According to the Swanston Station Area INDEX Plan completed in August 2000, approximately 21 percent of the parcels within approximately a half-mile radius around the station are either underutilized or vacant. The Station Area is part of the North Sacramento Redevelopment Area that Sacramento Housing and Redevelopment Agency (SHRA) formed less than ten years ago.

The City of Sacramento has long-term plans that call for improved street infrastructure and bike lanes to improve bicycle and pedestrian access to the station. In addition, eleven single-family “artist” units are planned for development at Dixieanne, between Oakmont and Cantalier streets. The project, named Surrealestate, will consist of eleven one-story units but will be constructed to allow for lofts on the second story. In addition to Surrealestate, SHRA is in the process of developing affordable two-and three-bedroom townhomes north of Dixieanne. In addition, there is a possibility of adding another station along the Capitol Corridor in the eastern Sacramento area. The Capitol Corridor is a commuter train that runs along traditional rail lines from Auburn to San Jose. While planning is preliminary, the Swanston Station Area has been mentioned as a potential location for the Capitol Corridor Station.

The area has limited nearby services and amenities to attract multifamily housing dwellers but is situated close to large employment generators that are east of the Swanston Station. Overall, while the short-term outlook for new construction is constrained by infrastructure and market barriers, SHRA’s ability to acquire underutilized and vacant land within the Station Area does create the possibility to attract a private developer to build a large-scale project that is able to redefine market conditions. Short-term efforts should concentrate on adding to the supply of quality housing within the immediate area to increase the local market’s purchasing power and the overall pedestrian activity at Swanston Station.