

**Horn Station**

**Fast Facts**

**Station Overview**

Projected Daily Boardings 958  
 Park & Ride Capacity None  
 Station Amenities:  
 Pedestrian shelters, information kiosks,  
 and telephones.

**Station Area Characteristics**

(¼ Mile Station Radius, 2000)

Resident Population 815  
 Median Age 39.7  
 Average Household Size 2.37  
 Population under 18 21.3%  
 Population 65 and older 16.0%

Median Household Income \$38,250  
 Median Family Household Income \$48,182  
 Per Capita Income \$21,360

Total Employment 740

**Public Facilities:** Rancho Cordova Library

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

Annual Population Growth Rate 0.6%  
 Annual Employment Growth Rate 1.2%

**Asking Lease Rates**

(January, 2001)  
 Office \$1.00-\$1.50 Per Sq. Ft., NNN

**Apartment Rents** (January, 2001)

2-Bedrooms \$496-\$535/month

**Recent Property Sales**

(January – December, 2000)  
 Vacant Land \$3.50/Sq. Ft.  
 Single-Family \$140,000

**Asking Vacant Land Prices**

Light Industrial (1 lot) \$5/Sq. Ft.

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

22,859 Folsom Blvd., east of  
 Bradshaw Rd. (11/99)

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

**STATION OVERVIEW**



Horn Station will be located on the south side of Folsom Boulevard, near the intersection with Horn Road. The station site is adjacent to the Old Mills Winery office development. The Horn Station will serve nearby residential areas to the north of Folsom Boulevard and commercial and industrial properties to the south of Folsom Boulevard.

Baseline SACOG projections indicate Horn Station Area employment growth will outpace growth rates in all other Folsom Line Station Areas, averaging 1.2 percent employment growth annually from 2000 to 2010. While RT does not own land in the Station Area other than the station platform parcels, there are several vacant parcels along Folsom Boulevard and immediately to the south that are available for commercial and residential development.

As with many Folsom Line Corridor Station Areas, the Horn Station Area has a bifurcated land use pattern. Parcels to the north of Folsom Boulevard are primarily single-family residential, extending to the American River, while properties to the south of Folsom Boulevard are primarily light industrial and commercial. The Folsom Boulevard corridor itself includes a mix of commercial properties with vacant land interspersed. The industrial/flex buildings, warehouse space, and small office buildings to the south are primarily single-story with low floor area ratios (approximately 0.25 and lower). This type of development pattern extends from the station area south to Highway 50.

The Horn Station lies within the 95827 ZIP Code area. In this area, the overall retail leakage is estimated at \$37 million per year. Selected convenience retail categories with substantial leakage include Grocery Stores, Drug and Propriety Stores, and Eating Places. In the services categories, a significant leakage exists in the Video Tape Rental category, with smaller leakages in the Shoe Repair; Watch, Clock, and Jewelry Repair; and Photofinishing categories.

The Horn Station Area is compatible with the range of uses considered in this study, including residential, office, retail, and community facilities. Given the tendency of this area to have greater proportions of elderly households and small households, this area may not be as conducive to family-serving retail or services as others elsewhere in the Corridor. On the other hand, this area may be attractive as a development site for multifamily housing targeted to the elderly. Both the Rancho Cordova Branch Library, which is located directly across Folsom Blvd. from the light rail station, and the light rail station itself would likely be attractive amenities for elderly residents, who are typically good users of both types of facilities. The large vacant property that lies on the north side of Folsom Blvd. just to the east of the station and which extends back to the American River Parkway appears to offer an attractive site for such a development as well as for non-age specific housing. The leakage analysis for this area indicates potential opportunities for convenience retail and services that could provide good neighborhood amenities for such an elderly housing development as well as for the larger surrounding neighborhood and commercial area.