**DRAFT REPORT**

# RAMSEY STATION
# TOD ANALYSIS

**Prepared for:**

**City of Ramsey**
**Northstar Corridor Development Authority**

**Prepared by:**

**McComb Group, Ltd.**
**Vantage Point Development Advisors**
**Economic & Planning Systems, Inc.**

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# Chapter I

# INTRODUCTION

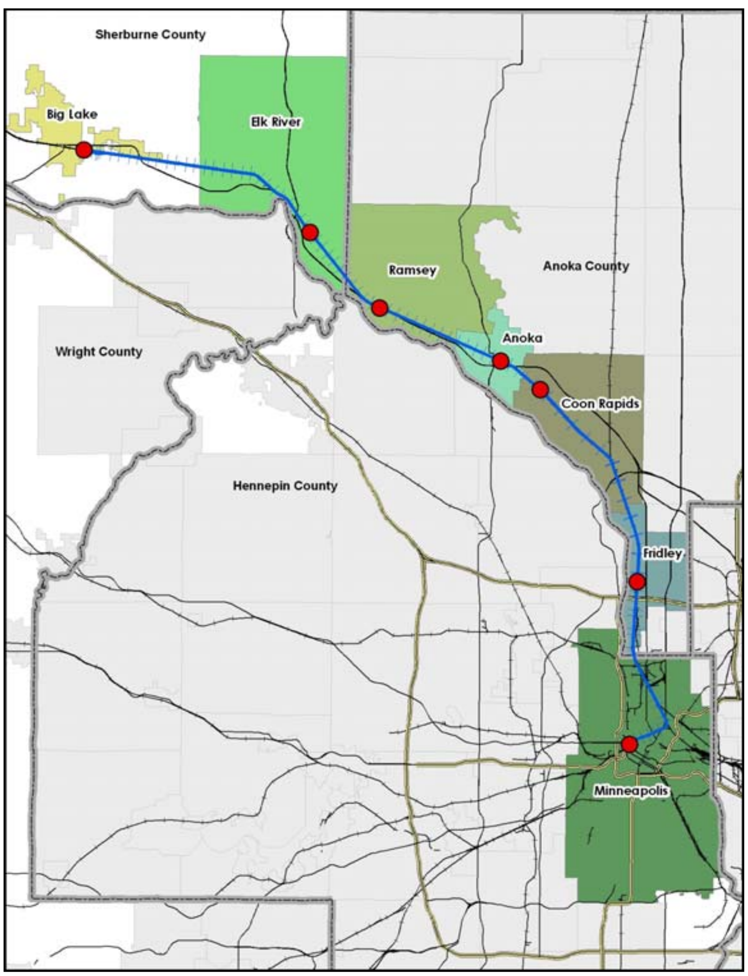
This report summarizes the analysis and conclusions of Vantage Point Development Advisors, LLC, McComb Group, Ltd., and Economic & Planning Systems, Inc. (EPS) regarding the market for transit oriented development (TOD) at the Ramsey Station on the Northstar commuter rail line in the Twin Cities area. The study was completed under a contract with the Northstar Corridor Development Authority (NCDA) with funding provided by the Metropolitan Council through a HUD Sustainability Grant.

## Background

The Northstar Line opened in 2009 with service between Big Lake and Target Field in downtown Minneapolis, Minnesota, a distance of 40 miles, as shown in Figure 1-1. There are seven stations in operation. The line begins at Big Lake with additional stops in Elk River, Ramsey, Anoka, Coon Rapids, Fridley, and Target Field.

**Figure 1-1**

**NORTHSTAR CORRIDOR STATIONS**




Source: Economic & Planning Systems, Inc.

The Northstar Line runs on existing Burlington Northern Santa Fe (BNSF) tracks with five weekday morning downtown inbound trips and five outbound weekday trips. There is one reverse commute trip each day. Daily ridership averages 2,400 riders per day which is below the Metro Transit goal of 3,400 riders per day by 2010 and 5,900 riders per day by 2030. There is limited weekend service as well as extra trips provided for special events such as Minnesota Twins (baseball) and Vikings (football) games.

The $317 million project was built with $157 million in federal transit funds, $97.5 million in state sales tax revenues, and $34.8 million from the Anoka County Rail Authority, $8.0 million from Sherburne County, $5.9 million from the Met Council, and $2.6 million from the Minnesota Twins. A total of $107.5 million was paid to BNSF for a perpetual easement for track rights. The rail corridor continues to be one of the busiest freight corridors in the region with an average of 50 to 60 freight trains per day.

The line is planned for a future extension to St. Cloud, which is an additional 42 miles. It was not included in the original full funding grant agreement with FTA due to cost effectiveness concerns as measured by the costs per new rider. A major cost factor is the need to complete double track rail for a 14-mile segment north of Big Lake.

**Transit Oriented Development**

TOD can be defined as mixed-use residential or commercial development within walking distance of a transit station designed to maximize access to transit and incorporating features designed to encourage transit ridership. A TOD often resembles other activity centers with a greater mix of uses and higher densities than the surrounding market area. TODs typically have the following features:

- **Mix of Uses –** Land uses can be mixed either vertically or horizontally. TOD is most often primarily residential at suburban locations but can have employment and other commercial and retail uses at activity center and downtown locations.

- **Compact Development –** TODs are built at higher densities than the surrounding market area, creating a focal point around a transit station. The density and amount of development are market driven; higher land values support higher development densities and more urban locations support greater amounts of development.

- **Pedestrian Oriented –** The development pattern at TODs is designed to facilitate pedestrian access to and from the station with ample sidewalks, interconnected blocks and streets, and buildings oriented toward the street and parking located in secondary locations.

Stations can be classified according to their transit function and their approximate place in the continuum of urban and suburban development. This continuum ranges from Downtown and Regional Activity Centers areas on the larger and most intense end of the development spectrum to Neighborhood Centers on the smaller end, as shown in Figure 1-2. There are also more specialized single use centers such as hospitals or major sports complexes. The mix of uses varies by type and locational setting; however, the larger, more intense urban centers tend to be higher density and contain more employment uses while smaller centers tend to contain lower densities and a greater proportion of housing.

**Figure 1-2**

**NORTHSTAR LINE STATION TYPOLOGY**

| | Station Type | Residential | Commercial/ Employment | Scale | Transit System Function | Corridor Example |
|---|---|---|---|---|---|---|
| More Commercial/ Employment | Downtown / Central Business District | Urban multi-family and loft | Major employment center. Full range of office, retail, entertainment, and services. | High rise: 5 stories and above | Major regional destination for employment, shopping, and entertainment. Numerous and frequent multimodal connections (bus, light rail, streetcar). | Target Field |
| | Activity Center | Multi-family and townhome | Employment emphasis, with more than 250,000 office & 50,000 sq. ft. retail | 5 stories and above | Sub-regional destination. Some park-n-ride. Linked with district circulator transit and express feeder bus. | N/A |
| | Urban Center | Multi-family and townhome | Predominately commercial. More than 100,000 sq. ft. of retail. More retail than office. | Less than 4-5 stories | Sub-regional destination. Some park-n-ride. Linked with district circulator transit and express feeder bus. | Coon Rapids |
| | Commuter - Employment Emphasis | Multi-family, townhome, small lot single family. May be more than ¼ mile from station. | More employment than residential. Mix of office, service, and retail uses. | Less than 4-5 stories | Primarily park-n-ride. Employment and commercial development is compatible with transit, but not dependent on transit service. | Anoka |
| More Residential | Commuter Town Center | Multi-family, townhome, small lot single family in closer proximity to station. | Significant retail and mixed use possible based on size of trade area and market conditions. | Less than 4 stories | Greater TOD potential. Also has large park-n-ride with local and express bus connections. Can be an end-of-line station. | Ramsey |
| | Main Street | Multi-family | Main street retail infill | Less than 4 stories | Bus or streetcar corridors. Walk-up stops. Limited transit parking. | N/A |
| | Commuter – Residential Emphasis | Multi-family, townhome, small lot single family. May be more than ¼ mile from station. | Limited retail and service uses serving station and surrounding neighborhoods. | Less than 4 stories | Large park-n-ride. May have additional feeder bus and express bus connections. | Elk River Big Lake |
| | Neighborhood | Multi-family townhome, small lot single family | Predominately residential with limited neighborhood serving commercial (less than 50,000 sq. ft.) | Less than 4 stories | Neighborhood walk-up station. Small or no park-n-ride. Local bus connections. | Fridley |
| Special Uses | Campus/ Special Events Station/ Regional Activity Center | Limited multi-family | Institutional, entertainment, limited office and retail. | Varies | Large commuter destination. Large parking reservoirs to serve activities, not necessarily for transit. | N/A |

The presence of transit at a station location can have a positive effect on market and development potentials in the immediate area because transit improves the regional accessibility of the station area properties, which has a positive impact on property values. These higher land values can support higher development densities and in some cases a different mix of land uses in much the same way as property adjacent to a highway interchange is different from development farther away. However, the presence of transit alone <u>does not</u> translate to greater development potentials. There are other key economic requirements impacting TOD, including:

- **A Positive Market –** TOD cannot overcome other negative local or national real estate market conditions, including negative household or employment growth, declining building and land values, or the lack of conventional development financing.

- **Supportive Public Policy –** In order for a TOD activity center to be built, the local jurisdiction needs to provide a planning framework and zoning that allows for the type, mix, and density of development supportable by the market and desired by the community.

- **Realistic Expectations –** TOD can alter the location, density, and form of development within a market area. It can have a positive impact on the development capture of a city or sub-region. However, it cannot by itself create the demand for net new development within the larger region.

TOD also requires a commitment to a long-term development plan. Historically TOD does not occur until the transit investment is in place and provides a high level of accessibility that is generating high levels of ridership. In all but the most robust real estate markets, a TOD plan will take 20 or more years to become a significant activity center.

### Commuter Rail vs. Light Rail

Commuter rail differs from light rail or heavy rail in terms of its characteristics and markets served; similarly TOD opportunities associated with commuter rail also have some important distinctions. Commuter rail is most often passenger transit service utilizing diesel or electric propelled trains on existing track and/or right-of-ways utilized by freight or other passenger trains. It generally provides frequent peak-hour service and work trip oriented service of longer distances, typically 20 miles or more, with longer station spacings of two to five miles.

Until recently, commuter rail systems were only found in the largest metropolitan areas including Boston, Chicago, Montreal, New York, Philadelphia, San Francisco, and Toronto. These systems are made up of multiple commuter rail lines and connect to light rail, heavy rail, and subway systems. The number of destinations that are accessible from these older systems is much larger than some of the newer systems. In the last 20 years, commuter rail lines have been developed in the next tier urban markets including Albuquerque/Santa Fe, Dallas, Los Angeles, Miami, Minneapolis, Portland, and Seattle, as shown in Table 1-1. These newer systems are generally single corridors rather than components of a larger system and have less than 10,000 average daily riders.

Table 1-1

U.S. COMMUTER RAIL SYSTEMS RANKED BY RIDERSHIP

| Rank by Ridership | System | Major Cities Served | Average Weekday Ridership | Route Miles | Stations | Year Opened |
|---|---|---|---|---|---|---|
| 1 | Long Island Rail Road | New York | 352,000 | 700.00 | 124 | 1836 |
| 2 | Metra | Chicago | 304,700 | 495.00 | 240 | 1984 |
| 3 | Metro-North Railroad | New York | 298,500 | 384.00 | 120 | 1983 |
| 4 | New Jersey Transit Rail | New York.Philadelphia | 276,459 | 951.00 | 162 | 1983 |
| 5 | MBTA Commuter Rail | Boston | 130,600 | 368.00 | 133 | 1973 |
| 6 | SEPTA Regional Rail | Philadelphia | 127,200 | 289.00 | 150 | 1983 |
| 7 | Caltrain | San Francisco/San Jose | 41,400 | 77.00 | 32 | 1987 |
| 8 | Metrolink | Los Angeles | 39,600 | 512.00 | 55 | 1992 |
| 9 | MARC Train | Baltimore/Washington D.C. | 33,700 | 187.00 | 43 | 1984 |
| 10 | Virginia Railway Express | Washington D.C. | 19,200 | 90.00 | 18 | 1992 |
| 11 | Tri-Rail | Miami | 163,300 | 72.00 | 18 | 1987 |
| 12 | NICTD South Shore Line | Chicago | 12,100 | 90.00 | 20 | 1903 |
| 13 | Sounder Commuter Rail | Seattle/Tacoma | 10,100 | 80.00 | 9 | 2000 |
| 14 | A-Train | Denton | 8,600 | 21.00 | 6 | 2011 |
| 15 | Trinity Railway Express | Dallas/Fort Worth | 8,200 | 34.00 | 10 | 1996 |
| 16 | UTA FrontRunner | Salt Lake City | 5,800 | 44.00 | 8 | 2008 |
| 17 | NCTD Coaster | San Diego | 5,000 | 41.00 | 8 | 1995 |
| 18 | New Mexico Rail Runner Express | Albuquerque | 3,900 | 97.00 | 13 | 2006 |
| 19 | Altamont Commuter Express | San Jose | 3,000 | 86.00 | 10 | 1998 |
| 20 | Shore Line East | New Haven | 2,200 | 59.00 | 13 | 1990 |
| **21** | **Northstar Line** | **Minneapolis** | **2,000** | **40.00** | **6** | **2009** |
| 22 | Capital MetroRail | Austin | 2,000 | 32.00 | 9 | 2010 |
| 23 | Westside Express Service | Beaverton | 1,600 | 15.00 | 5 | 2010 |
| 24 | Music City Star | Nashville | 1,000 | 32.00 | 6 | 2006 |

Source: Economic & Planning Systems, Inc.

## Commuter Rail TOD

Commuter rail TOD opportunities are also different than those associated with light rail or heavy rail systems due to its more limited scope, both in terms of frequency of service as well as the portion of the region that easily can be accessed by transit. Both factors limit the accessibility premiums that translate to increases in real estate market demand and higher land values. The nature of the commuter-freight rail corridor can also be less compatible with adjacent TOD. The sound levels associated with diesel locomotives and horns are louder, there are often larger transit parking fields, and the frequency of freight rail trains all creates land use impacts that are less compatible with residential and office-based employment development. The existing land development pattern in commuter rail corridors is also often not compatible with TOD, as it can include manufacturing and distribution uses requiring direct rail service as well as other heavy industrial uses which have located near like uses and away from residential and community serving commercial uses.

Despite these limitations, there remains a great deal of interest in TOD at commuter station locations, and in particular on these newer lines where the land use and development pattern is less fully built out. There are a number of principles that apply to capitalizing on TOD opportunities at commuter rail station locations. A station area plan is key as it provides direction for the preferred land uses to be developed within a station influence area over a long-term time horizon of 20 to 25 years. The typical area of influence is approximately a half-mile radius modified by logical roadway and geographic features. In addition to the land use element, the plan should be grounded by a market study that identifies the potentials for TOD land uses.

It should also contain an infrastructure needs analysis, redevelopment strategies, and recommendations for changes and incentives to encourage TOD. The TOD plan allows a municipality to address the individual characteristics and market opportunities and constraints of individual station locations and settings.

**Application to Northstar Corridor**

The Northstar Corridor stations have a wide range of land use and development conditions. At greenfield station locations, the land use development opportunities are constrained primarily by the depth of the market for higher density development uses, whether residential or employment. How close development takes place to the station will be a factor or the intensity of train activity and the tolerance of the market for living or working next to these uses. In general, urban populations have a higher tolerance for “all things urban,” mixed uses, densities, and noise.

At commuter rail stations where existing industrial uses prevail, the community needs to consider a number of additional factors when implementing a TOD plan. Most industrial uses are not considered ideal TOD uses because the employment density (number of employees per acre or per square foot) is not very high, resulting in little impact on transit demand and usage. However, these industries are often important to the city’s employment base; hence it makes little sense to try to relocate them at least until there is a land constraint in the area. The cities should apply the same principles that it would in any other redevelopment setting by concentrating on parcels that have a potential to be redeveloped to higher value uses including vacant land and buildings and other outmoded space.

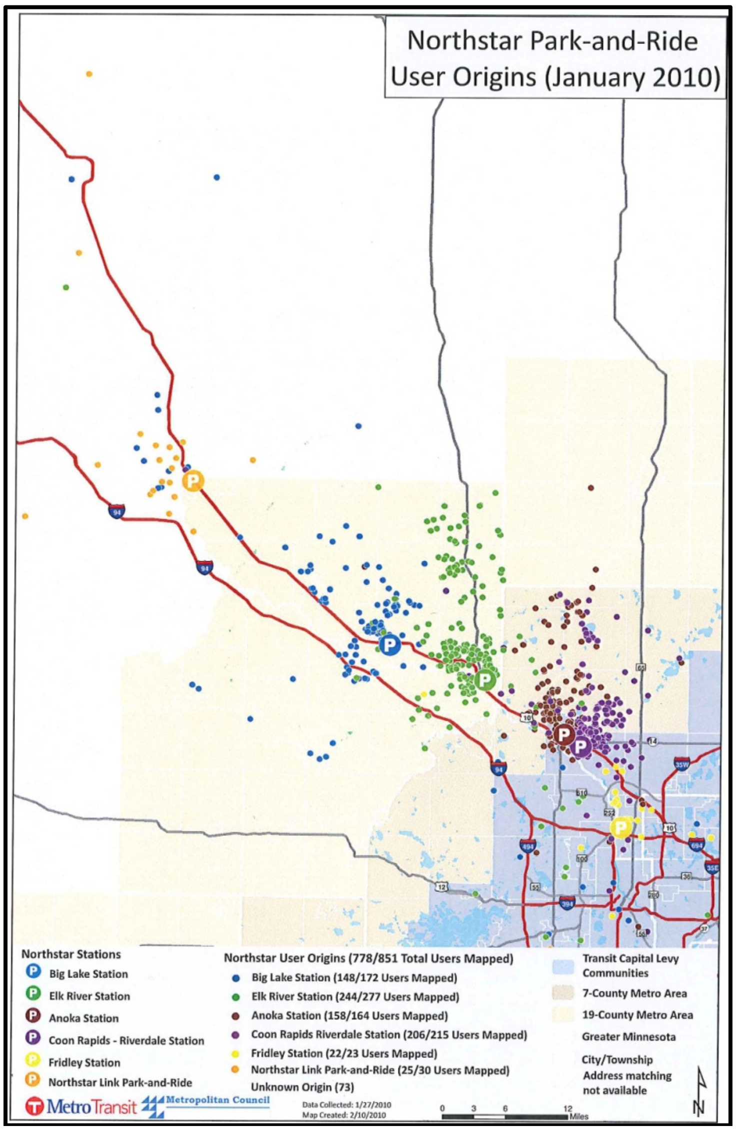
Short of a land constraint for imminent development, the plan should prioritize redeveloping or removing the most incompatible land uses and developing vacant land. The plan should also prioritize public investments on addressing infrastructure deficiencies and urban design improvements to improve the public realm to attract TOD.

## Chapter II

## NORTHSTAR CORRIDOR STATIONS

Northstar Corridor stations are located in seven locations from Big Lake to Target Field in Minneapolis. Each Northstar station attracts riders from a geographic area that is larger than the station city. This is demonstrated by a Metropolitan Council license plate survey of vehicles in Northstar park-n-ride lots conducted on January 27, 2010. This survey counted 851 vehicles, of which 778 could be mapped. The number of boardings at each station on January 11, 2010, was obtained from Metro Transit. Northstar station boardings at the five outlying stations totaled 944, which correlates well with 851 parked vehicles allowing for ride sharing and bus transfers. We don't know where these riders disembarked, but the assumption is that the vast majority rode to Target Field. An additional eight riders boarded at Target Field. Origin of Ramsey's park-n-ride users was derived from a survey conducted in 2012, obtained from Metro Transit. The geocoded registration addresses of park-n-ride users for each station are shown on Map 2-1.

**Map 2-1**

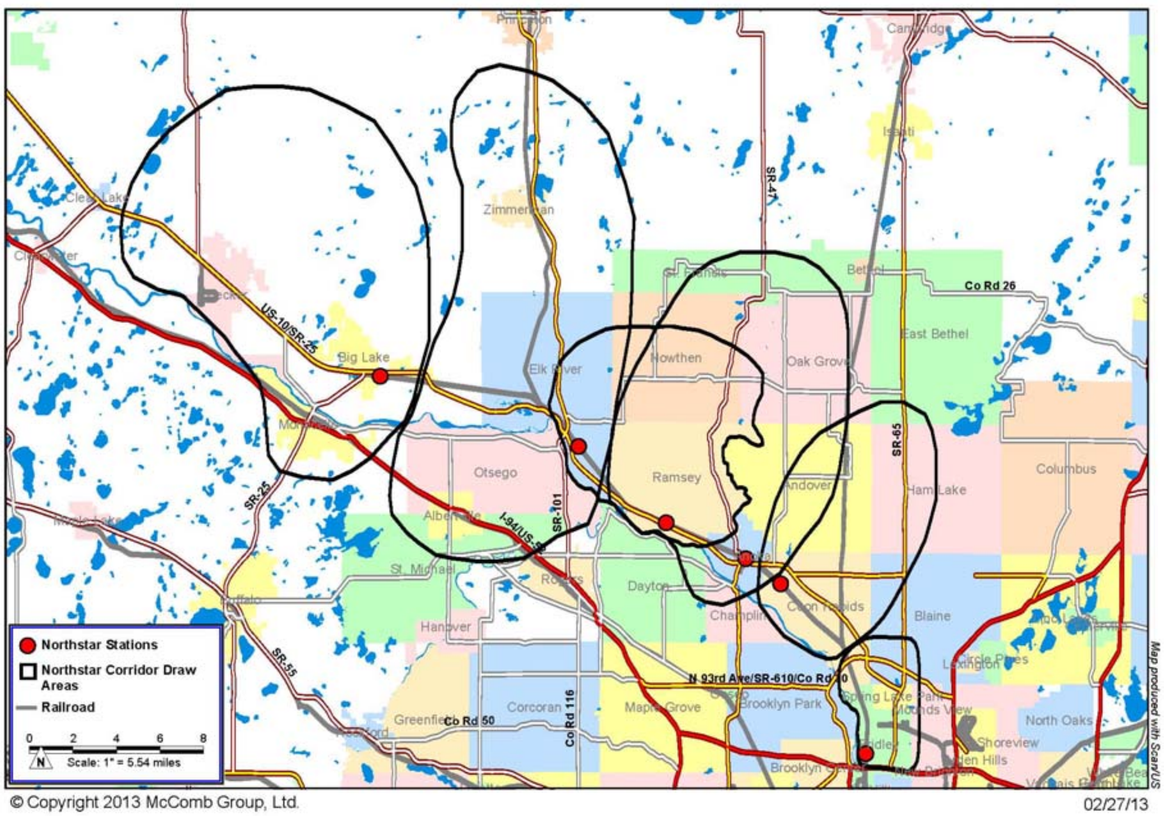


The distribution of rider origins demonstrates that while most rider residences are close to the station, many riders travel long distances before boarding the train. The distribution of rider residences is similar to the distribution of customers for a retail business, or the draw area from which a residential development will attract most of its residents. Retail stores have trade areas, residential developments have draw areas, and each Northstar station has a travelshed. For this analysis, these travelsheds will be referred to as draw areas.

Draw areas were delineated for each station based on the origin of park-n-ride users. These draw areas, shown on Map 2-2, have widely differing geographic areas. Three draw areas extend south of the Mississippi River, while three do not. Big Lake Station and Elk River Station Draw Areas cover the largest geographic areas, while the Fridley Station Draw Area is the smallest. The draw areas for Elk River, Ramsey, Anoka, and Coon Rapids overlap with adjacent station draw areas based on rider behavior.

**Map 2-2**

**NORTHSTAR CORRIDOR DRAW AREAS**




The portion of draw area employed residents that work in Minneapolis decreases the further the station is located from Minneapolis. In the Fridley Station Draw Area, there are 16,232 resident workers, of which 3,384 (20.8 percent) work in Minneapolis. Ramsey Station Draw Area has 25,296 employed residents of which 2,779 (11.0 percent) are employed in Minneapolis. Draw area residents that are employed in Minneapolis, particularly downtown Minneapolis, are the strongest candidates to be Northstar commuters.

Table 2-1

NORTHSTAR STATION DRAW AREA WORKERS
AND THOSE THAT WORK IN MINNEAPOLIS

| Station Draw Area | Total Employees | Work in Minneapolis Employees | Work in Minneapolis Percent |
|---|---|---|---|
| Big Lake | 6,695 | 514 | 7.7 % |
| Elk River | 13,808 | 1,206 | 8.7 |
| Ramsey | 25,296 | 2,779 | 11.0 |
| Anoka | 46,508 | 5,990 | 12.9 |
| Coon Rapids | 56,554 | 8,828 | 15.6 |
| Fridley | 16,232 | 3,384 | 20.8 |

Source: U.S. Census Bureau, Center for Economic Studies.

Northstar station market penetration in each draw area is shown in Table 2-2. The number of draw area residents employed in Minneapolis is compared with number of Northstar riders identified in the user origin survey. In calculating ridership market share, each station's draw area was limited to the area north of the Mississippi River to be consistent with the residential market analysis, which did not extend south of the river. Those riders from south of the river are included as inflow riders along with those living outside the draw area. Inflow riders are assumed to also be primarily destined to Minneapolis.

Table 2-2

NORTHSTAR RIDERS AND DRAW AREA RESIDENTS WORKING IN MINNEAPOLIS; 2010

| | Big Lake Station | Elk River Station | Ramsey Station | Anoka Station | Coon Rapids Station | Fridley Station |
|---|---|---|---|---|---|---|
| Work in Minneapolis | 514 | 1,206 | 2,779 | 5,990 | 8,828 | 3,384 |
| Ride to Minneapolis | 155 | 240 | 87 | 190 | 165 | 22 |
| Employee Market Share | 30.2 % | 19.9 % | 3.1 % | 3.2 % | 1.9 % | 0.7 % |
| Draw Area Rider Percent | 73.1 % | 83.3 % | 67.4 % | 89.2 % | 83.8 % | 64.7 % |
| Inflow Riders | 57 | 48 | 42 | 23 | 32 | 12 |
| Percent | 26.9 % | 16.7 % | 32.6 % | 10.8 % | 16.2 % | 35.3 % |
| Total Riders | 212 | 288 | 129 | 213 | 197 | 34 |

Source: McComb Group, Ltd. and Metro Transit.

The Big Lake Station Draw Area includes Big Lake and Becker and had 514 residents employed in Minneapolis and an estimated 155 rode the Northstar for a market share of 30.2 percent. Inflow riders from outside the draw area and south of the Mississippi River represented 26.9 percent or 57 riders including 31 from south of the Mississippi River. Big Lake has the highest ridership market share of any station.

Elk River had the largest ridership with 288 users. This draw area includes the cities of Elk River and Zimmerman, with inflow riders from Otsego, Albertville and a portion of St. Michael. Draw area riders totaled 240 or 19.9 percent of the draw area residents employed in Minneapolis. Inflow users (48 riders) accounted for 16.7 percent of the users, 33 of which were from south of the Mississippi River.

The draw area for the Ramsey Station is based on express bus ridership. The draw area, which includes Ramsey and portions of Nowthen and Elk River, had 2,779 Minneapolis employees. Ridership on the Northstar has averaged 129, of which 67.4 percent, or 87 riders, are estimated to be from the draw area based on bus ridership. These riders represent 3.1 percent of the Minneapolis employees. Inflow riders were estimated at 42 or 32.6 percent, all living north of the Mississippi River.

The Anoka Station had a total of 213 riders, 190 or 89.2 percent lived in the draw area north of the Mississippi River. This draw area includes the cities of Anoka, Andover, Ramsey, Nowthen, Oak Grove, and St. Francis, with inflow riders from portions of Dayton and Champlin. Northstar users represented 3.2 percent of the 5,990 Minneapolis employees living in the draw area. Thirteen of the Anoka riders lived south of the Mississippi River.

Coon Rapids Station Draw Area had an estimated 8,828 residents employed in Minneapolis with 165 or 1.9 percent that rode the Northstar. This draw area includes the cities of Coon Rapids, Andover, and Ham Lake. Inflow riders (32) represented 16.2 percent of the users.

The Fridley Station had the lowest number of users (34) with 22 living in the draw area for a 0.7 percent market share of the 3,384 estimated Minneapolis employees. Draw area riders included riders from Fridley, Spring Lake Park, Hilltop, and Columbia Heights and represented 64.7 percent of the riders and inflow was 35.3 percent.

Big Lake Station and Elk River Station have the highest rider market shares at 30.2 percent and 19.9 percent, respectively. This may be due to their further distance from Minneapolis. Market share increases with distance from Minneapolis; while the number of Minneapolis employees decreases with distance from the city.

## Ramsey Commuting

While most Northstar riders are traveling to Target Field, some riders are disembarking at other stations. The potential for commuting from Ramsey to other stations is demonstrated in Table 2-3. In 2010, 2,776 residents of the Ramsey Station Draw Area worked in Elk River. They represented 11.0 percent of the employed draw area residents. Ramsey Station Draw Area residents that work in the other station cities are also shown. The work location in each city is unknown, but some jobs may be within walking distance of a station or could be reached by a connecting bus.

Table 2-3

RAMSEY STATION DRAW AREA RESIDENT COMMUTING; 2010
RESIDENTS THAT WORK IN OTHER STATION CITIES

| | Workers | |
|---|---|---|
| Station City | Number | Percent |
| Big Lake | 193 | 0.8 % |
| Elk River | 2,776 | 11.0 |
| Anoka | 1,598 | 6.3 |
| Coon Rapids | 1,404 | 5.6 |
| Fridley | 778 | 3.1 |
| Minneapolis | 2,779 | 11.0 |

Source: U.S. Census Bureau, Center for Economic Studies and McComb Group, Ltd.

Commuting opportunities are represented by employees working in station area cities that reside in other station draw areas. In 2010, 2,137 workers employed in Ramsey lived in the Anoka Station Draw Area, as shown in Table 2-4. This represented 44.0 percent of Ramsey employment. Additional Ramsey employees from other station city draw areas are shown in Table 2-4. Reverse commuting to Ramsey by workers from other stations would require a bus or shuttle to meet the train and transport workers to their destination if they did not work near the station. The employee work locations are unknown. These reverse (outbound) commuters are served by only one train, which reduces the potential for reverse commuting.

Table 2-4

RAMSEY WORKERS THAT LIVE
IN OTHER STATION CITY DRAW AREAS; 2010

| Station City Draw Area | Work in Ramsey | Percent |
|---|---|---|
| Big Lake | 127 | 2.6 % |
| Elk River | 219 | 4.5 |
| Anoka | 2,137 | 44.0 |
| Coon Rapids | 730 | 15.0 |
| Fridley | 56 | 1.2 |
| Minneapolis | 104 | 2.1 |

Source: U.S. Census Bureau, Center for Economic Studies and McComb Group, Ltd.

## Chapter III

## REGIONAL ECONOMIC AND DEMOGRAPHIC FRAMEWORK

This chapter provides an overview of regional employment and demographic trends to illustrate the relationship between the station area cities and the larger Minneapolis-St. Paul region. The following sections of this Regional Economic and Demographic Framework are presented to provide the context of the station cities within the Eleven-County Minneapolis-St. Paul Metropolitan Statistical Area (MSA). In some cases, detailed analysis will be based on the Seven-County Metropolitan Area (Metropolitan Area) adjusted to include Sherburne County.

### EMPLOYMENT TRENDS

The MSA is the nation's 15th largest MSA. Employment growth in the MSA[1], as shown in Table 3-1, was interrupted by the great recession, which began in December 2007. Employment increased between 2001 and 2007 at a modest annual rate of 1.07 percent. MSA employment peaked in 2007 with 2,209,659, declined to 2,127,674 in 2010, and began a slow recovery to 2,168,451 in 2011.

Table 3-1

TOTAL EMPLOYMENT

| Year | MSA | Anoka County | Sherburne County |
|---|---|---|---|
| 2001 | 2,072,916 | 148,362 | 28,577 |
| 2002 | 2,063,216 | 148,660 | 29,538 |
| 2003 | 2,070,706 | 151,693 | 30,915 |
| 2004 | 2,102,568 | 154,939 | 31,904 |
| 2005 | 2,146,233 | 159,570 | 32,926 |
| 2006 | 2,179,756 | 161,558 | 33,346 |
| 2007 | 2,209,659 | 163,248 | 33,918 |
| 2008 | 2,204,264 | 160,397 | 33,312 |
| 2009 | 2,134,490 | 154,041 | 32,393 |
| 2010 | 2,127,674 | 150,589 | 32,329 |
| 2011 | 2,168,451 | 153,523 | 32,931 |

Source: U.S. Department of Commerce, Bureau of Economic Analysis.[1]

The MSA's four largest industries are Health Care, Government, Retail Trade, and Manufacturing, as shown in Appendix Table A-1 at the end of this chapter. Industries that experienced strong growth between 2001 and 2011 include the Health Care and Social Assistance (65,000); Real Estate, Rental and Leasing (28,313); Finance and Insurance (26,421); Education Services (22,871); and Professional, Scientific, and Tech Services (20,104). Industries that lost employment between 2001 and 2011 include Manufacturing (45,259); Construction (25,506); Retail Trade (18,158); and Information (12,316).

Anoka County employment grew steadily between 2001 and 2007, as shown in Table 3-1. Between 2001 and 2007, employment in Anoka County increased from 148,362 to 163,248, an annual rate of 1.61 percent. Employment declined to 150,589 in 2010, a decline of 7.8 percent,

[1] Employment data from the Bureau of Economic Analysis (BEA) includes private wage and salary, sole proprietors, and government jobs. BEA compiles the data from multiple sources, resulting in a one- to two-year lag from the current year.

and increased to 153,523 in 2011. In that year, Anoka County represented 7.1 percent of the MSA employment. Manufacturing is the largest industry in Anoka County with 21,084 jobs in 2011, as shown in Appendix Table A-2. The largest industries in Anoka County are the same as the MSA and include Health Care; Government; Retail; and Manufacturing. Anoka County experienced the largest employment growth in the Health Care (2,933) and Finance and Insurance industries (1,897). Other employment categories recording steadily increasing employment notwithstanding the recession include: Professional, Scientific, and Tech Services (1,417); Real Estate and Rental and Leasing (1,832); Management of Companies and Enterprises (283); and Administrative Services (864). The changes in employment in Anoka County were similar to the changes experienced by the MSA as a whole. The largest decline was recorded in Manufacturing, which lost 4,142 jobs between 2001 and 2011.

Sherburne County employment trends are similar to Anoka County, as shown in Appendix Table A-3. Employment increased from 28,577 in 2001 to 33,918 in 2007, an annual growth rate of 2.90 percent. Employment declined to 32,329 in 2010, a decrease of 4.7 percent. Employment increased to 32,931 in 2011, which represented 1.5 percent of MSA employment. Major employers in Sherburne County in 2011 were Health Care; Government; Retail Trade; and Manufacturing. Health Care is also the largest industry in Sherburne County and accounted for over 44 percent of the new jobs created in the county. Employment categories that recorded generally increasing employment trends between 2001 and 2010 included: Finance and Insurance (350); Real Estate and Rental and Leasing (698); Professional, Scientific, and Technical Services (395); Management of Companies and Enterprises (224); and Administrative Services (291) to name a few. The Construction and Retail Trade industries lost 429 and 523 jobs, respectively, between 2001 and 2011.

**Corridor Employment**

Corridor cities have experienced differing employment trends over the past decade, as shown in Table 3-2. In most corridor cities (Coon Rapids, Anoka, Ramsey, Elk River, and Big Lake), employment increased between 2000 and 2007 or 2008 when the great recession caused employment to decline. In each city, except Elk River, employment declined through 2010 and then recovered in 2011. In four corridor cities (Coon Rapids, Ramsey, Elk River, and Big Lake), employment in 2011 was higher than in 2000. Elk River and Coon Rapids had the largest increases in employment of the corridor cities increasing by 2,360 and 2,086 jobs, respectively, in the past decade. Ramsey grew by 1,141 and Big Lake employment increased by 332.

Fridley and Anoka recorded generally declining employment trends. In Fridley, employment was in a downward trend from 2000 to 2006. Employment increased in 2007, and then declined during the recession, and then recovered in 2011. Over this period, Fridley lost 4,356 jobs. Anoka employment fluctuated in a narrow range between 2000 and 2006, increased to 13,674 in 2008, and ended at 12,826 for a net loss of 471 jobs.

Minneapolis, the terminal city for the Northstar Corridor, has experienced a steadily declining employment trend. Employment declined from 308,758 in 2000 to 285,883 in 2004, increased to 294,370 in 2006, and then declined to 280,899 in 2009. By 2011, employment had recovered to 287,640 jobs. Minneapolis has 21,118 fewer jobs in 2011 than in 2000. As the destination for most Northstar Corridor commuters, employment trends in Minneapolis are important.

Table 3-2

CORRIDOR COMMUNITIES EMPLOYMENT; 2000 TO 2011

| Year | Minneapolis | Fridley | Coon Rapids | Anoka | Ramsey | Elk River | Big Lake |
|---|---|---|---|---|---|---|---|
| 2000 | 308,758 | 26,279 | 21,496 | 13,297 | 3,901 | 8,864 | 1,716 |
| 2001 | 305,880 | 26,042 | 21,695 | 13,114 | 4,019 | 9,798 | 1,800 |
| 2002 | 294,162 | 24,762 | 22,546 | 13,279 | 4,023 | 10,025 | 1,755 |
| 2003 | 286,631 | 23,885 | 23,687 | 13,302 | 4,371 | 10,272 | 1,843 |
| 2004 | 285,883 | 23,593 | 23,563 | 13,031 | 4,952 | 10,423 | 1,903 |
| 2005 | 287,552 | 23,860 | 23,895 | 13,199 | 4,985 | 10,302 | 2,095 |
| 2006 | 294,370 | 23,691 | 24,151 | 13,287 | 5,152 | 10,608 | 2,212 |
| 2007 | 292,833 | 24,489 | 24,579 | 13,392 | 4,994 | 10,771 | 2,292 |
| 2008 | 291,019 | 23,050 | 24,747 | 13,674 | 5,277 | 10,709 | 2,325 |
| 2009 | 280,899 | 22,122 | 23,464 | 12,806 | 4,977 | 10,682 | 2,173 |
| 2010 | 281,577 | 21,377 | 23,150 | 12,690 | 4,757 | 10,950 | 2,083 |
| 2011 | 287,640 | 21,923 | 23,582 | 12,826 | 5,042 | 11,224 | 2,048 |
| Percent Change | (0.64) % | (1.63) % | 0.85 % | (0.33) % | 2.36 % | 2.17 % | 1.62 % |

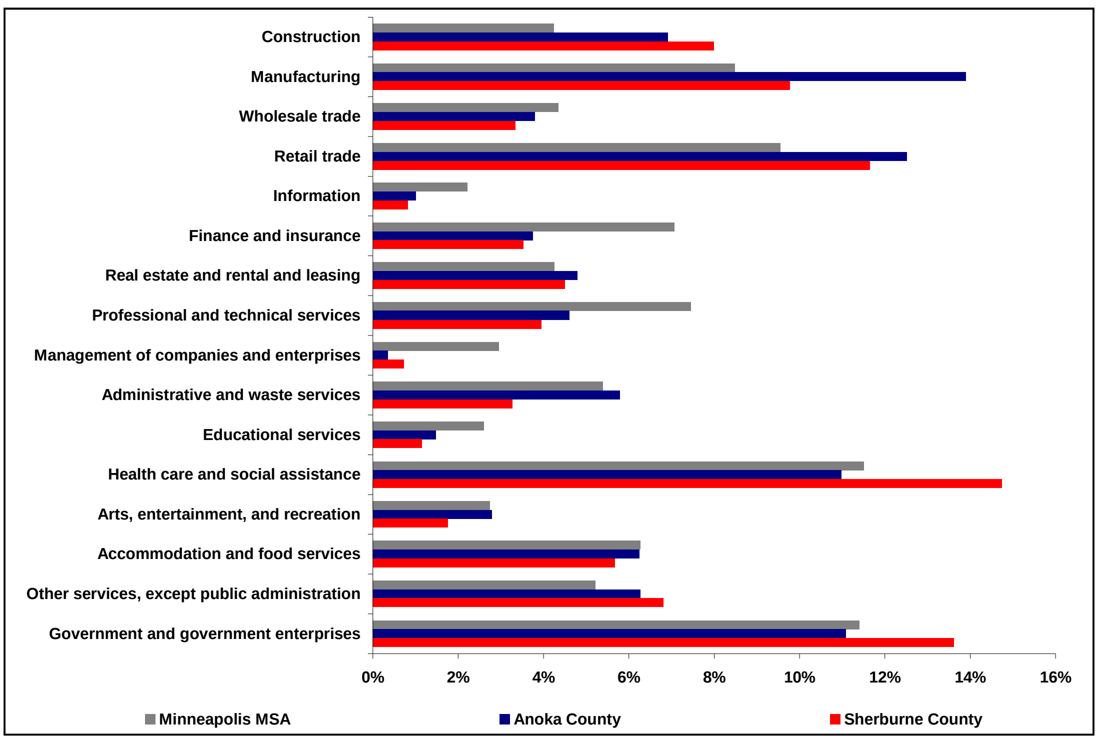
Source: Minnesota Department of Employment and Economic Development (QCEW data).

## Major Industries and Drivers

Comparing the percentage of jobs in each industry illustrates the economic drivers in Anoka and Sherburne Counties. Both Anoka and Sherburne Counties have a larger percentage of jobs in Manufacturing than the MSA. Anoka County has 14 percent of its employment in Manufacturing and Sherburne County 10 percent compared to only eight percent in the MSA, as shown in Figure 3-1.

**Figure 3-1**

**EMPLOYMENT BY INDUSTRY AS PERCENT OF TOTAL MSA AND ANOKA AND SHERBURNE COUNTIES**




Source: Economic & Planning Systems, Inc.

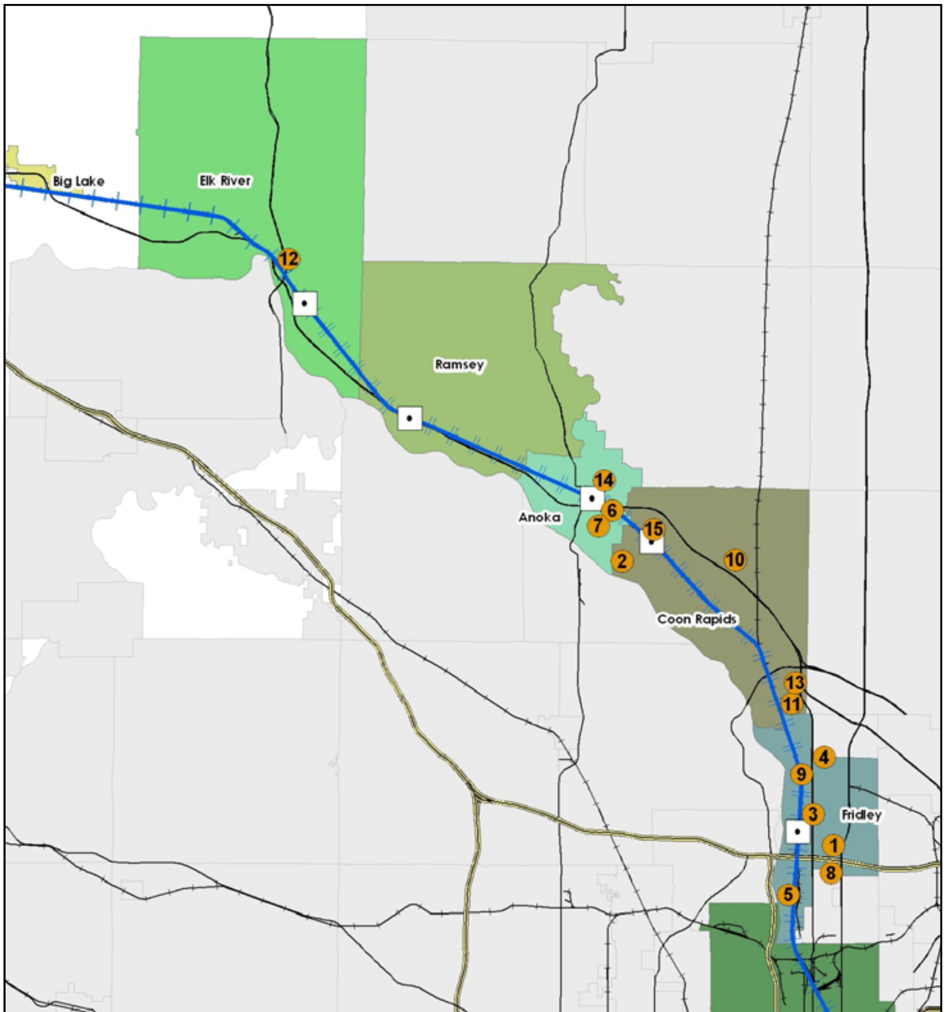
Anoka County has a high percentage of Retail jobs with 13 percent compared to 10 percent in the MSA. Sherburne and Anoka Counties have 7.5 to 8.0 percent Construction employment, which indicates higher housing growth in these counties. Over 15 percent of jobs in Sherburne County are in Health Care, making it the largest industry in the county.

### Major Employers

The largest employers in the corridor are located mainly in Anoka, Fridley, and Coon Rapids. The largest is Medtronic, Inc. in Fridley with 3,076 employees. Seven of the fifteen major employers identified on Figure 2-3 are located within one mile of a Northstar commuter rail station.

**Figure 3-2**

**NORTHSTAR CORRIDOR MAJOR EMPLOYERS**




| Rank | Name | Employees |
|---|---|---|
| 1 | Medtronic, Inc | 3,076 |
| 2 | Mercy Hospital | 2,180 |
| 3 | Cummins Power (Onan) | 1,700 |
| 4 | Unity Medical Center | 1,570 |
| 5 | BAE Systems | 1,412 |
| 6 | Federal Cartridge | 1,242 |
| 7 | Hoffman Enclosures/Pentair Tech | 1,217 |
| 8 | Target | 842 |
| 9 | Minco Products | 748 |
| 10 | Mary T Inc. | 655 |

| Rank | Name | Employees |
|---|---|---|
| 11 | Honeywell Comm. Flight Systems | 600 |
| 12 | Walmart | 487 |
| 13 | Allina Medical Center | 482 |
| 14 | Anoka-Metro Treatment Center | 479 |
| 15 | Target Greatland | 460 |

Source: Economic & Planning Systems, Inc.

## RAMSEY EMPLOYMENT

Employment in Ramsey increased steadily from 2002 to 2008 and declined to 5,212 in 2010 due primarily to declines in Construction; Manufacturing; and Wholesale Trade, as shown in Table 3-3. Industry categories with growing employment trends from 2002 to 2010 include: Manufacturing; Transportation and Warehousing; Agriculture; Utilities; Wholesale Trade; Information; Finance and Insurance; Management of Companies and Enterprises; Educational Services; Accommodation and Food Services; Other Services; Professional, Scientific, and Technical Services; and Health Care and Social Assistance. Categories with declining trends include Construction; Retail Trade; Real Estate and Rental and Leasing; Administration and Support; Arts, Entertainment and Recreation; and Public Administration. Employment in this table differs slightly from Table 3-2 because it is derived from a different database from the U.S. Census Bureau that provides more complete reporting of employment by industry.

Table 3-3

RAMSEY EMPLOYMENT TRENDS; 2002 TO 2010

| Jobs by NAICS Industry Sector | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | Percent Change |
|---|---|---|---|---|---|---|---|---|---|---|
| Agriculture, Forestry, Fishing and Hunting | 87 | 89 | 90 | 79 | 100 | 110 | 91 | 111 | 127 | 4.8 % |
| Utilities | 241 | 223 | 239 | 246 | 231 | 229 | 225 | 240 | 244 | 0.2 |
| Construction | 509 | 521 | 651 | 641 | 551 | 468 | 382 | 328 | 270 | (7.6) |
| Manufacturing | 1,092 | 1,006 | 938 | 1,002 | 1,497 | 1,671 | 1,837 | 1,672 | 1,619 | 5.0 |
| Wholesale Trade | 212 | 249 | 236 | 299 | 254 | 778 | 828 | 688 | 584 | 13.5 |
| Retail Trade | 470 | 486 | 477 | 555 | 498 | 440 | 397 | 445 | 414 | (1.6) |
| Transportation and Warehousing | 60 | 49 | 45 | 55 | 54 | 59 | 81 | 99 | 78 | 3.3 |
| **Office Inclined Industries** | | | | | | | | | | |
| Information | - | 2 | 2 | 5 | 4 | 2 | 4 | 3 | 5 | - % |
| Finance and Insurance | 23 | 33 | 54 | 41 | 54 | 36 | 62 | 65 | 35 | 5.4 |
| Real Estate and Rental and Leasing | 58 | 46 | 86 | 78 | 82 | 40 | 18 | 30 | 21 | (11.9) |
| Professional, Scientific, and Tech Services | 86 | 96 | 128 | 88 | 70 | 94 | 95 | 79 | 92 | 0.8 |
| Management of Companies and Enterprises | 24 | 39 | 30 | 48 | 57 | 63 | 74 | 89 | 108 | 20.7 |
| Administration & Support | 281 | 297 | 288 | 386 | 334 | 310 | 304 | 356 | 268 | (0.6) |
| Subtotal | 472 | 513 | 588 | 646 | 601 | 545 | 557 | 622 | 529 | 1.4 % |
| Educational Services | 3 | 4 | 7 | 20 | 220 | 311 | 319 | 328 | 364 | 72.3 % |
| Health Care and Social Assistance | 91 | 214 | 241 | 262 | 229 | 250 | 260 | 236 | 274 | 14.8 |
| Arts, Entertainment, and Recreation | 90 | 105 | 100 | 84 | 85 | 90 | 51 | 50 | 70 | (3.1) |
| Accommodation and Food Services | 261 | 289 | 272 | 322 | 290 | 356 | 393 | 456 | 325 | 2.8 |
| Other Services (excluding Public Admin.) | 188 | 212 | 202 | 193 | 204 | 231 | 212 | 213 | 191 | 0.2 |
| Public Administration | 134 | 144 | 157 | 120 | 131 | 130 | 125 | 141 | 123 | (1.1) |
| Total All Jobs | 3,912 | 4,108 | 4,246 | 4,524 | 4,945 | 5,668 | 5,759 | 5,629 | 5,212 | 3.7 % |

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment.

Office-inclined industries are important categories that are likely to occupy office space and represent potential demand. Employment in office-inclined industries was steady between 2002 and 2005 when employment peaked at 646 and then declined to 529 employees in 2010. Assuming 250 square feet per employee, demand for office space would have been about 118,000 square feet in 2002 increasing to about 161,500 square feet in 2005, before declining to 132,250 square feet in 2010, a decline of over 18.1 percent.

## POPULATION AND HOUSEHOLDS

The MSA added over 311,000 persons between 2000 and 2010, an annual growth rate of 1.0 percent, as shown in Table 3-4. Anoka County grew at the same annual growth rate as the MSA (1.0 percent), adding 32,760 persons or 10.5 percent of total MSA growth. Sherburne County grew by 24,082 people in the past decade, which is an annual rate of increase of 3.2 percent. Sherburne County captured 7.7 percent of the population growth in the MSA between 2000 and 2010.

Table 3-4

TWIN CITIES REGION POPULATION; 2000 TO 2010

| Place | 2000 | 2010 | Change 2000 to 2010 Number | Change | Growth Rate | Percent of MSA Growth |
|---|---|---|---|---|---|---|
| Minneapolis-St. Paul MSA | 2,968,806 | 3,279,833 | 311,027 | 31,103 | 1.0 % | 100.0 % |
| Metropolitan Area | 2,642,056 | 2,849,567 | 207,511 | 20,751 | 0.8 | 66.7 |
| Corridor Counties | | | | | | |
| Anoka | 298,084 | 330,844 | 32,760 | 3,276 | 1.0 | 10.5 |
| Sherburne | 64,417 | 88,499 | 24,082 | 2,408 | 3.2 | 7.7 |
| Total | 362,501 | 419,343 | 56,842 | 5,684 | 1.5 % | 18.3 % |

Source: U.S. Census.

The MSA added over 136,000 households between 2000 and 2010, an average of over 13,000 annually. Anoka and Sherburne Counties grew at an annual rate of 1.3 percent and 3.4 percent compared to 1.1 percent for the MSA. Anoka County added 14,799 households during this period compared to 8,631 additional households in Sherburne County.

Table 3-5

TWIN CITIES REGION HOUSEHOLDS; 2000 TO 2010

| Place | 2000 | 2010 | Change 2000 to 2010 Number | Change | Growth Rate | Percent of MSA Growth |
|---|---|---|---|---|---|---|
| Minneapolis-St. Paul MSA | 1,136,615 | 1,272,677 | 136,062 | 13,606 | 1.1 % | 100.0 % |
| Metropolitan Area | 1,021,454 | 1,117,749 | 96,295 | 9,630 | 0.9 | 70.8 |
| Corridor Counties | | | | | | |
| Anoka | 106,428 | 121,227 | 14,799 | 1,480 | 1.3 | 10.9 |
| Sherburne | 21,581 | 30,212 | 8,631 | 863 | 3.4 | 6.3 |
| Total | 128,009 | 151,439 | 23,430 | 2,343 | 1.7 % | 17.2 % |

Source: U.S. Census.

The Northstar cities added 14,376 people over the past decade, which is about five percent of the growth in the MSA, as shown in Table 3-6. Ramsey, Elk River, and Big Lake captured the majority of population and household growth in the study corridor. Elk River increased the most in population and households of any of the corridor communities with 6,527 new residents in 2,416 households. Ramsey increased in population by 5,158 people and 2,127 households. Big Lake's population and households increased by 3,997 and 1,260, respectively. Coon Rapids is the largest of the cities in the corridor with a population of 61,476 people in 2010, but lost population despite an increase of 954 households due to declining household size. The older, inner ring suburbs in the corridor such as Fridley, Coon Rapids, and Anoka experienced a loss in population during the decade, while the more exurban communities grew at rates much higher than the MSA.

Table 3-6

CORRIDOR COMMUNITIES POPULATION AND HOUSEHOLDS; 2000 TO 2010

| Community | 2000 | 2010 | Change Number | Change Growth Rate | Percent of Corridor 2010 | Percent of Corridor Change |
|---|---|---|---|---|---|---|
| **POPULATION** | | | | | | |
| Fridley | 27,449 | 27,208 | (241) | (0.1) % | 16.7 % | (1.7) % |
| Coon Rapids | 61,607 | 61,476 | (131) | (0.0) | 37.8 | (0.9) |
| Anoka | 18,076 | 17,142 | (934) | (0.5) | 10.5 | (6.5) |
| Ramsey | 18,510 | 23,668 | 5,158 | 2.5 | 14.6 | 35.9 |
| Elk River | 16,447 | 22,974 | 6,527 | 3.4 | 14.1 | 45.4 |
| Big Lake | 6,063 | 10,060 | 3,997 | 5.2 | 6.2 | 27.8 |
| Total | 148,152 | 162,528 | 14,376 | 0.9 % | 100.0 % | 100.0 % |
| **HOUSEHOLDS** | | | | | | |
| Fridley | 11,328 | 11,110 | (218) | (0.2) % | 18.2 % | (3.4) % |
| Coon Rapids | 22,578 | 23,532 | 954 | 0.4 | 38.5 | 15.1 |
| Anoka | 7,262 | 7,060 | (202) | (0.3) | 11.5 | (3.2) |
| Ramsey | 5,906 | 8,033 | 2,127 | 3.1 | 13.1 | 33.6 |
| Elk River | 5,664 | 8,080 | 2,416 | 3.6 | 13.2 | 38.1 |
| Big Lake | 2,117 | 3,377 | 1,260 | 4.8 | 5.5 | 19.9 |
| Total | 54,855 | 61,192 | 6,337 | 1.1 % | 100.0 % | 100.0 % |

Source: U.S. Census.

## Population and Household Forecasts

Population and household forecasts developed by the State Demographer for 2010, 2020, and 2030 are shown in Table 3-7. The Metropolitan Area is projected to grow at a rate of 0.6 percent. The expected annual rate of growth for Anoka and Sherburne Counties is an indication of the expected capture of Metropolitan Area growth for the Northstar Corridor. Anoka County population is expected to grow at an annual rate of 0.8 percent. Sherburne County population is expected to grow at an annual rate of 2.4 percent, higher than both the MSA and Metropolitan Area forecast of less than 1.0 percent per year.

Table 3-7

NORTHSTAR CORRIDOR POPULATION AND HOUSEHOLD FORECAST; 2010 TO 2030

| Community | 2010 | 2020 | 2030 | Change Number | Change Growth Rate | Change Change |
|---|---|---|---|---|---|---|
| **POPULATION** | | | | | | |
| Minneapolis-St. Paul MSA | 3,248,430 | 3,583,220 | 3,828,560 | 580,130 | 0.8 % | 29,007 |
| Metropolitan Area | 2,906,470 | 3,134,270 | 3,286,970 | 380,500 | 0.6 | 19,025 |
| Corridor Counties | | | | | | |
| Anoka | 352,070 | 373,480 | 411,630 | 59,560 | 0.8 | 2,978 |
| Sherburne | 101,570 | 134,360 | 161,990 | 60,420 | 2.4 | 3,021 |
| Total | 453,640 | 507,840 | 573,620 | 119,980 | 1.2 % | 5,999 |
| **HOUSEHOLDS** | | | | | | |
| Minneapolis-St. Paul MSA | 1,263,000 | 1,416,680 | 1,539,000 | 276,000 | 1.0 % | 13,800 |
| Metropolitan Area | 1,141,070 | 1,253,360 | 1,335,970 | 194,900 | 0.8 | 9,745 |
| Corridor Counties | | | | | | |
| Anoka | 132,570 | 154,350 | 167,040 | 34,470 | 1.2 | 1,724 |
| Sherburne | 35,470 | 48,110 | 59,900 | 24,430 | 2.7 | 1,222 |
| Total | 168,040 | 202,460 | 226,940 | 58,900 | 1.5 % | 2,945 |

Source: Minnesota State Demographic Center.

Household forecasts show households growing faster than population in the MSA, Metropolitan Area, and Anoka and Sherburne Counties. Sherburne County households are expected to grow at a 2.7 percent annual growth rate; while Anoka County is expected to grow at a 1.2 percent annual growth rate.

Table A-1

MINNEAPOLIS-ST. PAUL MSA NON-FARM EMPLOYMENT BY INDUSTRY; 2001 TO 2011

| Industry | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Forestry, Fishing, and Related Activities | 1,249 | 1,102 | 482 | 540 | 1,038 | 1,060 | 1,408 | 1,525 | 1,538 | 1,528 | 1,587 |
| Mining | 1,170 | 1,074 | 585 | 565 | 1,155 | 1,307 | 1,602 | 1,525 | 1,225 | 1,214 | 1,411 |
| Utilities | 5,256 | 4,856 | 4,675 | 4,595 | 4,739 | 6,550 | 5,305 | 5,710 | 5,949 | 4,874 | 4,912 |
| Construction | 109,161 | 108,911 | 110,743 | 114,695 | 118,581 | 115,935 | 111,602 | 104,419 | 87,520 | 81,681 | 83,655 |
| Manufacturing | 223,913 | 210,802 | 204,763 | 202,414 | 204,406 | 203,188 | 200,508 | 195,695 | 178,435 | 173,718 | 178,654 |
| Wholesale Trade | 100,412 | 97,367 | 95,742 | 97,261 | 99,857 | 103,183 | 103,815 | 101,395 | 94,129 | 91,092 | 92,842 |
| Retail Trade | 219,055 | 218,442 | 218,765 | 218,410 | 221,426 | 220,339 | 220,748 | 213,675 | 203,187 | 199,824 | 200,897 |
| Transportation and Warehousing | 56,528 | 50,673 | 50,409 | 52,488 | 53,937 | 62,014 | 58,424 | 59,288 | 58,828 | 57,819 | 58,788 |
| Information | 58,428 | 54,300 | 50,552 | 49,076 | 49,648 | 48,651 | 49,987 | 49,450 | 46,762 | 46,163 | 46,112 |
| Finance and Insurance | 130,595 | 133,246 | 136,461 | 137,065 | 139,483 | 140,512 | 143,772 | 147,944 | 152,696 | 151,542 | 157,016 |
| Real Estate and Rental and Leasing | 68,495 | 72,573 | 77,494 | 83,815 | 90,772 | 93,916 | 95,786 | 94,101 | 90,584 | 95,670 | 96,808 |
| Professional, Scientific, and Tech Svs | 145,552 | 142,971 | 142,542 | 148,444 | 150,622 | 155,678 | 164,340 | 165,824 | 159,949 | 160,906 | 165,656 |
| Mgmt of Companies and Enterprises | 61,020 | 57,377 | 55,218 | 59,098 | 58,198 | 60,091 | 61,119 | 65,482 | 64,417 | 64,551 | 66,405 |
| Administrative and Waste Mgmt Services | 117,853 | 116,144 | 116,626 | 120,111 | 122,809 | 128,599 | 131,093 | 126,017 | 116,806 | 123,933 | 131,208 |
| Educational Services | 40,107 | 43,463 | 44,566 | 46,670 | 48,278 | 51,890 | 53,152 | 55,526 | 57,670 | 59,810 | 62,978 |
| Health Care and Social Assistance | 187,992 | 197,234 | 204,708 | 211,278 | 215,048 | 225,431 | 234,665 | 242,344 | 244,245 | 245,212 | 252,992 |
| Arts, Entertainment, and Recreation | 46,126 | 48,882 | 49,846 | 50,378 | 51,844 | 53,741 | 55,934 | 57,889 | 57,822 | 57,233 | 58,403 |
| Accommodation and Food Services | 122,126 | 123,486 | 125,294 | 129,356 | 132,992 | 134,887 | 136,693 | 136,475 | 131,843 | 131,112 | 134,547 |
| Other Services, Except Public Admin | 107,028 | 110,574 | 110,476 | 110,323 | 110,931 | 112,244 | 103,355 | 113,730 | 110,919 | 109,648 | 111,212 |
| Government and Govt Enterprises | 229,149 | 229,200 | 230,193 | 230,754 | 235,567 | 239,639 | 240,497 | 240,645 | 240,008 | 241,392 | 236,940 |
| | | | | | | | | | | | |
| **Total Employment** | **2,072,916** | **2,063,216** | **2,070,706** | **2,102,568** | **2,146,233** | **2,179,756** | **2,209,659** | **2,204,264** | **2,134,490** | **2,127,674** | **2,168,451** |
| Percent Change | | (0.47) % | 0.36 % | 1.54 % | 2.08 % | 1.56 % | 1.37 % | (0.24) % | (3.17) % | (0.32) % | 1.92 % |
| **Non-Farm Employment** | **2,061,194** | **2,052,440** | **2,060,158** | **2,092,573** | **2,136,373** | **2,170,489** | **2,200,473** | **2,195,369** | **2,124,940** | **2,118,015** | **2,159,266** |
| Percent Change | | (0.42) % | 0.38 % | 1.57 % | 2.09 % | 1.60 % | 1.38 % | (0.23) % | (3.21) % | (0.33) % | 1.95 % |

Source: U.S. Department of Commerce, Bureau of Economic Analysis.

Table A-2

ANOKA COUNTY NON-FARM EMPLOYMENT BY INDUSTRY; 2001 TO 2011

| Industry | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Forestry, Fishing, and Related Activities | 217 | - | - | - | - | - | 267 | 316 | 288 | 282 | 281 |
| Mining | 66 | - | - | - | - | - | 90 | 116 | 93 | 81 | 92 |
| Utilities | - | - | - | - | - | - | - | - | - | - | - |
| Construction | 13,699 | 13,735 | 14,343 | 14,969 | 15,110 | 14,629 | 13,778 | 12,303 | 10,471 | 9,808 | 9,921 |
| Manufacturing | 25,226 | 23,219 | 22,951 | 23,011 | 23,558 | 23,657 | 24,264 | 23,121 | 21,138 | 20,354 | 21,084 |
| Wholesale Trade | 5,714 | 6,201 | 6,295 | 6,398 | 6,210 | 6,502 | 6,517 | 6,278 | 5,800 | 5,695 | 5,723 |
| Retail Trade | 19,463 | 20,048 | 20,248 | 20,545 | 21,428 | 21,173 | 21,461 | 20,386 | 19,017 | 18,452 | 18,496 |
| Transportation and Warehousing | - | - | - | - | - | - | - | - | - | - | - |
| Information | 1,590 | 1,444 | 1,438 | 1,312 | 1,465 | 1,465 | 1,518 | 1,536 | 1,375 | 1,241 | 1,257 |
| Finance and Insurance | 3,950 | 4,205 | 4,384 | 4,491 | 4,748 | 4,728 | 5,010 | 5,329 | 5,896 | 5,650 | 5,847 |
| Real Estate and Rental and Leasing | 5,692 | 6,107 | 6,576 | 7,283 | 7,804 | 8,199 | 7,912 | 7,381 | 7,314 | 7,359 | 7,524 |
| Professional, Scientific, and Tech Svs | 6,249 | 6,223 | 6,538 | 6,847 | 7,025 | 6,990 | 7,262 | 7,214 | 7,095 | 7,122 | 7,666 |
| Mgmt of Companies and Enterprises | 558 | 435 | 590 | 602 | 670 | 712 | 577 | 380 | 718 | 844 | 841 |
| Administrative and Waste Mgmt Services | 7,952 | 7,610 | 8,245 | 8,825 | 8,917 | 9,302 | 9,458 | 9,854 | 8,943 | 8,510 | 8,816 |
| Educational Services | 1,800 | 2,060 | 1,979 | 2,043 | 2,157 | 2,264 | 2,300 | 2,407 | 2,419 | 2,355 | 2,463 |
| Health Care and Social Assistance | 13,767 | 13,982 | 14,346 | 14,501 | 14,872 | 15,348 | 15,823 | 16,485 | 16,841 | 16,546 | 16,700 |
| Arts, Entertainment, and Recreation | 3,082 | 3,324 | 3,464 | 3,513 | 3,458 | 3,643 | 3,660 | 4,071 | 4,228 | 4,276 | 4,422 |
| Accommodation and Food Services | 8,422 | 8,866 | 9,166 | 9,471 | 9,815 | 9,897 | 10,109 | 10,062 | 9,701 | 9,434 | 9,674 |
| Other Services, Except Public Admin | 8,776 | 9,043 | 9,271 | 9,191 | 9,296 | 9,652 | - | 9,611 | 9,680 | 9,714 | 9,743 |
| Government and Govt Enterprises | 15,341 | 15,216 | 15,265 | 15,525 | 16,376 | 16,697 | 17,317 | 17,395 | 17,096 | 16,842 | 16,455 |
| **Total Employment** | **148,362** | **148,660** | **151,693** | **154,939** | **159,570** | **161,558** | **163,248** | **160,397** | **154,041** | **150,589** | **153,523** |
| Percent Change | | 0.20 % | 2.04 % | 2.14 % | 2.99 % | 1.25 % | 1.05 % | (1.75) % | (3.96) % | (2.24) % | 1.95 % |
| **Non-Farm Employment** | **147,517** | **147,875** | **150,921** | **154,226** | **158,878** | **160,928** | **162,635** | **159,817** | **153,392** | **149,929** | **152,908** |
| Percent Change | | 0.24 % | 2.06 % | 2.19 % | 3.02 % | 1.29 % | 1.06 % | (1.73) % | (4.02) % | (2.26) % | 1.99 % |

Source: U.S. Department of Commerce, Bureau of Economic Analysis.

Table A-3

SHERBURNE COUNTY NON-FARM EMPLOYMENT BY INDUSTRY; 2001 TO 2011

| Industry | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Forestry, Fishing, and Related Activities | - | - | - | - | - | - | - | - | - | - | - |
| Mining | - | - | - | - | - | - | - | - | - | - | - |
| Utilities | - | - | - | - | - | 819 | - | - | - | - | - |
| Construction | 2,868 | 2,964 | 3,160 | 3,395 | 3,458 | 3,333 | 3,114 | 2,703 | 2,354 | 2,172 | 2,439 |
| Manufacturing | 3,091 | 2,985 | 3,297 | 3,394 | 3,446 | 3,374 | 3,487 | 3,486 | 3,103 | 3,100 | 3,118 |
| Wholesale Trade | - | - | - | - | - | 971 | 1,061 | - | 1,075 | - | - |
| Retail Trade | 4,218 | 4,384 | 4,374 | 4,029 | 4,109 | 4,216 | 4,161 | 3,935 | 3,731 | 3,678 | 3,695 |
| Transportation and Warehousing | 1,052 | 1,105 | 1,184 | 1,192 | 1,246 | 1,230 | - | 1,287 | - | 1,262 | 1,319 |
| Information | 426 | 414 | 288 | 242 | 268 | 282 | 289 | 264 | 239 | 191 | 213 |
| Finance and Insurance | 720 | 823 | 843 | 901 | 907 | 921 | 1,012 | 1,015 | 1,111 | 1,040 | 1,070 |
| Real Estate and Rental and Leasing | 912 | 1,107 | 1,144 | 1,167 | 1,394 | 1,465 | 1,498 | 1,555 | 1,515 | 1,594 | 1,610 |
| Professional, Scientific, and Tech Svs | 832 | 839 | 841 | 1,027 | 1,141 | 1,149 | 1,219 | 1,313 | 1,274 | 1,208 | 1,227 |
| Mgmt of Companies and Enterprises | 117 | 142 | 227 | 251 | 194 | 241 | 223 | 299 | 301 | 333 | 341 |
| Administrative and Waste Mgmt Services | 982 | 1,057 | 1,045 | 1,174 | 1,202 | 1,162 | 1,052 | 998 | 1,018 | 1,231 | 1,273 |
| Educational Services | 263 | 287 | 330 | 343 | 367 | 336 | 399 | 397 | 377 | 388 | 406 |
| Health Care and Social Assistance | 2,856 | 2,939 | 3,328 | 3,658 | 3,884 | 4,102 | 4,395 | 4,478 | 4,642 | 4,734 | 4,769 |
| Arts, Entertainment, and Recreation | 443 | 490 | 524 | 511 | 540 | 532 | 542 | 547 | 557 | 557 | 534 |
| Accommodation and Food Services | 1,833 | 1,848 | 2,024 | 1,954 | 1,995 | 2,055 | 1,991 | 1,940 | 1,825 | 1,712 | 1,762 |
| Other Services, Except Public Admin | 1,765 | 1,911 | 2,017 | 2,065 | 2,126 | 2,150 | 2,192 | 2,144 | 2,186 | 2,219 | 2,209 |
| Government and Govt Enterprises | 3,625 | 3,682 | 3,728 | 3,947 | 4,031 | 4,177 | 4,328 | 4,325 | 4,325 | 4,352 | 4,368 |
| **Total Employment** | **28,577** | **29,538** | **30,915** | **31,904** | **32,926** | **33,346** | **33,918** | **33,312** | **32,393** | **32,329** | **32,931** |
| Percent Change | | 3.36 % | 4.66 % | 3.20 % | 3.20 % | 1.28 % | 1.72 % | (1.79) % | (2.76) % | (0.20) % | 1.86 % |
| **Non-Farm Employment** | **27,739** | **28,764** | **30,176** | **31,218** | **32,265** | **32,738** | **33,330** | **32,741** | **31,784** | **31,714** | **32,344** |
| Percent Change | | 3.70 % | 4.91 % | 3.45 % | 3.35 % | 1.47 % | 1.81 % | (1.77) % | (2.92) % | (0.22) % | 1.99 % |

Source: U.S. Department of Commerce, Bureau of Economic Analysis.

# Chapter IV

## NORTHSTAR CORRIDOR RESIDENTIAL MARKET CONDITIONS

This chapter summarizes the current residential market conditions in the MSA and along the Northstar Corridor. Residential market conditions are analyzed to provide a framework for identifying viable residential development options at the Ramsey Station.

### RESIDENTIAL CONSTRUCTION

There were over 156,000 new housing units permitted in the MSA between 2000 and 2011, as shown in Table 4-1, which is an average of 13,058 units per year. Single family units comprised 45 percent of all the units permitted, while attached homes were 20 percent and multi-family units were 35 percent of the total units. Building permits peaked in 2003 at 21,283 units and declined steadily to 4,290 in 2009 before recovering to 5,725 units in 2010.

There were 20,698 units permitted in Anoka County between 2000 and 2011, which was 13 percent of residential construction in the MSA. Sixty-three percent of the units permitted in Anoka County were single family homes and 26 percent were townhomes and duplexes. Only 11 percent were multi-family units including both condos and apartments. Building permits in Anoka County peaked at 3,336 units in 2004, one year later than the MSA, and declined steadily to 492 in 2009, a decline of 85 percent. Building permits recovered to 685 in 2010. Anoka County's market share of MSA building permits has held up well. Market share was 11 percent in 2000, increased to 16 percent in 2004, declined to 11 percent in 2008 and 2009, and then recovered to 12 percent in 2010.

Sherburne County permitted 9,213 units over the past decade, which was six percent of the units permitted in the MSA. Units in Sherburne County were predominately single family units at 95 percent, with townhomes comprising two percent and multi-family units three percent of the total. Sherburne County building permits peaked in 2003 at 1,596 units and declined steadily to 89 units in 2009, a decline of 94 percent. Market share of MSA building permits ranged from six to seven percent between 2000 and 2006, and then declined to two percent in 2008, 2009, 2010, and 2011.

The Northstar Corridor communities permitted 8,875 housing units between 2000 and 2011, which is 5.7 percent of the MSA total, as shown in Table 4-2. Elk River and Ramsey permitted the most units between 2000 and 2011, with 2,662 and 2,350 units, respectively. Coon Rapids and Big Lake each permitted over 1,600 units. Fridley and Anoka permitted the least number of units, with 414 and 147 units, respectively. Ramsey permitted 2,350 units, which was 26.5 percent of the total units permitted in the corridor. Like the MSA as a whole, residential construction in the corridor communities dropped off sharply after 2006.

Table 4-1

RESIDENTIAL BUILDING PERMITS, MSA, ANOKA AND SHERBURNE COUNTIES; 2000 TO 2011

| Area | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | % of Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Minneapolis-St. Paul MSA** | | | | | | | | | | | | | | |
| Single Family Detached | 9,541 | 8,858 | 8,276 | 9,034 | 8,244 | 6,877 | 5,251 | 3,650 | 2,282 | 2,469 | 2,792 | 3,756 | 71,030 | 45% |
| Townhome/ Duplex | 3,567 | 3,473 | 3,577 | 4,835 | 5,126 | 3,795 | 2,961 | 1,861 | 960 | 561 | 614 | 24 | 31,354 | 20% |
| Condo/ Apartment | 5,019 | 5,837 | 8,307 | 7,414 | 7,401 | 6,375 | 4,208 | 2,934 | 1,865 | 1,260 | 2,319 | 1,368 | 54,307 | 35% |
| MSA Total | 18,127 | 18,168 | 20,160 | 21,283 | 20,771 | 17,047 | 12,420 | 8,445 | 5,107 | 4,290 | 5,725 | 5,148 | 156,691 | 100% |
| **Anoka County** | | | | | | | | | | | | | | |
| Single Family Detached | 1,704 | 1,706 | 1,685 | 1,824 | 1,768 | 1,217 | 830 | 638 | 295 | 415 | 509 | 538 | 13,129 | 63% |
| Townhome/ Duplex | 339 | 473 | 542 | 979 | 1,029 | 837 | 610 | 208 | 123 | 41 | 118 | - | 5,299 | 26% |
| Condo/ Apartment | 16 | 254 | 415 | 145 | 539 | 324 | 40 | 282 | 161 | 36 | 58 | - | 2,270 | 11% |
| Anoka Total | 2,059 | 2,433 | 2,642 | 2,948 | 3,336 | 2,378 | 1,480 | 1,128 | 579 | 492 | 685 | 538 | 20,698 | 100% |
| Percent of MSA | 11% | 13% | 13% | 14% | 16% | 14% | 12% | 13% | 11% | 11% | 12% | 10% | 13% | |
| **Sherburne County** | | | | | | | | | | | | | | |
| Single Family Detached | 1,108 | 1,027 | 1,075 | 1,520 | 1,501 | 1,163 | 722 | 333 | 108 | 89 | 82 | 65 | 8,793 | 95% |
| Townhome/ Duplex | 70 | 68 | 26 | 20 | 4 | - | - | - | - | - | - | - | 188 | 2% |
| Condo/ Apartment | 109 | 34 | 8 | 56 | 32 | 5 | - | - | - | - | 53 | 17 | 314 | 3% |
| Sherburne Total | 1,287 | 1,129 | 1,109 | 1,596 | 1,537 | 1,168 | 722 | 333 | 108 | 89 | 135 | 82 | 9,295 | 100% |
| Percent of MSA | 7% | 6% | 6% | 7% | 7% | 7% | 6% | 4% | 2% | 2% | 2% | 2% | 6% | |

Source: US Census C-40, Metropolitan Council, Economic & Planning Systems, Inc., and McComb Group, Ltd.

Table 4-2

NORTHSTAR CORRIDOR CITIES RESIDENTIAL BUILDING PERMITS; 2000 TO 2011

| Year | Minneapolis-St. Paul MSA | Fridley | Coon Rapids | Anoka | Ramsey | Elk River | Big Lake | Total | % of MSA |
|---|---|---|---|---|---|---|---|---|---|
| 2000 | 18,127 | 20 | 142 | NA | 91 | 284 | 306 | 843 | 4.7 % |
| 2001 | 18,168 | 43 | 286 | 10 | 85 | 256 | 167 | 847 | 4.7 |
| 2002 | 20,160 | 11 | 221 | 15 | 219 | 244 | 155 | 865 | 4.3 |
| 2003 | 21,283 | 25 | 319 | 38 | 454 | 550 | 236 | 1,622 | 7.6 |
| 2004 | 20,771 | 11 | 282 | 16 | 564 | 547 | 206 | 1,626 | 7.8 |
| 2005 | 17,047 | 26 | 171 | 10 | 391 | 344 | 199 | 1,141 | 6.7 |
| 2006 | 12,420 | 160 | 155 | 4 | 176 | 250 | 147 | 892 | 7.2 |
| 2007 | 8,445 | 26 | 73 | 2 | 167 | 116 | 72 | 456 | 5.4 |
| 2008 | 5,107 | 2 | 4 | 26 | 75 | 25 | 11 | 143 | 2.8 |
| 2009 | 4,290 | 11 | 9 | 2 | 45 | 20 | 25 | 112 | 2.6 |
| 2010 | 5,725 | 43 | 10 | 22 | 60 | 15 | 28 | 178 | 3.1 |
| 2011 | 3,148 | 36 | 21 | 2 | 23 | 11 | 57 | 150 | 4.8 |
| Total | 154,691 | 414 | 1,693 | 147 | 2,350 | 2,662 | 1,609 | 8,875 | 5.7 % |

Source: US Census, Northstar Corridor Communities, Economic & Planning Systems, Inc., and McComb Group, Ltd.

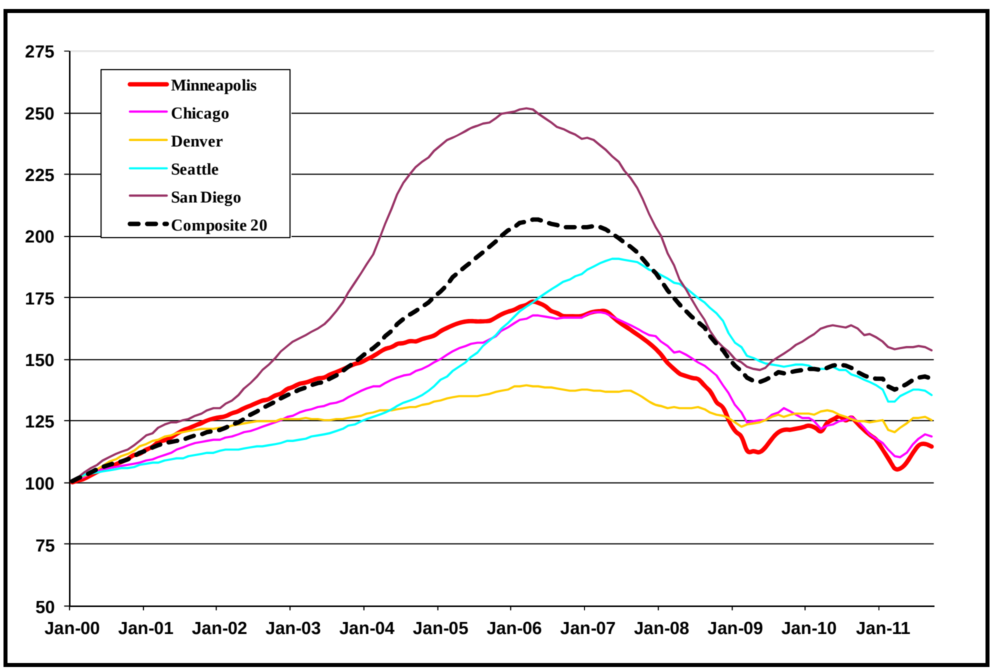
## FOR-SALE RESIDENTIAL

### Home Prices

The Case Schiller home price index tracks the growth in the value of residential real estate by tracking the original purchase price and resale price of homes. The index tracks the major metro areas in the U.S. and compiles a 10 and 20 city composite index for comparison. The Minneapolis metro area home price index peaked in early 2006 and reached its bottom in January 2011, as shown in Figure 4-1. Minneapolis home price index has matched closely with Chicago's home price index over the past 10 years. Minneapolis home prices did not rise as high as the composite 20 city index but prices dropped to a level almost as low as in 2000. The recession coupled with the financial crisis had a major impact on consumer confidence, employment and wages, and consequently on home values.

**Figure 4-1**

**MINNEAPOLIS AND SELECTED CITIES HOME PRICE INDEX, 2000-2011**




Source: Case Schiller.

The average price for a new home in the Twin Cities area was $376,000 in 2011, as shown in Table 4-3. The price for new single family home is up slightly from the average price found in 2005 but down $60,000 (13.7 percent) from the 2007 peak of $436,000. The average price for a previously owned single family home in the Twin Cities area was $202,000 in 2011, which was down $93,000 (31.5 percent) from the 2006 high of $295,000. The average price for previously owned townhomes decreased 36.0 percent and condos prices were down 25.2 percent from 2005. The average price for previously owned homes has not rebounded from the drop in prices that started in 2006. Average home prices in 2010 were up from the 2009 average, but dropped again in 2011. It appears that the average home prices in the Twin Cities area have reached bottom and are beginning to recover. Average sales prices for newly constructed units have been increasing, but new homes sales accounted for only six percent of all sales in the Twin Cities area in 2011.

Table 4-3

TWIN CITIES AREA AVERAGE HOME PRICE; 2005 TO 2011

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | % Change 2005-2011 |
|---|---|---|---|---|---|---|---|---|
| **New Construction** | | | | | | | | |
| Single Family Detached | $ 372,138 | $ 415,435 | $ 436,211 | $ 422,106 | $ 351,589 | $ 356,803 | $ 376,418 | 1.2% |
| Annual % Change | --- | 11.6% | 5.0% | -3.2% | -16.7% | 1.5% | 5.5% | |
| Townhouse | $ 249,135 | $ 237,139 | $ 235,094 | $ 229,720 | $ 195,671 | $ 200,507 | $ 203,143 | -18.5% |
| Annual % Change | --- | -4.8% | -0.9% | -2.3% | -14.8% | 2.5% | 1.3% | |
| Condo | $ 265,124 | $ 285,194 | $ 280,167 | $ 339,799 | $ 348,884 | $ 286,442 | $ 333,926 | 26.0% |
| Annual % Change | --- | 7.6% | -1.8% | 21.3% | 2.7% | -17.9% | 16.6% | |
| **Previously Owned** | | | | | | | | |
| Single Family Detached | $ 289,741 | $ 294,999 | $ 289,067 | $ 238,439 | $ 203,968 | $ 221,595 | $ 202,119 | -30.2% |
| Annual % Change | --- | 1.8% | -2.0% | -17.5% | -14.5% | 8.6% | -8.8% | |
| Townhouse | $ 206,116 | $ 203,337 | $ 206,337 | $ 176,992 | $ 149,256 | $ 150,735 | $ 131,824 | -36.0% |
| Annual % Change | --- | -1.3% | 1.5% | -14.2% | -15.7% | 1.0% | -12.5% | |
| Condo | $ 173,922 | $ 174,327 | $ 176,338 | $ 166,216 | $ 140,297 | $ 138,975 | $ 130,103 | -25.2% |
| Annual % Change | --- | 0.2% | 1.2% | -5.7% | -15.6% | -0.9% | -6.4% | |

Source: Minneapolis Area Association of Realtors, Economic & Planning Systems, Inc., and McComb Group, Ltd.

## APARTMENT MARKET

The Twin Cities area apartment market is recovering much faster than the for-sale market locally and nationally. The apartment vacancy rate in the Twin Cities area was 2.4 percent in mid-2011, which is considerably lower than the national average and down from over 5.0 percent in 2009. The Northwest Suburban submarket, which includes the Northstar Corridor, had a vacancy rate of 2.7 percent in the 2nd Quarter of 2011 and the average rent price was $907 per month, which is slightly lower than the area wide average. The vacancy rates in downtown Minneapolis and downtown St. Paul were 1.2 and 0.8 percent, respectively, in 2011, as shown in Table 4-4. This drop in vacancy rate has lead to a steady growth in rental rates. The Twin Cities area average rental rate was $921 per month in the 2nd Quarter of 2011, which is up from $908 at the end of 2010. Low vacancies and rent growth are spurring new construction.

According to the Cassidy Turley real estate brokerage firm, in the 2nd Quarter of 2011 the Northwest Suburban submarket had 1,060 apartment units proposed. The Twin Cities area had 8,593 proposed units and 1,814 units that were under construction. The proposed units in the Northwest Suburban submarket (including the Northstar Corridor) were 12.3 percent of the Twin Cities area total. Over 70 percent of the proposed units are within the cities of Minneapolis and

St. Paul. The low vacancy rates and rising rental rates in the Twin Cities area indicates a growing demand for apartment units.

Table 4-4

TWIN CITIES AREA APARTMENT MARKET; 2ND QUARTER 2011

| Submarket | Vacancy Rate | Average Rent | Units Under Construction | Proposed Units |
|---|---|---|---|---|
| Northwest Suburban | 2.7 % | $ 907 | - | 1,060 |
| Downtown Minneapolis | 1.2 | 1,213 | 297 | 2,505 |
| Downtown St. Paul | 0.8 | 1,133 | 70 | 327 |
| Minneapolis | 2.3 | 844 | 886 | 2,904 |
| North Central Suburban | 2.8 | 837 | - | 55 |
| Northeast Suburban | 2.3 | 802 | - | - |
| South Central Suburban | 2.3 | 890 | 561 | 1,257 |
| Southeast Suburban | 2.7 | 975 | - | - |
| Southwest Suburban | 2.4 | 1,015 | - | 150 |
| St. Paul | 2.4 | 832 | - | 335 |
| Total Twin Cities Area | 2.4 % | $ 921 | 1,814 | 8,593 |

Source: Cassidy Turley.

## RAMSEY POPULATION AND HOUSEHOLDS

Ramsey's population increased over the past decade by 5,158 people or an average of 516 per year, which is a 2.5 percent annual growth rate, as shown in Table 4-5. The number of housing units increased from 5,946 in 2000 to 8,302 in 2010, an average increase of 236 households per year or 3.4 percent annual growth rate. Vacant housing units increased from 40 in 2000 to 269 in 2010 for a vacancy rate of 3.2 percent.

Table 4-5

CITY OF RAMSEY
POPULATION, HOUSEHOLDS, AND TENURE; 2000 AND 2010

| | | | Change | | |
|---|---|---|---|---|---|
| Description | 2000 | 2010 | Number | Average Annual | Growth Rate |
| Population | 18,510 | 23,668 | 5,158 | 516 | 2.5 % |
| Households | | | | | |
| Renters | 150 | 684 | 534 | 53 | 16.4 % |
| Owners | 5,756 | 7,349 | 1,593 | 159 | 2.5 |
| Total | 5,906 | 8,033 | 2,127 | 213 | 3.1 % |
| Average Household Size | 3.13 | 2.95 | | | |
| Housing Units | 5,946 | 8,302 | 2,356 | 236 | 3.4 % |
| Vacant Units | 40 | 269 | 229 | 23 | 21.0 |
| Vacancy Rate | 0.7 % | 3.2 % | | | |

Source: U.S. Census, Economic & Planning Systems, Inc., and McComb Group, Ltd.

In 2010, 8.5 percent of households in Ramsey were renters and 91.5 percent were owners, as shown in Table 4-6. The percentage of renter households in Ramsey (8.5 percent) is less than the MSA in which 28.6 percent of households are renters.

Table 4-6

CITY OF RAMSEY AND MINNEAPOLIS-ST. PAUL MSA
HOUSING TENURE; 2000 AND 2010

| Household Type | 2000 | 2010 |
|---|---|---|
| **Ramsey** | | |
| Renters | 2.5 % | 8.5 % |
| Owners | 97.5 | 91.5 |
| Total | 100.0 % | 100.0 % |
| **Minneapolis-St. Paul MSA** | | |
| Renters | 27.6 % | 28.6 % |
| Owners | 72.4 | 71.4 |
| Total | 100.0 % | 100.0 % |

Source: U.S. Census and Economic & Planning Systems, Inc.

The majority of households in Ramsey are families (related by blood or marriage), and nearly half of all households are families with children, as shown in Table 4-7. Eighty-one percent of households in Ramsey were family households in 2010, and 41.1 percent of households have individuals under 18.

Table 4-7

CITY OF RAMSEY
HOUSEHOLDS BY TYPE; 2000 AND 2010

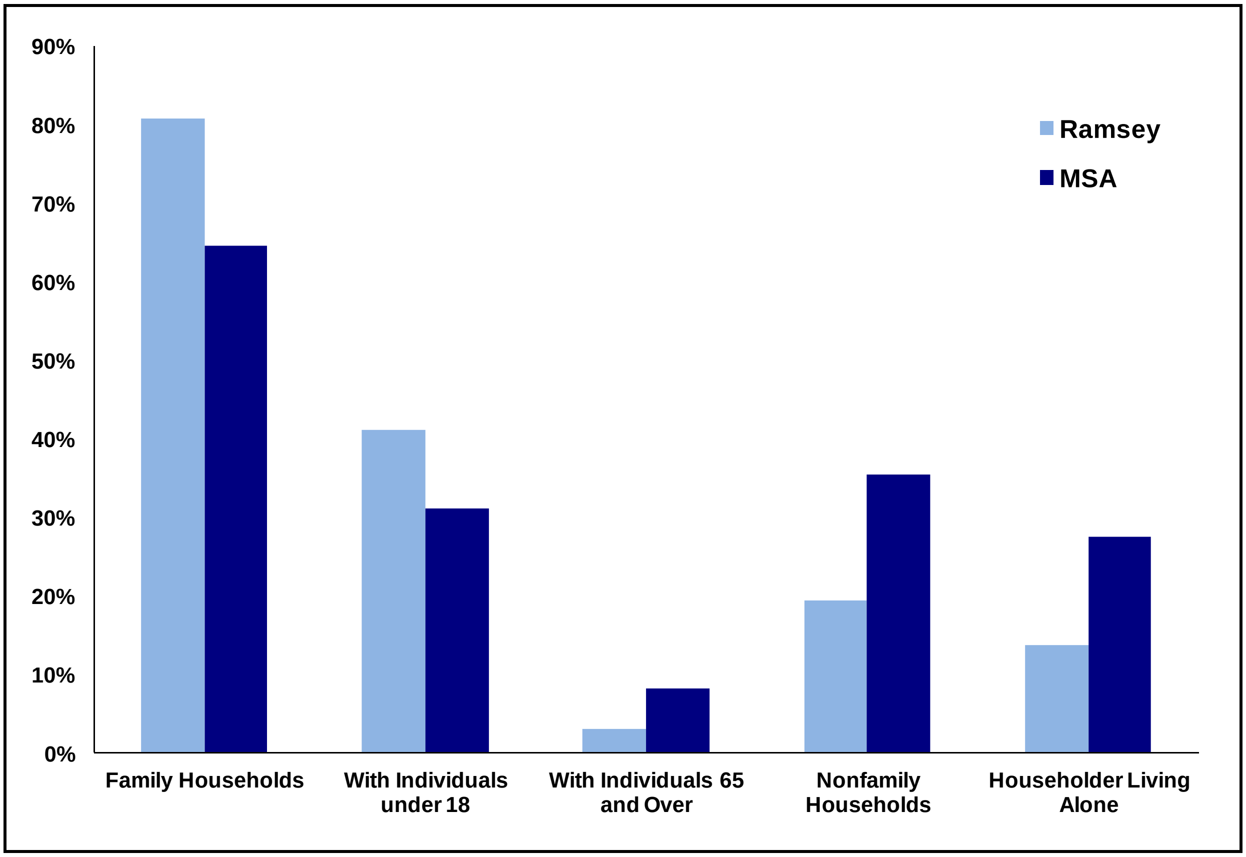
| Household Type | 2000 Number | 2000 Percent | 2010 Number | 2010 Percent | Change | Growth Rate |
|---|---|---|---|---|---|---|
| **Total Households** | 5,906 | | 8,033 | | 2,127 | 3.1 % |
| Family Households | 5,101 | 86.4 % | 6,484 | 80.7 % | 1,383 | 2.4 |
| With Individuals under 18 | 2,927 | 49.6 | 3,301 | 41.1 | 374 | 1.2 |
| With Individuals 65 and Over | 82 | 1.4 | 245 | 3.0 | 163 | 11.6 |
| Non-Family Households | 805 | 13.6 | 1,549 | 19.3 | 744 | 6.8 |
| Householder Living Alone | 522 | 8.8 | 1,104 | 13.7 | 582 | 7.8 |

Source: U.S. Census and Economic & Planning Systems, Inc.

Ramsey has a higher percentage of family households and family households with individuals under 18 than the MSA and a lower percentage of non-family households, householders living alone, and households with individuals 65 and over, as shown in Figure 4-2.

**Figure 4-2**

**CITY OF RAMSEY AND MSA**
**PERCENT OF HOUSEHOLDS BY TYPE; 2010**




Source: U.S. Census

The age distribution for heads of household in Ramsey generally parallels the MSA, although Ramsey is slightly younger than in the MSA average. Ramsey has fewer householders over 65 than the MSA and more households in the 35 to 44 age group, as shown in Table 4-8.

Table 4-8

CITY OF RAMSEY AND MINNEAPOLIS-ST. PAUL MSA
HOUSEHOLDS BY AGE OF HOUSEHOLDER; 2010

| Age of Householder | City of Ramsey | | Minneapolis-St. Paul MSA | |
|---|---|---|---|---|
| 15 to 24 Years | 2.0 | % | 4.8 | % |
| 25 to 34 Years | 20.0 | | 18.5 | |
| 35 to 44 Years | 26.6 | | 20.9 | |
| 45 to 54 Years | 23.4 | | 22.8 | |
| 55 to 64 Years | 17.9 | | 16.2 | |
| 65 Years and Over | 10.0 | | 16.7 | |
| Total | 100.0 | % | 100.0 | % |

Source: U.S. Census and Economic & Planning Systems, Inc.

Average household income for residents in Ramsey was $87,096 in 2010, which was 4.7 percent higher than the MSA average of $83,023, as shown in Table 4-9. The median household income in Ramsey was $81,598 in 2010; while the MSA median household income was $65,181.

Table 4-9

CITY OF RAMSEY AND MINNEAPOLIS-ST. PAUL MSA
HOUSEHOLD INCOME; 2010

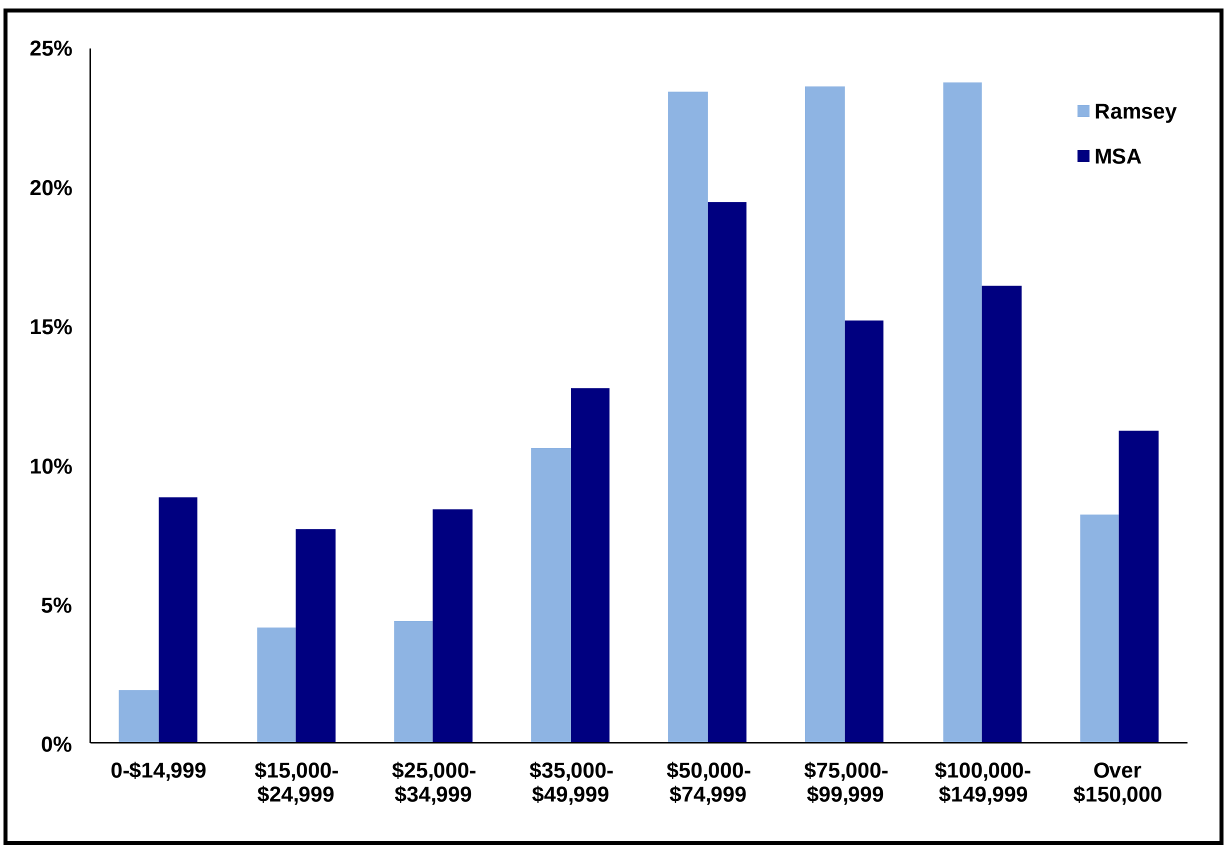
| Category | City of Ramsey | Minneapolis-St. Paul MSA |
|---|---|---|
| Average Household Income | $ 87,096 | $ 83,023 |
| Median Household Income | 81,598 | 65,181 |
| Per Capita Income | 30,365 | 32,852 |

Source: 2000 U.s. Census, 2006-2010 American Community Survey 5-Year Estimates, and Economic & Planning Systems, Inc.

The largest household income brackets in Ramsey are $50,000 to $74,999, $75,000 to $99,999, and $100,000 to $149,999. Ramsey has fewer lower income households than the MSA, as shown in Figure 4-3.

**Figure 4-3**

**CITY OF RAMSEY AND MSA**
**HOUSEHOLD INCOME DISTRIBUTION; 2010**




Source: U.S. Census.

## RAMSEY RESIDENTIAL MARKET

A total of 2,464 housing units were built in Ramsey between 2000 and 2011, or an average of 205 units per year. The peak construction activity was between 2000 and 2007 when 2,261 new units were built, as shown in Table 4-10. Condo/townhouse and duplex totaled 1,264 units or 51.3 percent of all units. Multi-family totaled 170 units or 6.9 percent. Peak construction occurred in 2004, similar to other corridor communities, where construction peaked in the middle of the decade. Between 2008 and 2011, single family has been the dominant housing type. In 2012, Ramsey issued building permits for 49 single family detached homes, eight townhomes and 230 multi-family units.

Table 4-10

RAMSEY RESIDENTIAL BUILDING PERMITS; 2000 TO 2012

| Year | Single Family | Condo/ Townhome Duplex | Multi-Family | Total |
|---|---|---|---|---|
| 2000 | 79 | 30 | - | 109 |
| 2001 | 66 | 52 | - | 118 |
| 2002 | 112 | - | 107 | 219 |
| 2003 | 175 | 279 | - | 454 |
| 2004 | 166 | 398 | - | 564 |
| 2005 | 91 | 300 | - | 391 |
| 2006 | 67 | 109 | - | 176 |
| 2007 | 89 | 78 | 63 | 230 |
| 2008 | 57 | 18 | - | 75 |
| 2009 | 45 | - | - | 45 |
| 2010 | 60 | - | - | 60 |
| 2011 | 23 | - | - | 23 |
| 2012 | 49 | 8 | 230 | 287 |

Source: City of Ramsey.

### For-Sale Market

From 2005 to 2012, new home sales made up 23.0 percent of the market on average. There was an average of 85 new homes sold per year between 2005 and 2012, as shown in Table 4-11. Townhomes represented 55.9 percent of the new homes; while new condominiums represented 3.5 percent of the new homes. Sales volume has declined steadily since 2005 when a total of 207 new homes were sold. At the current time, there is little demand for townhomes due to the low cost of single family houses. As the price of single family homes increases, townhomes are expected to become more popular.

Table 4-11

RAMSEY HOME SALES, 2005 TO 2012

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | Total | Percent |
|---|---|---|---|---|---|---|---|---|---|---|
| **New Construction** | | | | | | | | | | |
| Single Family Detached | 62 | 30 | 28 | 31 | 32 | 38 | 23 | 32 | 276 | 40.6 % |
| Townhome | 136 | 111 | 55 | 52 | 16 | 9 | 1 | - | 380 | 55.9 |
| Condo | 9 | 2 | 6 | 1 | - | - | - | 6 | 24 | 3.5 |
| Subtotal | 207 | 143 | 89 | 84 | 48 | 47 | 24 | 38 | 680 | 100.0 % |
| **Previously Owned** | | | | | | | | | | |
| Single Family Detached | 265 | 210 | 170 | 196 | 216 | 207 | 226 | 228 | 1,718 | 75.4 % |
| Townhome | 29 | 34 | 52 | 59 | 102 | 74 | 101 | 103 | 554 | 24.3 |
| Condo | - | 2 | - | 2 | - | - | - | 2 | 6 | 0.3 |
| Subtotal | 294 | 246 | 222 | 257 | 318 | 281 | 327 | 333 | 2,278 | 100.0 % |
| **Total** | 501 | 389 | 311 | 341 | 366 | 328 | 351 | 371 | 2,958 | |

Source: Minneapolis Area Association of Realtors and Economic & Planning Systems, Inc.

The average sales price for a previously owned single family home in Ramsey has dropped 40.2 percent from $347,432 in 2005 to $207,803 in 2012, as shown in Table 4-12. The average sales price for a previously owned townhome was $187,051 in 2005 and declined by 33.3 percent to $124,731 in 2012. These steep declines were influenced by foreclosed home sales.

New construction single family prices declined from an average of $259,559 in 2005 to $179,298 in 2012, a decrease of 30.9 percent. Townhome prices declined from $186,272 in 2005 to $98,975 in 2012, a decline of 46.9 percent.

Table 4-12

RAMSEY AVERAGE HOME SALE PRICE, 2005 TO 2012

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | % Change |
|---|---|---|---|---|---|---|---|---|---|
| **Previously Owned** | | | | | | | | | |
| Single Family Detached | $347,432 | $352,585 | $274,491 | $274,466 | $246,594 | $239,398 | $211,821 | $207,803 | -40.2% |
| Annual % Change | --- | 1.48% | -22.15% | -0.01% | -10.15% | -2.92% | -11.52% | -1.90% | |
| Townhome | $187,051 | $199,964 | $188,767 | $161,128 | $150,585 | $71,072 | $79,900 | $124,731 | -33.3% |
| Annual % Change | --- | 6.90% | -5.60% | -14.64% | -6.54% | -52.80% | 12.42% | 56.11% | |
| Condo | $171,096 | $194,431 | $167,612 | $156,000 | --- | --- | --- | --- | --- |
| Annual % Change | --- | 13.64% | -13.79% | -6.93% | --- | --- | --- | --- | |
| **New Construction** | | | | | | | | | |
| Single Family Detached | $259,559 | $275,308 | $261,913 | $233,713 | $183,832 | $191,056 | $173,085 | $179,298 | -30.9% |
| Annual % Change | --- | 6.07% | -4.87% | -10.77% | -21.34% | 3.93% | -9.41% | 3.59% | |
| Townhome | $186,272 | $187,879 | $166,479 | $130,515 | $107,984 | $104,947 | $91,859 | $98,975 | -46.9% |
| Annual % Change | --- | 0.86% | -11.39% | -21.60% | -17.26% | -2.81% | -12.47% | 7.75% | |
| Condo | --- | $168,000 | --- | $126,200 | --- | --- | --- | $79,300 | --- |
| Annual % Change | --- | --- | --- | --- | --- | --- | --- | --- | |

Source: Minneapolis Area Association of Realtors and Economic & Planning Systems, Inc.

Foreclosures are the primary factor contributing to both the volume of sales and the decline in average prices. In 2009, over half of the home sales in Ramsey were foreclosure sales, compared to only 1.4 percent in 2005, as shown in Table 4-13. Since 2009, the percent of foreclosed sales has declined, resulting in 38.1 percent foreclosed home sales in 2012. The Twin Cities area is experiencing a similar trend with 29 percent of sales in the area being foreclosures. In 2013, this rate of foreclosures in Ramsey will need to be worked down before existing home prices stabilize.

Table 4-13

RAMSEY FORECLOSED SALES, 2005 TO 2012

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 |
|---|---|---|---|---|---|---|---|---|
| **Ramsey** | | | | | | | | |
| Foreclosure Sales | 7 | 17 | 33 | 119 | 189 | 149 | 159 | 127 |
| Total Sales | 501 | 389 | 311 | 341 | 366 | 328 | 351 | 333 |
| Percent Foreclosure Sales | 1.4 % | 4.4 % | 10.6 % | 34.9 % | 51.6 % | 45.4 % | 45.3 % | 38.1 % |
| **Twin Cities Area** | | | | | | | | |
| Foreclosure Sales | 804 | 1,496 | 3,288 | 10,764 | 17,805 | 13,185 | 15,634 | 13,929 |
| Total Sales | 56,755 | 46,770 | 39,227 | 38,289 | 44,621 | 38,251 | 41,566 | 48,772 |
| Percent Foreclosure Sales | 1.4 % | 3.2 % | 8.4 % | 28.1 % | 39.9 % | 34.5 % | 37.6 % | 28.6 % |

Source: Minneapolis Area Association of Realtors and Economic & Planning Systems, Inc.

## Apartment Market

Renters made up approximately nine percent of Ramsey's households in 2010. There are three general occupancy multi-family properties (with 20 units or more) in the City and one senior living facility, as shown on Map 4-1 and in Table 4-14. General occupancy apartments include River Bend (32 units), Sunwood Townhomes (32 units), and Terrace Hill Apartments (63 units). Savannah Oaks (50 units) is Ramsey's only existing senior building.

The Residence at The COR, a 230-unit general occupancy apartment building, is scheduled for completion in Spring 2013. Stoney River is a 72-unit senior development located at Nowthen Boulevard and TH-47 in southeast Ramsey. The development is proposed to include nine independent living units, 39 assisted living, and 24 specialized memory care units. This development is planned for completion in 2014.

**Map 4-1**

**RAMSEY APARTMENTS**

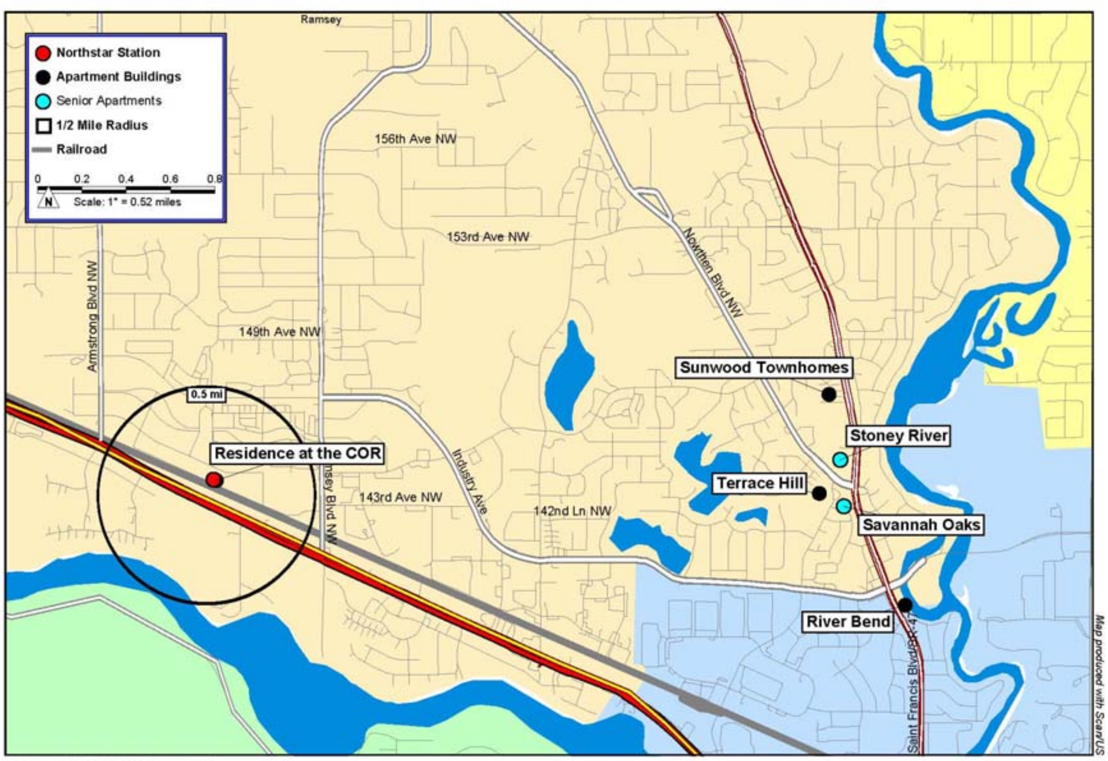



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Table 4-14

RAMSEY APARTMENT BUILDINGS

| Building | Year | Units |
|---|---|---|
| **General Occupancy** | | |
| River Bend | 1991 | 32 |
| Sunwood Townhomes | 2002 | 32 |
| Terrace Hill Apartments | 2008 | 63 |
| Residence at The COR | 2013 | 230 |
| **Senior** | | |
| Savannah Oaks | 1998 | 50 |
| Stoney River | 2014 | 72 |

Source: City of Ramsey.

Unit size and rent for general occupancy and senior buildings are contained in Table 4-15. Unit size is available for two general occupancy buildings and Savannah Oaks. Monthly rent and rent per square foot are, as would be expected, highest at The Residence at The COR.

Table 4-15

RAMSEY APARTMENTS: UNIT SIZE, RENT, AND RENT PER SQUARE FOOT

| | Terrace Hill | Residence at The COR | Savannah Oaks |
|---|---|---|---|
| **Square Feet** | | | |
| Studio | | 533-642 | |
| 1 Bedroom | 762-878 | 644-1,039 | 705 |
| 1 Bedroom + Den | | | 908-956 |
| 2 Bedroom | 966-1,161 | 976-1,598 | 1,020 |
| 3 Bedroom | 1,323 | 1,598 | |
| **Rental Rates** | | | |
| Studio | | $899-$1,000 | |
| 1 Bedroom | $830-$935 | $1,050-$1,225 | $763 |
| 1 Bedroom + Den | | | $901-$940 |
| 2 Bedroom | $1,025-$1,140 | $1,299-$2,100 | $1,104 |
| 3 Bedroom | $1,350 | $1,899-$2,100 | |
| **Rent per Square Foot** | | | |
| Studio | | $1.56-$1.69 | |
| 1 Bedroom | $1.06-$1.09 | $1.18-$1.63 | $1.08 |
| 1 Bedroom + Den | | | $0.98-$0.99 |
| 2 Bedroom | $0.98-$1.06 | $1.31-$1.33 | $1.08 |
| 3 Bedroom | $1.02 | $1.19-$1.31 | |

Source: McComb Group, Ltd.

## RAMSEY REALTOR SURVEYS

Four Ramsey area realtors were surveyed to solicit their opinions of the residential real estate market in Ramsey. These realtors were asked questions regarding today's residential buyer and seller, the attractiveness of Ramsey, housing types and price ranges, homebuyers views on the

Northstar commuter rail service, and also about what makes Ramsey different from surrounding communities. Responses have been summarized below.

According to area real estate agents, there is a wide variety of people selling their homes in Ramsey--foreclosures, short sales, and traditional home sellers. While foreclosures and short sales have been the norm in the past couple of years, these real estate agents felt that the traditional existing home market is coming back. Other people selling their homes are looking to downsize or move up to a larger home because of the low interest rates. Additionally, new construction has seen increased sales within the past year.

Ramsey realtors cited the most common reason people are selling is not having a choice, or forced to sell. These are the people that were hit the hardest by the economy. Other reasons included life cycle, it's either time to move up or downsize; one way or the other, these sellers have had a change of lifestyle.

There was no overwhelming response by real estate agents stating that people selling their homes tend to stay in the area. Realtors felt that there are too many variables to consider and it really depends on what the movers needs are. However, there are some that are moving to newer construction that has become available in the Ramsey area.

All Ramsey real estate agents stated that the majority of people seeking homes in the Ramsey area are young families and first time homebuyers. Since townhomes are in abundance in Ramsey, there are a lot of apartment dwellers looking to move into their first home. There are also people looking to take advantage of the low interest rates and get more for their money by moving into a larger home or a home they always dreamed of having.

Real estate agents in the Ramsey area feel that Ramsey is attractive to homebuyers because of the following:

- New medical clinics (3 mentions)
- Good schools (3 mentions)
- Convenience of TH-10 (3 mentions)
- Nice lots with acreage (3 mentions)
- Growing community (2 mentions)
- Conveniences of various retail (2 mentions)
- Rural setting (2 mentions)
- Parks
- Rail system
- Affordability, single family is reasonable
- Close to Anoka and Minneapolis
- Ramsey Town Center
- PACT Charter School

Ramsey real estate agents have experienced that people looking for houses in Ramsey are typically looking for large lot single family homes or townhomes. The most sought after home is one with three bedrooms and two bathrooms. Northfork is also a very popular development in Ramsey. This is a community of well kept, older homes (1990's) with acreage.

Homebuyers in Ramsey expect to pay between $145,000 and $225,000 for a home. Real estate agents in the area felt the majority of the buyers look around the $150,000 to $170,000 range. Townhomes usually run $90,000 to $140,000 and new construction will be in the $300,000's.

There was no question amongst real estate agents that homebuyers are able to find what they are looking for in a home in Ramsey. Homebuyers can easily find homes in their price category with the current existing for-sale home inventory.

When local real estate agents were asked how Ramsey homebuyers view the Northstar commuter rail, there were various personal views. However, none of the real estate agents felt that the Northstar commuter rail was a driving force or a needed feature of people looking to buy a home in Ramsey. Personal views on the Northstar commuter rail service by the real estate agents are shown below:

- Personally, it's inconvenient. For baseball games, it has a schedule, and regardless of how the game goes, the train leaves at a certain time. For the airport, it's a long ride from Ramsey! And it's a transfer to light rail, which has way too many stops and some of them are not in nice areas.
- Single friends who work in the city, have looked at it as a way to get out of the city and into ownership of something affordable, but I haven't run into a lot of daily users.
- Don't think a lot of people understand the service – or don't know about it.
- We talk about it, it helps a little, seems like people are aware of it.

When asked what makes Ramsey different from other surrounding communities, real estate agents had different ideas. One real estate agent felt that Ramsey was like an island, it got developed around, and now it has opportunities for new growth and it offers newness to homebuyers. Other real estate agents agree with the newness of the area differentiating Ramsey from adjacent communities. Others felt that it has the opportunity for new construction and there are few areas that are close to the cities with this many opportunities. Another thought was that Ramsey was a mix of rural and city, without being too far from the city, which made it different from neighboring communities.

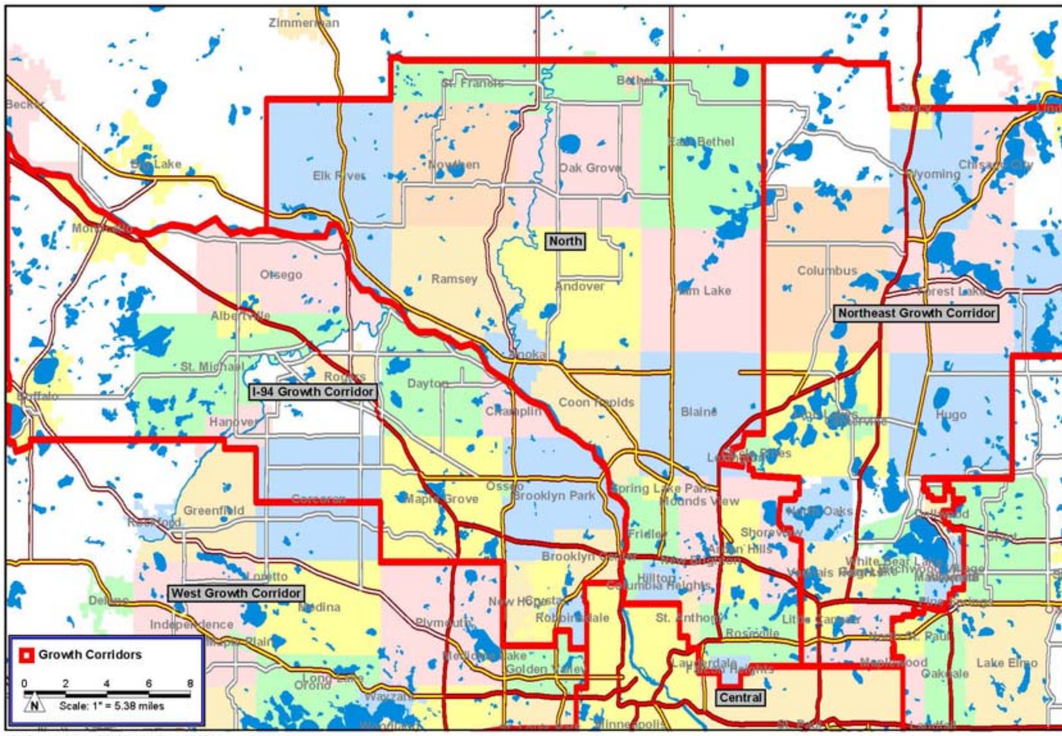
## RESIDENTIAL GROWTH ESTIMATES

Future housing demand in the Northstar cities is dependent on future residential growth in each city's draw area, which is the area where most of the Northstar riders live. The methodology used to estimate household growth in each of the Northstar cities for 2013 through 2035 is described in this section.

### Twin Cities Area Residential Growth Corridors

Residential growth in the Twin Cities area radiates out from Minneapolis and St. Paul in eight growth corridors. Historic growth in these eight corridors has been documented by McComb Group, Ltd. from 1970 through 2011. Each growth corridor generally captures the same portion of the Twin Cities area growth each year, even though housing development will fluctuate from year to year. Northstar Corridor cities are located in the North Growth Corridor, shown in Map 4-2. This growth corridor is served by TH-10 in the west and TH-65 in the east.

## Map 4-2
## NORTH GROWTH CORRIDOR

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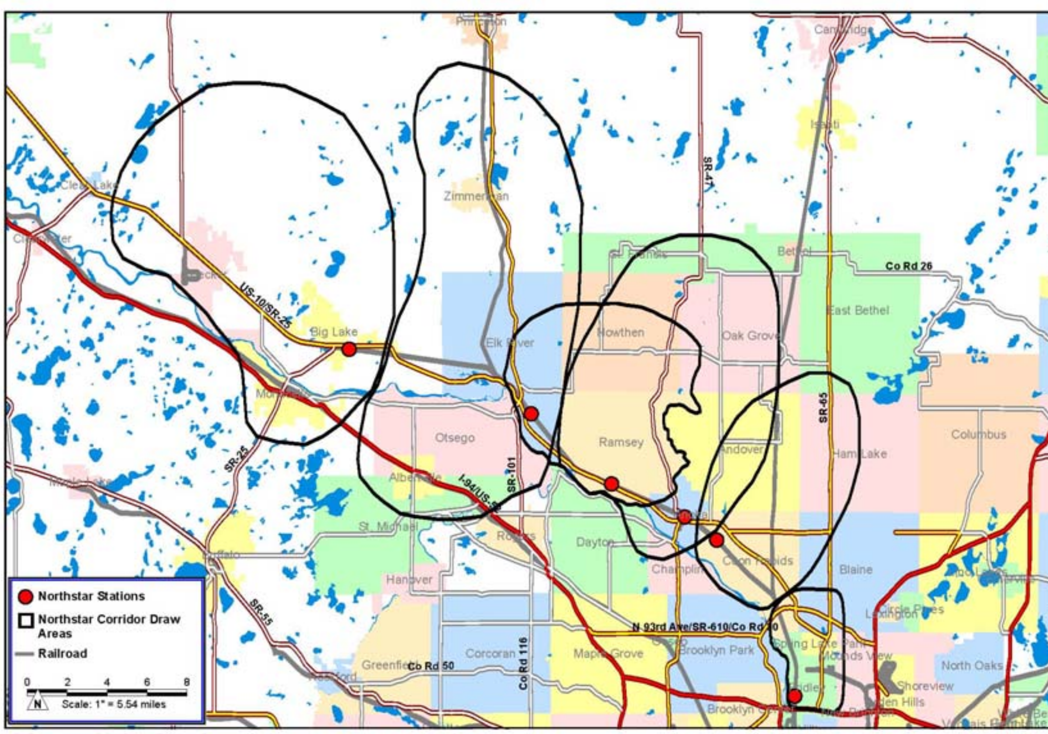
The Northstar commuter service draws its riders from cities located in the west portion of the North Growth Corridor, shown on Map 4-3.

## Map 4-3
## NORTHSTAR COMMUTER SERVICE DRAW AREAS

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Stations in each city have individual draw areas that contain the residence location of Northstar riders that use that station. Draw areas were delineated based on rider surveys conducted by the Metropolitan Council for Fridley, Coon Rapids, Anoka, Elk River, and Big Lake Stations. The Ramsey Station Draw Area is based on a survey conducted in 2012 by Metro Transit. The draw area cities are shown on Map 4-3, along with the Northstar cities.

## Historic Residential Growth

Building permits for the Metropolitan Area, North Growth Corridor, Northstar Corridor Draw Area, and Northstar cities were examined from 1991 through September 2012, shown in Table 4-16, to determine household growth trends. Annual Metropolitan Area building permits ranged from 12,060 to 17,679 between 1991 and 1999. As the housing boom unfolded, building permits increased from 17,679 in 1999, peaked at 20,973 in 2003, which was followed by a decline to 12,109 in 2006 when the housing boom ended. Building permits declined by 67 percent from 12,109 in 2006 to 4,028 in 2009 and began a slight recovery to 5,014 units in 2010. Based on nine months experience in 2012, it appears that building permits in 2012 will be significantly higher than recorded in the 2008 to 2011 period. Three periods contained in Table 4-16 reflect a relatively normal period (1991 to 1998); a boom period (1999 to 2006) and a recessionary period (2007 to 2012). Building permit trends in each period provide insight into future residential development trends.

Table 4-16

NORTH GROWTH CORRIDOR AND RAMSEY
RESIDENTIAL BUILDING PERMITS; 1991 TO 2012*

| | | North Growth Corridor | | Northstar Corridor Draw Area | | Ramsey Station Draw Area | | Ramsey | |
|---|---|---|---|---|---|---|---|---|---|
| Year | Metropolitan Area | Building Permits | Market Share | Market Share | Building Permits | Market Share | Building Permits | Market Share | Building Permits |
| 1991 | 12,060 | 1,912 | 15.85 % | 86.45 % | 1,653 | 17.91 % | 296 | 51.35 % | 152 |
| 1992 | 15,632 | 2,713 | 17.36 | 84.48 | 2,292 | 20.24 | 464 | 60.13 | 279 |
| 1993 | 15,882 | 2,924 | 18.41 | 77.39 | 2,263 | 26.87 | 608 | 61.68 | 375 |
| 1994 | 14,205 | 2,140 | 15.07 | 84.67 | 1,812 | 25.00 | 453 | 54.75 | 248 |
| 1995 | 13,956 | 2,124 | 15.22 | 89.41 | 1,899 | 27.54 | 523 | 42.45 | 222 |
| 1996 | 14,098 | 2,505 | 17.77 | 86.59 | 2,169 | 25.17 | 546 | 50.55 | 276 |
| 1997 | 13,234 | 2,195 | 16.59 | 89.43 | 1,963 | 25.22 | 495 | 46.67 | 231 |
| 1998 | 15,817 | 2,944 | 18.61 | 91.98 | 2,708 | 21.38 | 579 | 53.02 | 307 |
| 1999 | 17,679 | 3,049 | 17.25 | 93.34 | 2,846 | 13.84 | 394 | 33.50 | 132 |
| 2000 | 17,050 | 2,450 | 14.37 | 93.27 | 2,285 | 18.51 | 423 | 25.77 | 109 |
| 2001 | 16,788 | 2,668 | 15.89 | 95.31 | 2,543 | 16.00 | 407 | 28.99 | 118 |
| 2002 | 19,782 | 2,751 | 13.91 | 96.58 | 2,657 | 19.53 | 519 | 42.20 | 219 |
| 2003 | 20,973 | 3,958 | 18.87 | 90.15 | 3,568 | 30.91 | 1,103 | 41.16 | 454 |
| 2004 | 19,832 | 4,119 | 20.77 | 93.59 | 3,855 | 30.17 | 1,163 | 48.50 | 564 |
| 2005 | 11,514 | 3,117 | 27.07 | 81.14 | 2,529 | 30.25 | 765 | 51.11 | 391 |
| 2006 | 12,109 | 2,055 | 16.97 | 91.87 | 1,888 | 23.89 | 451 | 39.02 | 176 |
| 2007 | 8,039 | 1,254 | 15.60 | 94.26 | 1,182 | 30.63 | 362 | 63.54 | 230 |
| 2008 | 4,711 | 544 | 11.55 | 92.10 | 501 | 20.76 | 104 | 72.12 | 75 |
| 2009 | 4,028 | 556 | 13.80 | 93.71 | 521 | 13.05 | 68 | 66.18 | 45 |
| 2010 | 5,014 | 701 | 13.98 | 96.15 | 674 | 11.72 | 79 | 75.95 | 60 |
| 2011 | 4,549 | 810 | 17.81 | 73.95 | 599 | 6.84 | 41 | 56.10 | 23 |
| 2012* | 6,436 | 1,016 | 15.79 | 85.93 | 873 | 36.20 | 316 | 90.82 | 287 |
| Total | 283,388 | 48,505 | 17.12 % | 89.23 % | 43,280 | 23.47 % | 10,159 | 48.95 % | 4,973 |
| Average | 13,188 | 2,261 | | | 2,019 | | 469 | | 223 |

*Through September 2012.
Average excludes 2012.
Source: U.S. Census and McComb Group, Ltd.

North Growth Corridor market share of the Metropolitan Area building permits has averaged 17.1 percent between 1991 and 2012. During the period 1991 to 1998, market share averaged

16.9 percent. Market share average increased to 18.1 percent in the 1999 to 2006 period. This increase was influenced by one year (2005) when market share was 27.1 percent. If 2005 market share is excluded, the average of the other seven years is 16.9 percent, generally consistent with the previous period. During the last four years (2008 through 2011), building permit market share ranged from 11.6 percent in 2008 to 17.8 percent in 2011. Market share has increased each full year since 2008. Even though building permits have declined sharply, the North Growth Corridor has maintained a relatively consistent market share.

Building permits in the Northstar Corridor Draw Area increased from 1,653 in 1991 to 2,708 in 1998. During this eight year period, market share ranged from 77.4 percent to a peak of 92.0 percent in 1998 and averaged 86.3 percent. Market shares have increased to an average of 91.9 percent during the housing boom from 1999 to 2006. Since the housing boom ended in 2006, market share has averaged 90.0 percent over a five year period. In the first four years of that period, the market share was 94.0 percent. While the number of building permits has been declining, the Northstar Corridor Draw Area has maintained strong market share performance.

**Ramsey Residential Growth**

The Ramsey Station Draw Area includes Ramsey, Elk River, and Nowthen. Between 1991 and 1998, the draw area market share averaged 23.7 percent. During the period between 1999 and 2007, this area achieved a similar average market share of 23.0 percent of Northstar Corridor Draw Area building permits. Building permit market share for the Ramsey Station Draw Area ranged from 13.8 to 30.9 percent between 1999 and 2008, with 2003 through 2005 being the most productive years for Ramsey's residential development. Since 2008, Ramsey Station Draw Area cities have experienced reduced market share as a result of declining home construction. Average market share for the 2007 to 2012 was about 20 percent.

Ramsey's market share of the Ramsey Station Draw Area building permits averaged 52.6 percent for the period 1991 through 1998. Annual market share fluctuated between 42.5 and 61.7 percent during this period. Residential development slowed during the 1999 to 2001 time period due to a shortage of residential lots. Development accelerated in 2004. Ramsey's residential development declined between 2008 and 2011, while market share increased. From 2008 to 2012, Ramsey's market share of Ramsey Station Draw Area building permits has averaged 70.8 percent. Market share increased to 90.8 percent in 2012 year-to-date due to a 238 unit apartment building.

**Multi-Family Development Trends**

Development potential for most of the Ramsey Station areas is likely to be some form of multi-family housing which represents a residential submarket. Multi-family housing includes for-sale and for-rent multi-family buildings, duplexes, and townhomes. The historic market share of multi-family housing in relation to total housing in the Northstar Corridor Draw Area is contained in Table 4-17.

Northstar Corridor Draw Area multi-family building permits averaged 11.1 percent market share of total building permits from 1991 to 1998. Multi-family market share increased to an average of 23.3 percent from 1999 to 2006, and continued to increase to an average of 24.4 percent in the 2007 to 2011 period. This demonstrates that the Northstar Corridor Draw Area has become more attractive for multi-family development.

Table 4-17

NORTHSTAR CORRIDOR DRAW AREA MULTI-FAMILY BUILDING PERMITS

| | Northstar Corridor Draw Area | | | Northstar Cities | | Other Cities | | Ramsey | |
|---|---|---|---|---|---|---|---|---|---|
| | | Multi-Family | | | | | | | |
| Year | Total | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 1991 | 1,653 | 171 | 10.3 % | 165 | 96.5 % | 6 | 3.5 % | - | - % |
| 1992 | 2,292 | 392 | 17.1 | 320 | 81.6 | 72 | 18.4 | - | - |
| 1993 | 2,263 | 440 | 19.4 | 440 | 100.0 | - | - | - | - |
| 1994 | 1,812 | 288 | 15.9 | 165 | 57.3 | 123 | 42.7 | - | - |
| 1995 | 1,899 | 124 | 6.5 | 110 | 88.7 | 14 | 11.3 | 10 | 9.1 |
| 1996 | 2,169 | 74 | 3.4 | 45 | 60.8 | 29 | 39.2 | - | - |
| 1997 | 1,963 | 134 | 6.8 | 82 | 61.2 | 52 | 38.8 | 9 | 11.0 |
| 1998 | 2,708 | 250 | 9.2 | 156 | 62.4 | 94 | 37.6 | 105 | 67.3 |
| 1999 | 2,846 | 308 | 10.8 | 292 | 94.8 | 16 | 5.2 | 8 | 2.7 |
| 2000 | 2,267 | 341 | 15.0 | 304 | 89.1 | 37 | 10.9 | 30 | 9.9 |
| 2001 | 2,510 | 563 | 22.4 | 441 | 78.3 | 122 | 21.7 | 52 | 11.8 |
| 2002 | 2,657 | 399 | 15.0 | 324 | 81.2 | 75 | 18.8 | 107 | 33.0 |
| 2003 | 3,568 | 845 | 23.7 | 787 | 93.1 | 58 | 6.9 | 279 | 35.5 |
| 2004 | 3,855 | 1,150 | 29.8 | 910 | 79.1 | 240 | 20.9 | 398 | 43.7 |
| 2005 | 2,529 | 926 | 36.6 | 603 | 65.1 | 323 | 34.9 | 300 | 49.8 |
| 2006 | 1,888 | 670 | 35.5 | 492 | 73.4 | 178 | 26.6 | 109 | 22.2 |
| 2007 | 1,115 | 532 | 47.7 | 263 | 49.4 | 269 | 50.6 | 141 | 53.6 |
| 2008 | 501 | 182 | 36.3 | 40 | 22.0 | 142 | 78.0 | 18 | 45.0 |
| 2009 | 521 | 72 | 13.8 | 14 | 19.4 | 58 | 80.6 | - | - |
| 2010 | 674 | 102 | 15.1 | 58 | 56.9 | 44 | 43.1 | - | - |
| 2011 | 601 | 87 | 14.5 | 87 | - | - | - | - | - |
| 2012 * | 873 | NA | | NA | | NA | | 238 | - |
| Average | 2,014 | 383 | 19.3 % | 290 | 67.2 % | 93 | 28.1 % | 75 | 18.8 % |

*Through September 2012.

Average excludes 2012.

Note: Multi-family includes townhomes and duplexes.

Source: Metropolitan Council and U.S. Census.

Northstar station cities attracted more multi-family development than other communities within the Northstar Corridor Draw Area. Station cities captured over 75 percent of the Northstar Corridor Draw Area new multi-family units built between 1991 and 1998. From 1999 to 2006, Northstar station cities share of new multi-family units increased to an average of 81.8 percent as multi-family development increased in Northstar station cities. Since 2007, multi-family housing has decreased as a result of the recession. Multi-family housing increased in the other draw area cities which may reflect availability of development sites.

Ramsey experienced sporadic multi-family development prior to 2002. In 1998, Ramsey added 105 multi-family units, capturing two-thirds of Northstar cities multi-family development. Between 2002 and 2007, Ramsey added over 1,300 multi-family housing units, of which 87.2 percent were in the condo/townhouse/duplex category. The average annual multi-family market share for this time period was 39.6 percent. Since 2007, multi-family development in Ramsey has decreased significantly with 18 units built in 2008 and no additional units added between 2009 and 2011. Year to date building permits indicate 238 multi-family units under construction in 2012.

## Household Formation

The dramatic decline in housing construction has many causes. It is becoming apparent that household formation has recently departed significantly from past trends. This appears to have been a major contributor to the sharp decline in residential construction following 2006 in the Metropolitan Area and nationally.

The decline in household formation is a national trend and was documented in a recent analysis published by the Cleveland Federal Reserve Bank. This report found that annual household formation in the United States fell from an average of 1.5 million households in the 1997 to 2007 period to 500,000 per year in 2010, a level that is one-third of the annual households formed in the previous 10 years. The great recession reduced the formation of households by two-thirds. The shortfall in household formation was estimated at 2.6 million households.

The decline in households was not uniform across all age cohorts. Nationally, households age 18 to 34 accounted for 25.6 million households or 21.6 percent of total households in 2011. This group, however, accounted for 1.9 million or 73 percent of the shortfall in household formation. The recession had a dramatic impact on the economic prospects for the 18 to 34 age cohort as unemployment increased and job openings evaporated as a result of the recession and the sluggish recovery that has created few jobs. The recession caused adult children to move home, singles to double-up, and homeowners to take in renters reducing the rate of household formation.

During the past 10 years, Metropolitan Area residential building permits declined from a peak of 20,973 units in 2003 to 4,028 in 2009, as shown in Table 4-16. The housing boom undoubtedly fueled the high number of building permits in the 1999 to 2004 period. Building permits fell below average in 2005 and began a sharp decline in 2007. While it was not apparent at that time, this decline coincided with a significant decline in household formation.

Between 2006 and 2009, building permits fell from 12,109 to 4,028 in 2009, a two-thirds drop similar to the drop in household formation nationally. In past recessions, declines in household formation have been less severe and have been reflected in slight drops in building permits and decreased apartment occupancy rates. During the Great Recession, those declines have been greater and lasted longer due to the slow recovery.

In the Metropolitan Area, as the economy has improved and the unemployment rate has declined, there's been an increase in the number of building permits issued, particularly for multi-family housing. This indicates that the rate of household formation is beginning to increase creating demand for new housing. It's uncertain how long it will take household formation to recover to previous levels, but the process seems to be underway. At some point, there may be an increase in household formation that makes up for some of the household formation that did not occur in 2008, 2009, 2010, and 2011. How much pent up demand exists is subject to speculation.

**Stabilized Residential Demand**

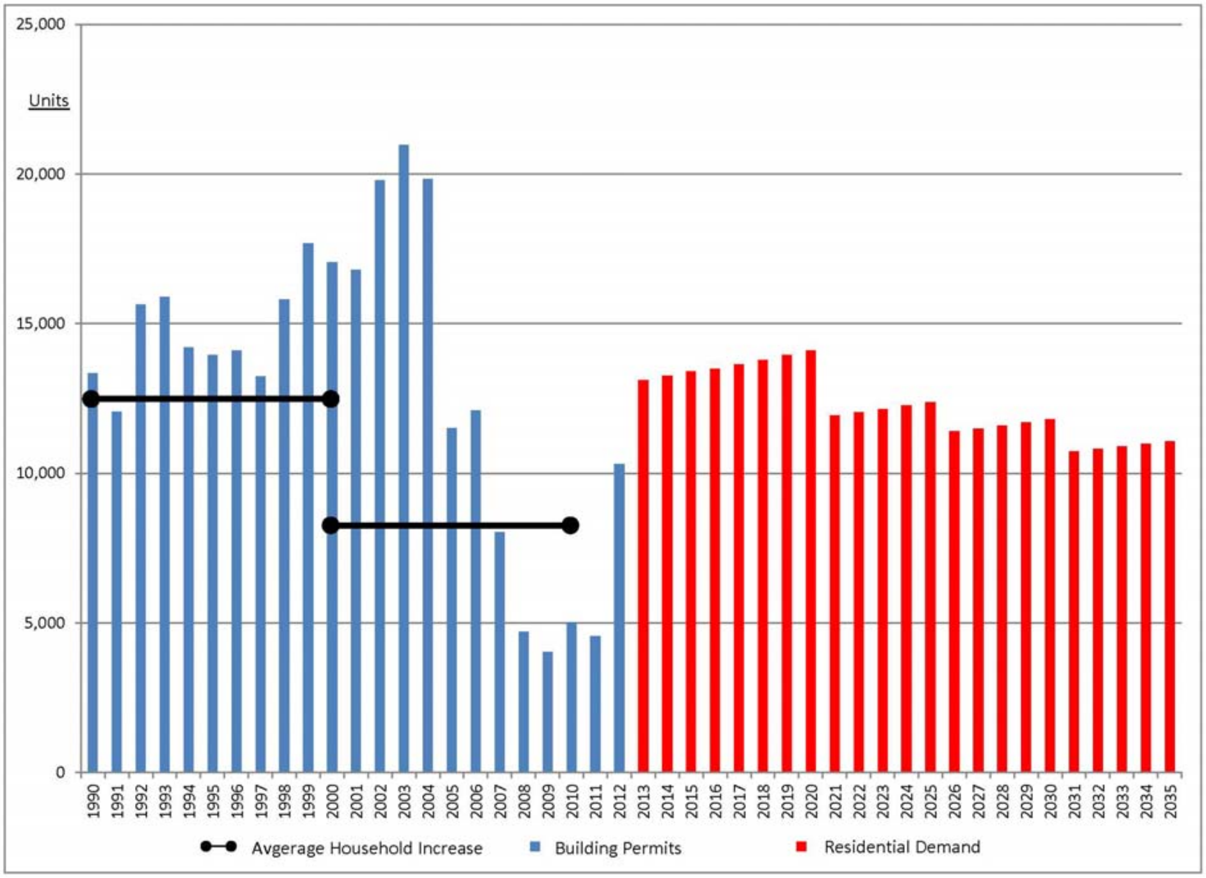
The estimates of future housing demand in incorporate State Demographer estimates of future household growth for 10-year periods. These estimates represent stabilized residential demand based on long-term household growth estimates and do not reflect cyclical changes in household formations.

The relationship of stabilized residential demand to past annual building permits and household formations for the Metropolitan Area are shown on Figure 4-4. The blue bars represent annual unit building permits and the horizontal black lines represent average annual household growth for 1990 to 2000 and 2000 to 2010. The red bars represent stabilized future residential demand.

Stabilized annual demand is decreasing because the State Demographer is projecting slower future growth for the Metropolitan Area.

**Figure 4-4**

**METROPOLITAN AREA BUILDING PERMITS; 1990 TO 2012**
**STABILIZED RESIDENTIAL DEMAND; 2013 TO 2035**




Source: U.S. Census, State Demographer, and McComb Group, Ltd.

Household growth in the Metropolitan Area has been declining since the 1970 to 1980 period when annual average household increase was 18,231. In the next decade (1980 to 1990), the average annual increase was 15,406. Between 1990 and 2000, the average annual household increase was 14,595 (shown by the black line in Figure 4-4) compared to annual average building permits of 15,141, a difference of 3.6 percent, which could be accounted for by vacancy and demolition of existing units. In the latest 10-year period (2000 to 2010), average annual household growth was 9,830 compared to average annual building permits of 12,279. The sharp decline in building permits beginning in 2007 is clearly evident. Building permits more than doubled in 2012 to 10,301, a positive sign. Future stabilized residential demand is represented by the red bars and is expected to grow slowly over the next five years. This graph demonstrates that over the long-term, residential demand is expected to moderate as household growth slows.

## Ramsey Residential Demand

Future stabilized household growth projections for Ramsey and the Ramsey Station Draw Area take into consideration estimated future market share in the North Growth Corridor and Northstar Corridor Draw Area. Market share relationships established in the previous section are used to estimate future stabilized residential market demand. Future Metropolitan Area households for 2013 through 2035 are shown in the first column of Table 4-18. These estimates are based on households for the Metropolitan Area plus Sherburne County counted in the 2010 Census. Future household estimates are based on the State Demographer's 2012 population estimates adjusted to reflect average household size contained in the State Demographer's 2008 estimate of population and households. This results in a 2013 estimated 1,194,278 households in the Metropolitan Area plus Sherburne County. Future stabilized household growth is about 20 percent lower than past projections. Metropolitan Area plus Sherburne County households are estimated to increase to 1,226,189 in 2015, followed by an increase to 1,300,152 households in 2020. The rate of household growth slows after each five-year period.

Table 4-18

HOUSEHOLD PROJECTIONS 2012 TO 2035
SEVEN-COUNTY METROPOLITAN AREA PLUS SHERBURNE COUNTY, NORTH GROWTH CORRIDOR, NORTHSTAR CORRIDOR DRAW AREA, RAMSEY STATION DRAW AREA, AND RAMSEY

| | | | North Growth Corridor | | | Ramsey Station | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Metropolitan Area plus Sherburne County | | Market Share | Northstar Corridor Draw Area | | Draw Area Households | | Ramsey | |
| Year | Households | Increase | @ 16.5% | Percent | HHs | Percent | HHs | Percent | HHs |
| 2013 | 1,194,278 | 15,643 | 2,581 | 91.0 % | 2,349 | 23.0 % | 540 | 65.0 % | 351 |
| 2014 | 1,210,128 | 15,850 | 2,615 | 91.0 | 2,380 | 23.0 | 547 | 65.0 | 356 |
| 2015 | 1,226,189 | 16,061 | 2,650 | 91.0 | 2,412 | 23.0 | 555 | 65.0 | 361 |
| 2016 | 1,240,637 | 14,448 | 2,384 | 91.0 | 2,169 | 23.0 | 499 | 65.0 | 324 |
| 2017 | 1,255,255 | 14,618 | 2,412 | 91.0 | 2,195 | 23.0 | 505 | 65.0 | 328 |
| 2018 | 1,270,046 | 14,791 | 2,440 | 91.0 | 2,221 | 23.0 | 511 | 65.0 | 332 |
| 2019 | 1,285,011 | 14,965 | 2,469 | 92.0 | 2,272 | 23.0 | 522 | 65.0 | 340 |
| 2020 | 1,300,152 | 15,141 | 2,498 | 92.0 | 2,298 | 23.0 | 529 | 65.0 | 344 |
| 2021 | 1,313,020 | 12,868 | 2,123 | 92.0 | 1,953 | 24.0 | 469 | 65.0 | 305 |
| 2022 | 1,326,015 | 12,995 | 2,144 | 92.0 | 1,973 | 24.0 | 473 | 65.0 | 308 |
| 2023 | 1,339,138 | 13,124 | 2,165 | 92.0 | 1,992 | 24.0 | 478 | 65.0 | 311 |
| 2024 | 1,352,392 | 13,253 | 2,187 | 92.0 | 2,012 | 24.0 | 483 | 65.0 | 314 |
| 2025 | 1,365,777 | 13,385 | 2,208 | 92.0 | 2,032 | 24.0 | 488 | 65.0 | 317 |
| 2026 | 1,378,099 | 12,322 | 2,033 | 92.0 | 1,870 | 25.0 | 468 | 65.0 | 304 |
| 2027 | 1,390,532 | 12,433 | 2,051 | 92.0 | 1,887 | 25.0 | 472 | 65.0 | 307 |
| 2028 | 1,403,077 | 12,545 | 2,070 | 92.0 | 1,904 | 25.0 | 476 | 65.0 | 309 |
| 2029 | 1,415,736 | 12,659 | 2,089 | 92.0 | 1,922 | 25.0 | 480 | 65.0 | 312 |
| 2030 | 1,428,508 | 12,773 | 2,108 | 92.0 | 1,939 | 25.0 | 485 | 65.0 | 315 |
| 2031 | 1,440,141 | 11,632 | 1,919 | 92.0 | 1,766 | 25.0 | 441 | 65.0 | 287 |
| 2032 | 1,451,868 | 11,727 | 1,935 | 92.0 | 1,780 | 25.0 | 445 | 65.0 | 289 |
| 2033 | 1,463,690 | 11,823 | 1,951 | 92.0 | 1,795 | 25.0 | 449 | 65.0 | 292 |
| 2034 | 1,475,609 | 11,919 | 1,967 | 92.0 | 1,809 | 25.0 | 452 | 65.0 | 294 |
| 2035 | 1,487,625 | 12,016 | 1,983 | 92.0 | 1,824 | 25.0 | 456 | 65.0 | 296 |
| Total | | 308,990 | 50,983 | | 46,754 | | 11,223 | | 7,295 |

Source: McComb Group, Ltd.

Over the past 20 years, the North Growth Corridor has captured an average of 15.4 percent of Metropolitan Area plus Sherburne County growth with a higher growth rate of 17.5 percent during the housing boom. In the future, it's estimated that the North Growth Corridor will capture about 16.5 percent of the Metropolitan Area plus Sherburne County new households. Assuming that the North Growth Corridor will capture 16.5 percent of the increased growth, similar to the past, the estimated household growth in 2013 would be about 2,581 households.

The Northstar Corridor Draw Area segment of the North Growth Corridor has maintained a relatively stable share of North Growth Corridor households, averaging 90.9 percent over the past 20 years. In the next six years, 2013 to 2018, Northstar Corridor Draw Area market share is estimated at 91.0 percent, increasing to 92.0 percent in 2019 and beyond. Northstar cities market share of the Northstar Corridor Draw Area has been declining due to slowing development in the older communities of Anoka, Coon Rapids, and Fridley. Each of these cities is actively seeking to encourage new housing in their respective station areas, which will create the potential for increased market share.

The Ramsey Station Draw Area market share of the Northstar Corridor Draw Area is estimated to increase from 23.0 percent of the Northstar Corridor Draw Area households in 2013 through 2020 to 24.0 percent in 2021 through 2025, and 25.0 percent for the following 10-year period.

Ramsey's stabilized market share of Ramsey Station Draw Area demand is estimated at 65 percent from 2013 to 2035. This is an estimated 351 households in 2013, increasing to 361 in 2015, and then fluctuating up and down throughout the 20 year period to 296 in 2035 as household growth slows in the Metropolitan Area. These household growth forecasts assume historic household formation rates. Until household formation recovers, new households and new residential construction are likely to be less than forecast.

Owner-occupied homes represented 91.5 percent of all Ramsey housing units in 2010, a decrease from 97.4 percent in 2000. During the housing boom 2000 to 2006, 2,031 building permits were issued: 756 (37.2 percent) for single family homes and 1,275 (62.8 percent) for multi-family units. The multi-family category included two apartment buildings with 170 units or 12.0 percent of the multi-family total. Townhomes, condos, and duplexes accounted for 88 percent of the units. At the present time, there is less interest in townhomes due to lower prices for single family homes. Fortunately, there has been a trend toward higher demand for rental housing as interest in homeownership has moderated. It is uncertain if this is a long-term trend. Ramsey has a 230-unit apartment building under construction at the present time.

In the near term, stabilized demand for rental multi-family is likely to represent 20 to 25 percent of stabilized housing demand, mostly apartment buildings. Ownership housing, single family and townhome, is estimated at 75 to 80 percent of demand. The townhome component could be satisfied by a mix of traditional single family, detached townhomes, and townhomes when demand for that category recovers. These percentages can vary from year to year based on developer interest and assume that housing units are available, properly marketed, and competitively priced.

## Chapter V

## COMMERCIAL REAL ESTATE

### Retail Market

The northwest portion of the Twin Cities area is the largest retail market by square feet. The Northwest submarket has 17.8 million square feet of retail space, which is 29 percent of the Twin Cities total, as shown in Table 5-1. Retail space in neighborhood shopping centers is the largest portion of the Northwest submarket with 6.8 million square feet of space. The Southeast submarket has the largest amount of regional mall space, which includes the Mall of America which is 2.7 million square feet in size. The Northwest submarket has the most square feet of community and neighborhood retail centers. The area wide retail vacancy rate in the 3rd Quarter of 2011 was 6.2 percent. The vacancy rate in the Northwest submarket was 7.2 percent.

Table 5-1

TWIN CITIES AREA RETAIL INVENTORY; 3RD QUARTER 2011

| | Square Feet | | | | Percent | Vacancy |
|---|---|---|---|---|---|---|
| Submarket | Regional | Community | Neighborhood | Total | of Total | Rate |
| CBD | - | - | - | 2,489,918 | 4.1 % | 6.4 % |
| Northeast | 2,782,758 | 3,954,366 | 3,305,998 | 10,043,122 | 16.4 | 7.6 |
| Northwest | 5,175,213 | 5,801,932 | 6,779,576 | 17,756,721 | 28.9 | 7.2 |
| Southeast | 6,989,944 | 4,242,594 | 4,977,658 | 16,210,196 | 26.4 | 5.2 |
| Southwest | 5,951,076 | 4,107,340 | 4,796,694 | 14,885,110 | 24.2 | 5.2 |
| Total | 20,898,991 | 18,106,232 | 19,859,926 | 61,385,067 | 100.0 % | 6.2 % |

Source: Colliers and Economic & Planning Systems, Inc.

### Shopping Centers

The Riverdale area in Coon Rapids is the largest shopping center concentration along the Northstar Corridor. Three major community centers total over 1.8 million square feet, as shown in Table 5-2. Riverdale Village, a large power center, is 975,229 square feet in size and is anchored by Costco, Sears, JC Penney, and Kohl’s. Riverdale Commons shopping center is 505,945 square feet in size and is anchored by Target and Home Depot, as shown in Table 5-2. Riverdale Crossing (333,517 square feet), anchored by Walmart and Cub, is north of TH-10.

All but one of the shopping centers in the corridor was built before 2000. The only center built after 2000 is the Elk River Center in Elk River, anchored by Walmart and Home Depot. In addition to the shopping centers listed in Table 5-2, Northtown Mall, a 745,000 square foot retail mall anchored by Herbergers, Best Buy, and Home Depot, is located in southwest Blaine near Springbrook Mall. Shopping centers in Coon Rapids and Fridley are in close proximity to Northstar stations. Shopping center locations are shown on Map 5-1.

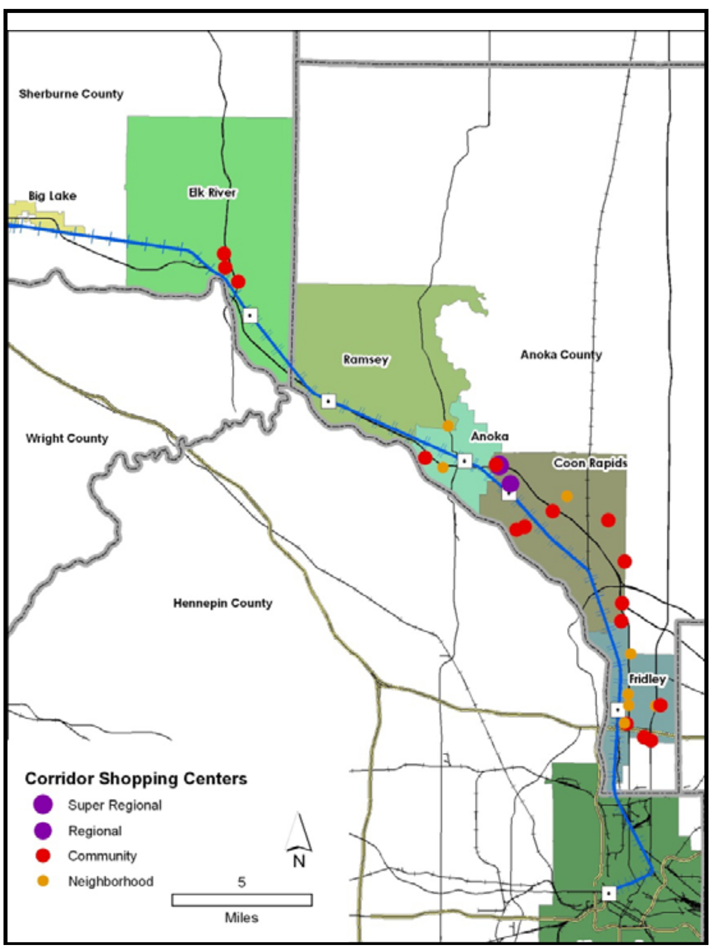
Table 5-2

NORTHSTAR CORRIDOR MAJOR SHOPPING CENTERS
(Over 100,000 Square Feet)

| Shopping Center | Address | Center Type | Year Opened | Stores | Square Feet |
|---|---|---|---|---|---|
| **Anoka** | | | | | |
| Riverview Plaza | 2830 Cutters Grove Ave | Community | 1990 | | 109,499 |
| **Coon Rapids** | | | | | |
| Riverdale Village | 12921 Riverdale Dr | Super Regional | 1999 | 73 | 975,229 |
| Riverdale Commons | 3300 124th Ave NW | Regional | 1996 | 18 | 505,945 |
| Springbrook Mall | 77 85th Ave NW | Community | 1980 | 12 | 237,388 |
| Village Ten Center | 2090 NW Northdale Blvd | Community | 1971 | 15 | 211,472 |
| Riverdale Crossing | 129000 Riverdale Dr NW | Community | 1990 | 27 | 333,517 |
| Northtown Village Shopping Center | 40 NW Coon Rapids Blvd | Community | 1995 | | 166,118 |
| Coon Rapids Family Center Mall | 2891 Coon Rapids Blvd NW | Community | 1966 | 16 | 133,792 |
| Kmart Plaza | 8943 University Ave NE | Community | 1971 | 3 | 118,095 |
| Northdale Shopping Center | 514 NW Northdale Blvd | Community | 1955 | 25 | 100,903 |
| Coon Rapids I | 3000 111th Ave NW | Community | 1980 | | 100,490 |
| **Elk River** | | | | | |
| Elk River Center | 18185 Zane St NW | Community | 2005 | | 349,610 |
| Elk Park Center | 19112 NW Freeport St | Community | 1995 | | 287,985 |
| Elk River Mall | 550 Freeport Ave | Community | | 5 | 113,091 |
| **Fridley** | | | | | |
| 753 NE 53rd Ave | 753 NE 53rd Ave | Community | 1969 | | 177,428 |
| Fridley Market | 244 57th Ave NE | Neighborhood | 1967 | | 168,054 |

Source: Claritas and Economic & Planning Systems, Inc.

## Map 5-1
## NORTHSTAR CORRIDOR MAJOR RETAIL CENTERS




Source: Economic and Planning Systems, Inc.

## Ramsey Shopping Centers

There are two major shopping areas in Ramsey: Northstar Marketplace and Rum River retail area. Northstar Marketplace is a 96,175 square foot neighborhood center anchored by Coborn's. Other tenants include Anytime Fitness, Subway, Verizon Wireless, Caribou Coffee, Fantastic Sam's, and others. This center is located less than one-half mile from the Ramsey Station. The second Ramsey shopping area is located four miles east of the Ramsey Station at Bunker Lake Boulevard and TH-47. This center has over 40 retail tenants including Wendy's, SuperAmerica, Caribou Coffee, Subway, and Rum River Wine and Spirits.

Retail lease rates, as shown in Table 5-3, are reflective of Ramsey's distance from major population centers. Retail lease rates range from $12.00 to $18.00 per square foot, below the Twin Cities area average of $18-19 per square foot.

Table 5-3

RAMSEY RETAIL RENTAL RATES
(Per Square Foot)

| | Net Rent | Expenses | Taxes | Space Available |
|---|---|---|---|---|
| **Retail** | | | | |
| Northstar Marketplace | | $ 2.41 | $ 3.19 | |
| Rum River Retail | $12.00-14.00 | | | 2,550 |
| Ramsey Commons | $16.00-18.00 | | | 8,849 |

Source: Loopnet, Northmarq, and McComb Group, Ltd.

## Ramsey Retail Development

Over the past 10 years, over 180,000 square feet of retail space was developed in Ramsey. Northstar Marketplace in The COR represented 53.4 percent of all retail space. The only other significant retail development was a 34,700 square foot Slumberland furniture store.

## Office Market

The office market in the Twin Cities area is showing signs of improvement. With unemployment dropping and some indication of positive employment growth, the demand for office space is increasing. Vacancy rates in the Twin Cities area are down from 17.6 percent in 2010 to 16.8 at the end of 2011. Rental rates have remained consistent since peaking in 2008 and dropping in 2009 to their current levels. The average asking full-service rent rate for Class A office space is $23.27 per square foot for central business district properties and $23.49 for suburban properties, as shown in Table 5-4.

The Twin Cities area absorbed over 400,000 square feet of office space in 2011, which was up from 26,000 in 2010. Despite the positive trends, the only construction activity for office space in the past two years has been for build-to-suit office buildings; no multi-tenant office buildings have been built. Current trends indicate the possibility of some construction activity but likely only in the major established office locations.

Table 5-4

TWIN CITIES AREA OFFICE MARKET; 4TH QUARTER 2011

| Submarket | Total Sq. Ft. | Vacant Sq. Ft. | Vacancy Rate | Rent Rate Class A | Rent Rate Class B |
|---|---|---|---|---|---|
| **CBD** | | | | | |
| Minneapolis | 28,299,243 | 4,074,715 | 16.0 % | $ 23.33 | $ 18.06 |
| St. Paul Midway | 10,059,518 | 1,840,810 | 20.7 | 23.02 | 17.84 |
| CBD Total | 38,358,761 | 5,915,525 | 17.2 % | $ 23.27 | $ 17.96 |
| **Suburban** | | | | | |
| Northeast | 2,387,967 | 507,669 | 21.3 % | $ 22.20 | $ 20.05 |
| Northwest | 5,380,557 | 947,703 | 17.6 | 24.99 | 17.95 |
| Southeast | 4,406,797 | 782,744 | 17.8 | 19.33 | 18.97 |
| Southwest | 19,859,628 | 3,643,585 | 18.3 | 24.37 | 20.27 |
| Suburban Total | 32,034,949 | 5,881,701 | 18.4 % | $ 23.49 | $ 19.68 |
| **Total Twin Cities Area** | 70,393,710 | 11,797,226 | 16.8 % | $ 23.39 | $ 18.79 |

Source: Grubb & Ellis.

The Northstar Corridor is in the Northwest office submarket, which makes up 16.8 percent of the suburban submarkets, and about 7.6 percent of the Twin Cities area office market. The Northwest submarket is the second largest suburban submarket in the Twin Cities area, but is a quarter the size of the Southwest submarket. The Northwest submarket has approximately 5.4 million square feet of multi-tenant office space. The vacancy rate in the Northwest submarket was 17.6 percent at the end of 2011, which is lower than the suburban average of 18.4 percent, but higher than the overall Twin Cities area average of 16.8 percent. The Twin Cities area average rental rate for Class A office space in the Northwest submarket was $24.99 per square foot, which is the highest of all the submarkets.

Office rents are well below the Twin Cities area average of $19 per square foot, ranging from as low as $3.00 to $19.00 per square foot on current listings, as shown in Table 5-5. Due to the low rental rates, the market does not support speculative office development.

Table 5-5

RAMSEY OFFICE RENTAL RATES
(Per Square Foot)

| | Net Rent | Expenses | Taxes | Space Available |
|---|---|---|---|---|
| 7100 Sunwood Drive | $4.25-8.25 | $ 1.50 | $ 1.24 | |
| Energy Business Park | $3.90-4.00 | $ 1.40 | $ 1.72 | 18,516 |
| McKinley Building | $4.00-8.00 | $ 1.02 | $ 1.65 | 4,615 |
| Ramsey Business Park | $ 4.00 | $ 1.50 | $ 1.76 | 4,475 |
| Thurston Business Center | $3.00-6.50 | $ 0.91 | $ 2.02 | 28,610 |
| Ramsey Office Plaza | $ 19.00 | | | 8,762 |
| 14391 Azurite | $ 15.00 | | | 2,641 |
| Riverview Office Suites | $ 9.50 | | | 3,920 |

Source: Loopnet, Northmarq, and McComb Group, Ltd.

**Ramsey Office Space**

Ramsey's office space increased by 179,000 square feet over the last 10 years. Two buildings--NAU Country Insurance and Ramsey Professional Center--totaled about 93,000 square feet, representing 52.0 percent of the total. In addition, three medical buildings totaling 64,000 square feet were constructed in The COR.

**Planned Development**

Four new developments are planned for The COR. McDonalds (4,600 square feet) and SuperAmerica (4,300 square feet) have been approved for locations on Armstrong Boulevard. Wiser Choice Liquor Store (12,000 square feet) and a proposed restaurant with liquor are also planned for an Armstrong Boulevard location. These three stores reinforce the Northstar Marketplace area as a growing retail area. Also under consideration is Northgate Church/Performing Arts Center with a 500-seat auditorium.

**Industrial Market**

The Twin Cities area has 333.8 million square feet of industrial space. The Northstar Corridor is within the Northwest submarket, which is the largest industrial submarket in the Twin Cities area with 96.2 million square feet of space. The industrial space in the Northwest submarket is driven by the high concentration of manufacturing employment in the corridor, specifically in Anoka County.

The area wide vacancy rate for industrial space was 6.6 percent in the 3rd Quarter of 2011, as shown in Table 5-6. The average rental rate for warehouse and distribution space was $5.16 per square foot, and $6.32 per square foot for research and development and flex space. The vacancy rate in the Northwest submarket was 6.9 percent, which was slightly higher than the Twin Cities area average. Rental rates in the Northwest submarket were slightly higher for warehouse and distribution space, but lower for research and development and flex space than the Twin Cities area average. The industrial space market in the Twin Cities area has remained consistent over the past few years with only small drops in absorption, consistent rental and vacancy rates, and little to no new construction. Only significant growth in manufacturing or distribution employment will drive up demand for industrial space in the near future.

Table 5-6

TWIN CITIES AREA INDUSTRIAL MARKET; 3RD QUARTER 2011

| | Total | Vacant | Vacancy | Rent Rate | |
|---|---|---|---|---|---|
| Submarket | Sq. Ft. | Sq. Ft. | Rate | WH/Dist. | R&D/Flex |
| Minneapolis | 43,968,445 | 1,754,797 | 4.0 % | $ 3.57 | $ 5.66 |
| Northeast | 31,171,300 | 1,834,493 | 5.9 | 5.57 | 6.57 |
| Northwest | 96,166,932 | 6,650,020 | 6.9 | 5.48 | 6.02 |
| Southeast | 47,480,858 | 3,689,464 | 7.8 | 4.94 | 6.36 |
| Southwest | 73,088,539 | 5,993,878 | 8.2 | 5.16 | 6.57 |
| St. Paul Midway | 41,943,603 | 2,265,052 | 5.4 | 5.31 | 5.72 |
| Total Twin Cities Arae | 333,819,677 | 22,187,704 | 6.6 % | $ 5.16 | $ 6.32 |

Source: Grubb & Ellis.

**Ramsey Industrial Development**

Ramsey has a strong industrial market as evidence by construction of over 852,000 square feet of space almost equally divided between office/warehouse (450,000 square feet) and office/manufacturing (403,000 square feet). These buildings are located outside of The COR. In addition, these two categories are not recommended for The COR.

## Chapter VI

## RAMSEY STATION DRAW AREA DEMOGRAPHICS

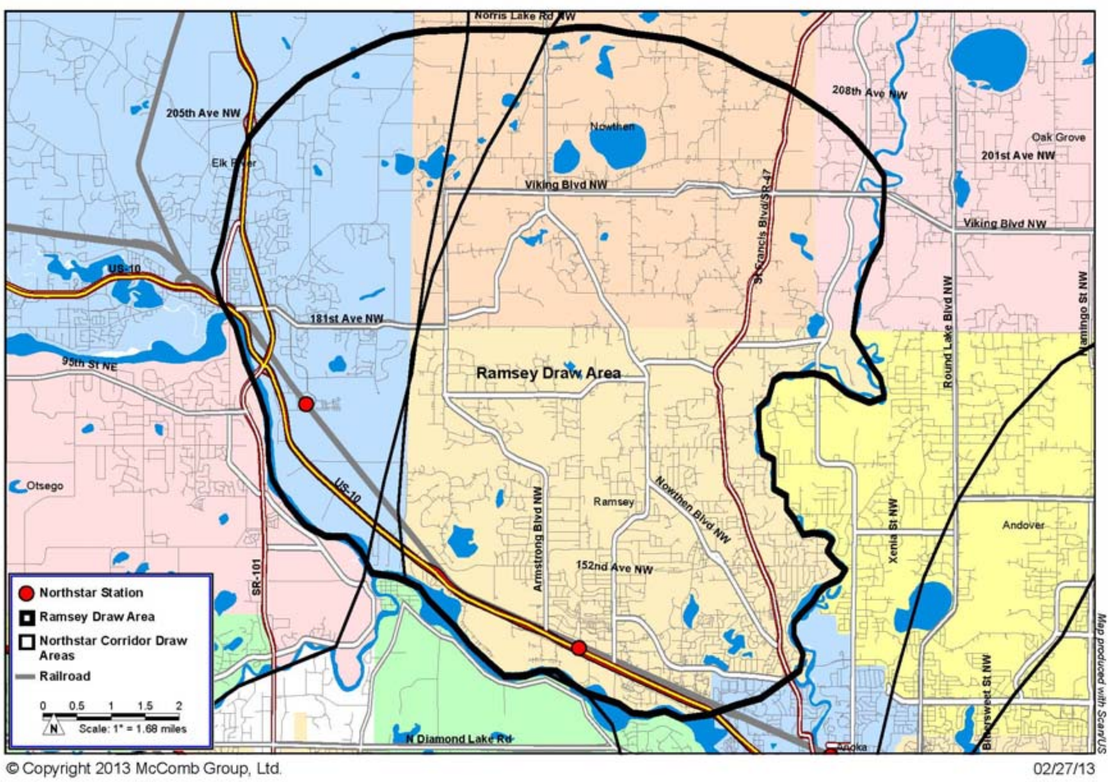
Draw areas for each of the Northstar station cities were delineated based on rider surveys conducted by the Metropolitan Council for each station community: Fridley, Coon Rapids, Anoka, Elk River, and Big Lake. The Ramsey Station Draw Area is based on a survey conducted in 2012 by Metro Transit.

### RAMSEY STATION DRAW AREA

The Ramsey Station Draw Area serves residents living in Ramsey, eastern Elk River, southern Nowthen, and the southwest portion of Oak Grove, as shown on Map 6-1. The Ramsey Station Draw Area extends west to the Mississippi River and TH-169 in Elk River, north to Norris Lake Road in Nowthen, east to the Rum River, and south to the Mississippi river. This draw area covers approximately 75 square miles.

**Map 6-1**

**RAMSEY STATION DRAW AREA**




### Population and Households

Ramsey Station Draw Area population and household growth was higher than the population and household growth of the Northstar Corridor Draw Area and the Metropolitan Area between 2000 and 2011, as shown on Table 6-1. Ramsey Station Draw Area had a population of 28,288 in 2000 and increased to 38,973 by 2011, an annual growth rate of 2.96 percent. From 2011 through 2016, population growth in the Ramsey Station Draw Area is estimated to decrease to less 0.75 percent, which is similar to the 2016 estimates for both the Northstar Corridor Draw

Area and Metropolitan Area. Ramsey Station Draw Area 2016 population is estimated at 40,452.

Ramsey Station Draw Area households increased from 9,271 in 2000 to 13,522 in 2011, an annual growth rate of 3.49. This household growth rate is estimated to drop significantly to 0.98 percent by 2016, when households are estimated to total 14,197.

Table 6-1

RAMSEY STATION AND NORTHSTAR CORRIDOR DRAW AREAS
AND SEVEN-COUNTY METROPOLITAN AREA
POPULATION AND HOUSEHOLD GROWTH TRENDS
2000 CENSUS; 2011 AND 2016 ESTIMATED

| Year | Ramsey Station Draw Area | Northstar Corridor Draw Area | Metropolitan Area |
|---|---|---|---|
| **Population** | | | |
| 2000 | 28,288 | 290,439 | 2,642,056 |
| 2011E | 38,973 | 346,506 | 2,875,666 |
| 2016E | 40,452 | 363,015 | 2,979,795 |
| **Annual Growth Rate** | | | |
| 2000-11 | 2.96 % | 1.62 % | 0.77 % |
| 2011-16 | 0.75 | 0.94 | 0.71 |
| **Households** | | | |
| 2000 | 9,271 | 102,464 | 1,021,454 |
| 2011E | 13,522 | 125,352 | 1,128,357 |
| 2016E | 14,197 | 131,616 | 1,170,688 |
| **Annual Growth Rate** | | | |
| 2000-11 | 3.49 % | 1.85 % | 0.91 % |
| 2011-16 | 0.98 | 0.98 | 0.74 |

E: Estimated.
Source: Scan/US and McComb Group, Ltd.

Northstar Corridor Draw Area annual population growth was 1.62 percent from 2000 to 2011, increasing population from 290,439 in 2000 to 346,506 in 2011. The Northstar Corridor Draw Area population is estimated to continue to increase at a rate of 0.94 percent through 2016, when population is estimated to reach 363,015. Northstar Corridor Draw Area household growth was 1.85 percent from 2000 to 2011, increasing households from 102,464 in 2000 to 125,352 in 2011. Northstar Corridor Draw Area households are estimated to increase at an annual rate of 0.98 percent through 2016, increasing households to 131,616 by 2016.

Metropolitan Area population and households are increasing at slower rates than both the Ramsey Station Draw Area and the Northstar Corridor Draw Area. Population growth for the Metropolitan Area was 0.77 percent annually from 2000 to 2011 and is estimated at 0.71 percent annually through 2016. Metropolitan Area households have been increasing at an annual rate of 0.91 percent between 2000 and 2011. Estimates show this household growth rate decreasing to 0.74 percent annually through 2016.

## Household Income

Average household income for the Ramsey Station Draw Area, shown in Table 6-2, is estimated at $80,465 in 2011, 10.3 percent above the Northstar Corridor Draw Area average household income of $72,977 and 0.6 percent above the Metropolitan Area average household income of

$79,958. Average household income for Ramsey Station Draw Area is expected to increase to $89,787 by 2016, above that of the Northstar Corridor Draw Area ($81,330) and Metropolitan Area ($87,063).

Table 6-2

RAMSEY STATION AND NORTHSTAR CORRIDOR DRAW AREAS, AND METRO AREA
AND SEVEN-COUNTY METROPOLITAN AREA
2000 CENSUS; 2011 AND 2016 ESTIMATED

| | Ramsey Station Draw Area | Northstar Corridor Draw Area | Metropolitan Area |
|---|---|---|---|
| **Average Household Income** | | | |
| 2000 | $ 77,246 | $ 67,047 | $ 68,484 |
| 2011E | 80,465 | 72,977 | 79,958 |
| 2016E | 89,787 | 81,330 | 87,063 |
| **Median Household Income** | | | |
| 2000 | $ 65,189 | $ 58,141 | $ 54,667 |
| 2011E | 73,745 | 66,487 | 62,465 |
| 2016E | 79,548 | 71,581 | 66,464 |

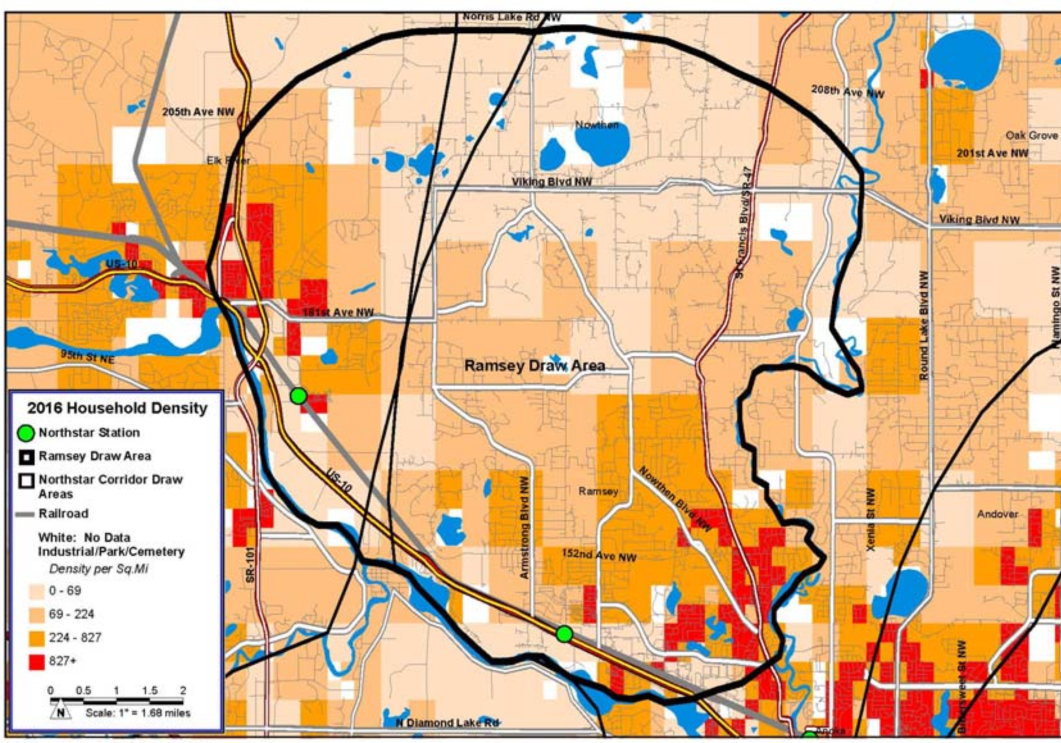
E: Estimated.
Source: McComb Group, Ltd.

## Household Density Distribution

Estimated future household density for 2016 for the Ramsey Station Draw Area is shown on Map 6-2. Household density is highest in the southeast corner of Ramsey and the eastern portion of Elk River.

**Map 6-2**

**RAMSEY STATION DRAW AREA**
**ESTIMATED 2016 HOUSEHOLD DENSITY**





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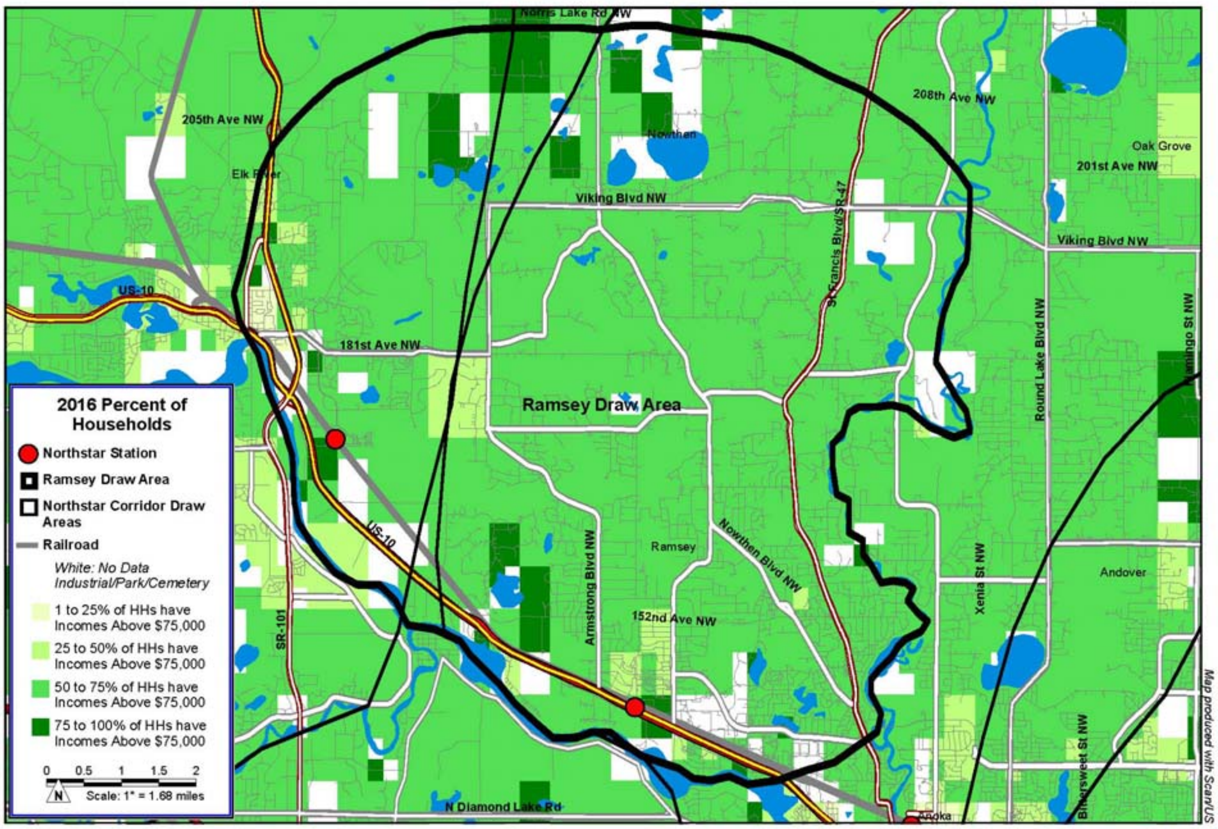
**Household Income Distribution**

The estimated distribution of households with incomes above $75,000 in 2016, shown on Map 6-3, demonstrates that more affluent households are located in Nowthen (northern portion of the draw area) and in Ramsey, near the golf course.

**Map 6-3**

**RAMSEY STATION DRAW AREA**
**ESTIMATED 2016 HOUSEHOLD INCOME: PERCENT ABOVE $75,000**



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The proportion of households in the Ramsey Station Draw Area, Northstar Corridor Draw Area, and Metropolitan Area with incomes above $75,000, $100,000, and $150,000 are shown in Table 6-3. In 2011, households with incomes above $75,000 were highest in the Ramsey Station Draw Area with 49.6 percent, followed by Northstar Corridor Draw Area with 41.6 percent, and Metropolitan Area with 40.7 percent. Households with incomes above $100,000 in 2011 were over 20.0 percent in all three areas with Ramsey Station Draw Area being the highest with 28.9 percent.

Table 6-3

RAMSEY STATION AND NORTHSTAR CORRIDOR DRAW AREAS
AND SEVEN-COUNTY METROPOLITAN AREA
HOUSEHOLD INCOME DISTRIBUTION: 2000 CENSUS; 2011 AND 2016 ESTIMATED

| | Ramsey Station Draw Area | | Northstar Corridor Draw Area | | Metropolitan Area | |
|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent |
| **Households above $75,000** | | | | | | |
| 2000 | 3,551 | 38.3 % | 31,465 | 30.7 % | 326,285 | 31.9 % |
| 2011E | 6,702 | 49.6 | 52,170 | 41.6 | 459,718 | 40.7 |
| 2016E | 7,877 | 55.5 | 61,727 | 46.9 | 517,863 | 44.2 |
| **Households above $100,000** | | | | | | |
| 2000 | 1,561 | 16.9 % | 13,580 | 13.3 % | 178,170 | 17.4 % |
| 2011E | 3,905 | 28.9 | 28,997 | 23.1 | 292,814 | 26.0 |
| 2016E | 4,906 | 34.6 | 36,587 | 27.8 | 344,691 | 29.4 |
| **Households above $150,000** | | | | | | |
| 2000 | 453 | 4.9 % | 3,160 | 3.1 % | 63,482 | 6.2 % |
| 2011E | 965 | 7.1 | 7,811 | 6.2 | 118,549 | 10.5 |
| 2016E | 1,262 | 8.9 | 10,114 | 7.7 | 142,421 | 12.2 |

E: Estimated.
Source: McComb Group, Ltd.

## Population Age

Ramsey Station Draw Area population is becoming older, as shown in Table 6-4. Population aged 25 to 34 is expected to decline from 5,190 in 2011 to 4,869 in 2016; while population age 35 to 44 is expected to decline from 6,029 in 2011 to 5,488 in 2016. Population aged 65 to 74 is expected to increase from 2,282 in 2011 to 3,013 in 2016, an increase of 731; while the age cohort 75 to 84 is expected to increase from 964 to 1,186, an increase of 222. The over 85 age cohort is also expected to increase modestly. These increases in the over 65 population indicates a future demand for senior housing and services.

Table 6-4

RAMSEY STATION DRAW AREA
POPULATION BY AGE; 2011 AND 2016

| | 2011 Estimated | | 2016 Estimated | |
|---|---|---|---|---|
| Age Cohort | Number | Percent | Number | Percent |
| < 19 | 11,761 | 30.2 % | 11,839 | 29.3 % |
| 20 - 24 | 2,577 | 6.6 | 2,881 | 7.1 |
| 25 - 34 | 5,190 | 13.3 | 4,869 | 12.0 |
| 35 - 44 | 6,029 | 15.5 | 5,488 | 13.6 |
| 45 - 54 | 5,699 | 14.6 | 5,790 | 14.3 |
| 55 - 64 | 4,088 | 10.5 | 4,980 | 12.3 |
| 65 - 74 | 2,282 | 5.9 | 3,013 | 7.4 |
| 75 - 84 | 964 | 2.5 | 1,186 | 2.9 |
| 85 + | 382 | 1.0 | 407 | 1.0 |

Source: U.S. Census, Scan/US, Inc., and McComb Group, Ltd.

## Demographic Characteristics

Demographic characteristics for the Ramsey Station Draw Area, Northstar Corridor Draw Area, and Metropolitan Area are summarized in the demographic snapshots contained in Tables 6-5, 6-6, and 6-7 on the following pages. These snapshots contain census data for 2000, as well as estimates for 2011 and 2016. These estimates were provided by Scan/US, Inc., a source of Census comparable demographic information. Significant characteristics of Ramsey Station Draw Area include the following:

- Ramsey Station Draw Area estimated median age is 36 in 2016, which is lower than both the Northstar Corridor Draw Area and the Metropolitan Area with median ages in both areas at 37 in 2016.
- Ramsey Station Draw Area population is estimated to increase at 0.75 percent annually between 2011 and 2016, which is similar both the Northstar Corridor Draw Area and the Metropolitan Area annual population growth rates of 0.94 and 0.71 percent, respectively.
- In 2011, approximately 30.2 percent of the population in the Ramsey Station Draw Area was under the age of 19. By 2016, the Ramsey Station Draw Area is expected to have approximately 29.3 percent of the population under the age of 19, which is higher than both the Northstar Corridor Draw Area and Metropolitan Area percentages of 28.8 and 26.9 percent, respectively.
- In 2011, approximately 9.4 percent of the population in the Ramsey Station Draw Area was over the age of 65, which is expected to increase to about 11.3 percent by 2016. The Northstar Corridor Draw Area had 9.1 percent over age 65 in 2011 and an estimated 10.9 percent for 2016; while the Metropolitan Area had 10.7 percent of the population over the age of 65 in 2011, with expectations of an increase to 12.3 percent by 2016.
- By 2016, over 50 percent of the households within the Ramsey Station Draw Area will have incomes above $75,000.
- Over 90 percent of the population within the Ramsey Station Draw Area is Caucasian, which is expected to remain constant through 2016.

Additional demographic characteristics for the Ramsey Station Draw Area are contained in Appendix A.

## Station Area Sales Potential

Retail sales potential represented by Northstar riders at the Ramsey station is based on estimated purchasing power of the average 129 weekday rides. These riders represent about 1.0 percent of the 13,522 Ramsey Station Draw Area households in 2011. Draw area households are estimated to increase to 14,197 in 2016, an increase of 0.98 percent.

Estimated retail and service sales potential of Northstar riders is a two-step process. Estimated sales potential of Northstar riders for each retail or service category is estimated by McComb Group proprietary sales potential model, which contains over 120 retail and service categories. Next, store size is determined based on sales productivity and typical store size for each category. This methodology is illustrated for 2016 in Table 6-8 using convenience goods stores as an example to illustrate the amount of retail and service space that can be supported by Northstar riders.

Table 6-5

McComb Group, Ltd.

## DEMOGRAPHIC AND INCOME SNAPSHOT

**Ramsey Station Draw Area** 3/11/2013

| SNAPSHOT | 2000 Census | 2011 Estimated | 2016 Projected |
|---|---|---|---|
| Population | 28,288 | 38,973 | 40,452 |
| Households | 9,271 | 13,522 | 14,197 |
| Families | 7,689 | 10,626 | 11,053 |
| Per Capita Income | $ 25,556 | $ 28,021 | $ 31,625 |
| Median Household Income | $ 65,189 | $ 73,745 | $ 79,548 |
| Average Household Income | $ 77,246 | $ 80,465 | $ 89,787 |
| Average Household Size | 3.04 | 2.87 | 2.84 |
| Median Age | 34 | 35 | 36 |

| | Annual Percent Change | | |
|---|---|---|---|
| TRENDS | 1990 - 2000 | 2000 - 2011 | 2011 - 2016 |
| Population | 3.74 % | 2.96 % | 0.75 % |
| Households | 4.38 | 3.49 | 0.98 |
| Families | 4.03 | 2.98 | 0.79 |
| Median Household Income | 4.37 | 1.13 | 1.53 |
| Average Household Income | 4.79 | 0.37 | 2.22 |

| | 2000 Census | | 2011 Estimated | | 2016 Projected | |
|---|---|---|---|---|---|---|
| HOUSEHOLDS BY INCOME | Number | Percent | Number | Percent | Number | Percent |
| Less than $15,000 | 480 | 5.2 % | 410 | 3.0 % | 406 | 2.9 % |
| $15,000 - $24,999 | 381 | 4.1 | 579 | 4.3 | 570 | 4.0 |
| $25,000 - $34,999 | 597 | 6.4 | 825 | 6.1 | 746 | 5.3 |
| $35,000 - $49,999 | 1,274 | 13.8 | 1,664 | 12.3 | 1,497 | 10.5 |
| $50,000 - $74,999 | 2,980 | 32.2 | 3,337 | 24.7 | 3,097 | 21.8 |
| $75,000 - $99,999 | 1,990 | 21.5 | 2,797 | 20.7 | 2,972 | 20.9 |
| $100,000 - $149,999 | 1,109 | 12.0 | 2,940 | 21.7 | 3,644 | 25.7 |
| $150,000 + | 453 | 4.9 | 965 | 7.1 | 1,262 | 8.9 |

| POPULATION BY AGE | Number | Percent | Number | Percent | Number | Percent |
|---|---|---|---|---|---|---|
| <19 | 9,777 | 34.6 % | 11,761 | 30.2 % | 11,839 | 29.3 % |
| 20-24 | 1,288 | 4.6 | 2,577 | 6.6 | 2,881 | 7.1 |
| 25-34 | 4,290 | 15.2 | 5,190 | 13.3 | 4,869 | 12.0 |
| 35-44 | 5,532 | 19.6 | 6,029 | 15.5 | 5,488 | 13.6 |
| 45-54 | 4,004 | 14.2 | 5,699 | 14.6 | 5,790 | 14.3 |
| 55-64 | 2,031 | 7.2 | 4,088 | 10.5 | 4,980 | 12.3 |
| 65-74 | 710 | 2.5 | 2,282 | 5.9 | 3,013 | 7.4 |
| 75-84 | 451 | 1.6 | 964 | 2.5 | 1,186 | 2.9 |
| 85+ | 196 | 0.7 | 382 | 1.0 | 407 | 1.0 |

| RACE AND ETHNICITY | Number | Percent | Number | Percent | Number | Percent |
|---|---|---|---|---|---|---|
| White | 27,453 | 97.0 % | 36,055 | 92.5 % | 37,397 | 92.4 % |
| Black | 98 | 0.3 | 910 | 2.3 | 972 | 2.4 |
| Native American | 113 | 0.4 | 167 | 0.4 | 172 | 0.4 |
| Asian/Pacific Islander | 236 | 0.8 | 867 | 2.2 | 896 | 2.2 |
| Other Races | 389 | 1.4 | 973 | 2.5 | 1,016 | 2.5 |
| | | | | | | |
| Hispanic (Any Race) | 308 | 1.1 | 983 | 2.5 | 1,366 | 3.4 |

Source: U.S. Census, Scan/US, Inc. and McComb Group, Ltd.

Table 6-6

McComb Group, Ltd.

DEMOGRAPHIC AND INCOME SNAPSHOT

**Northstar Corridor Draw Area** 3/11/2013

| SNAPSHOT | 2000 Census | 2011 Estimated | 2016 Projected |
|---|---|---|---|
| Population | 290,439 | 346,506 | 363,015 |
| Households | 102,464 | 125,352 | 131,616 |
| Families | 77,618 | 92,167 | 96,124 |
| Per Capita Income | $ 23,876 | $ 26,538 | $ 29,636 |
| Median Household Income | $ 58,141 | $ 66,487 | $ 71,581 |
| Average Household Income | $ 67,047 | $ 72,977 | $ 81,330 |
| Average Household Size | 2.81 | 2.75 | 2.74 |
| Median Age | 33 | 35 | 37 |

| | Annual Percent Change | | |
|---|---|---|---|
| TRENDS | 1990 - 2000 | 2000 - 2011 | 2011 - 2016 |
| Population | 1.47 % | 1.62 % | 0.94 % |
| Households | 2.19 | 1.85 | 0.98 |
| Families | 1.51 | 1.57 | 0.84 |
| Median Household Income | 3.65 | 1.23 | 1.49 |
| Average Household Income | 4.61 | 0.77 | 2.19 |

| | 2000 Census | | 2011 Estimated | | 2016 Projected | |
|---|---|---|---|---|---|---|
| HOUSEHOLDS BY INCOME | Number | Percent | Number | Percent | Number | Percent |
| Less than $15,000 | 6,162 | 6.0 % | 7,355 | 5.9 % | 7,439 | 5.7 % |
| $15,000 - $24,999 | 7,150 | 7.0 | 8,091 | 6.5 | 7,930 | 6.0 |
| $25,000 - $34,999 | 9,965 | 9.7 | 9,960 | 7.9 | 9,441 | 7.2 |
| $35,000 - $49,999 | 17,537 | 17.1 | 16,738 | 13.4 | 15,569 | 11.8 |
| $50,000 - $74,999 | 30,146 | 29.4 | 31,016 | 24.7 | 29,493 | 22.4 |
| $75,000 - $99,999 | 17,885 | 17.5 | 23,173 | 18.5 | 25,140 | 19.1 |
| $100,000 - $149,999 | 10,420 | 10.2 | 21,186 | 16.9 | 26,473 | 20.1 |
| $150,000 + | 3,160 | 3.1 | 7,811 | 6.2 | 10,114 | 7.7 |

| POPULATION BY AGE | Number | Percent | Number | Percent | Number | Percent |
|---|---|---|---|---|---|---|
| <19 | 94,967 | 32.7 % | 102,340 | 29.5 % | 104,620 | 28.8 % |
| 20-24 | 16,851 | 5.8 | 21,968 | 6.3 | 24,643 | 6.8 |
| 25-34 | 45,255 | 15.6 | 47,311 | 13.7 | 44,811 | 12.3 |
| 35-44 | 54,203 | 18.7 | 52,867 | 15.3 | 48,640 | 13.4 |
| 45-54 | 38,636 | 13.3 | 53,508 | 15.4 | 55,285 | 15.2 |
| 55-64 | 22,028 | 7.6 | 36,911 | 10.7 | 45,231 | 12.5 |
| 65-74 | 11,144 | 3.8 | 19,054 | 5.5 | 25,160 | 6.9 |
| 75-84 | 5,667 | 2.0 | 9,016 | 2.6 | 10,859 | 3.0 |
| 85+ | 1,654 | 0.6 | 3,513 | 1.0 | 3,751 | 1.0 |

| RACE AND ETHNICITY | Number | Percent | Number | Percent | Number | Percent |
|---|---|---|---|---|---|---|
| White | 275,452 | 94.8 % | 311,714 | 90.0 % | 326,795 | 90.0 % |
| Black | 3,576 | 1.2 | 11,536 | 3.3 | 12,022 | 3.3 |
| Native American | 1,582 | 0.5 | 1,922 | 0.6 | 2,014 | 0.6 |
| Asian/Pacific Islander | 3,898 | 1.3 | 9,301 | 2.7 | 9,610 | 2.6 |
| Other Races | 5,931 | 2.0 | 12,033 | 3.5 | 12,574 | 3.5 |
| Hispanic (Any Race) | 4,327 | 1.5 | 11,743 | 3.4 | 16,340 | 4.5 |

Source: U.S. Census, Scan/US, Inc. and McComb Group, Ltd.

Table 6-7

McComb Group, Ltd.

DEMOGRAPHIC AND INCOME SNAPSHOT

**Seven-County Metropolitan Area** 3/11/2013

| SNAPSHOT | 2000 Census | 2011 Estimated | 2016 Projected |
|---|---|---|---|
| Population | 2,642,056 | 2,875,666 | 2,979,795 |
| Households | 1,021,454 | 1,128,357 | 1,170,688 |
| Families | 658,159 | 711,347 | 730,364 |
| Per Capita Income | $ 27,227 | $ 31,731 | $ 34,596 |
| Median Household Income | $ 54,667 | $ 62,465 | $ 66,464 |
| Average Household Income | $ 68,484 | $ 79,958 | $ 87,063 |
| Average Household Size | 2.53 | 2.50 | 2.50 |
| Median Age | 34 | 36 | 37 |

| | Annual Percent Change | | |
|---|---|---|---|
| TRENDS | 1990 - 2000 | 2000 - 2011 | 2011 - 2016 |
| Population | 1.45 % | 0.77 % | 0.71 % |
| Households | 1.56 | 0.91 | 0.74 |
| Families | 1.21 | 0.71 | 0.53 |
| Median Household Income | 3.69 | 1.22 | 1.25 |
| Average Household Income | 4.46 | 1.42 | 1.72 |

| | 2000 Census | | 2011 Estimated | | 2016 Projected | |
|---|---|---|---|---|---|---|
| HOUSEHOLDS BY INCOME | Number | Percent | Number | Percent | Number | Percent |
| Less than $15,000 | 94,987 | 9.3 % | 100,226 | 8.9 % | 104,550 | 8.9 % |
| $15,000 - $24,999 | 94,307 | 9.2 | 88,724 | 7.9 | 86,306 | 7.4 |
| $25,000 - $34,999 | 112,850 | 11.0 | 100,920 | 8.9 | 94,851 | 8.1 |
| $35,000 - $49,999 | 159,411 | 15.6 | 152,005 | 13.5 | 147,462 | 12.6 |
| $50,000 - $74,999 | 233,614 | 22.9 | 226,764 | 20.1 | 219,656 | 18.8 |
| $75,000 - $99,999 | 148,115 | 14.5 | 166,904 | 14.8 | 173,172 | 14.8 |
| $100,000 - $149,999 | 114,688 | 11.2 | 174,265 | 15.4 | 202,270 | 17.3 |
| $150,000 + | 63,482 | 6.2 | 118,549 | 10.5 | 142,421 | 12.2 |

| POPULATION BY AGE | Number | Percent | Number | Percent | Number | Percent |
|---|---|---|---|---|---|---|
| <19 | 768,028 | 29.1 % | 783,409 | 27.2 % | 801,940 | 26.9 % |
| 20-24 | 173,732 | 6.6 | 189,862 | 6.6 | 192,262 | 6.5 |
| 25-34 | 411,155 | 15.6 | 417,260 | 14.5 | 396,052 | 13.3 |
| 35-44 | 469,324 | 17.8 | 416,462 | 14.5 | 407,567 | 13.7 |
| 45-54 | 363,592 | 13.8 | 440,983 | 15.3 | 433,762 | 14.6 |
| 55-64 | 200,980 | 7.6 | 317,979 | 11.1 | 381,648 | 12.8 |
| 65-74 | 130,615 | 4.9 | 164,660 | 5.7 | 216,477 | 7.3 |
| 75-84 | 90,292 | 3.4 | 97,689 | 3.4 | 101,987 | 3.4 |
| 85+ | 34,338 | 1.3 | 47,362 | 1.6 | 48,100 | 1.6 |

| RACE AND ETHNICITY | Number | Percent | Number | Percent | Number | Percent |
|---|---|---|---|---|---|---|
| White | 2,238,117 | 84.7 % | 2,267,068 | 78.8 % | 2,349,676 | 78.9 % |
| Black | 156,620 | 5.9 | 240,876 | 8.4 | 249,475 | 8.4 |
| Native American | 20,417 | 0.8 | 21,073 | 0.7 | 21,737 | 0.7 |
| Asian/Pacific Islander | 122,239 | 4.6 | 186,359 | 6.5 | 193,059 | 6.5 |
| Other Races | 104,663 | 4.0 | 160,290 | 5.6 | 165,848 | 5.6 |
| Hispanic (Any Race) | 95,902 | 3.6 | 179,857 | 6.3 | 228,964 | 7.7 |

Source: U.S. Census, Scan/US, Inc. and McComb Group, Ltd.

Using supermarkets as an example, Ramsey Station rider sales potential in 2016 is estimated at $456,000, as shown in Table 6-8. Supportable gross leasable area (GLA) for a supermarket is estimated by dividing sales potential by $460 per square foot, sales productivity appropriate for a supermarket. This results in supportable GLA of 991 square feet of supermarket space, which is considerably smaller than the range of supermarket store size. Store GLA in other retail categories supportable by Northstar riders is also shown in Table 6-8. Supportable space for drug stores and liquor stores is 441 and 213 square feet of GLA, respectively. These estimates of sales potential represent rider spending potential for each category. Spending potential for an individual store will be less as consumers usually patronize several stores in each category.

Table 6-8

RAMSEY NORTHSTAR STATION
RIDER RETAIL SALES POTENTIAL AND SUPPORTABLE SPACE; 2016
BY MERCHANDISE CATEGORY

| Category | Sales Potential | Sales/ Sq. Ft. | Supportable Sq. Ft. | Store Size Low | Median | High |
|---|---|---|---|---|---|---|
| **Convenience Goods** | | | | | | |
| Supermarkets | $ 456,000 | $ 460 | 991 | 31,245 | 52,419 | 69,462 |
| Convenience Food | 9,000 | 300 | 30 | 1,349 | 2,085 | 5,323 |
| Drug & Proprietary Stores | 203,000 | 460 | 441 | 8,280 | 11,700 | 23,714 |
| Hardware | 31,000 | 185 | 168 | 5,638 | 13,831 | 27,743 |
| Liquor | 80,000 | 375 | 213 | 1,305 | 2,856 | 7,210 |
| Florist | 12,000 | 190 | 63 | 766 | 1,600 | 5,396 |

Source: McComb Group, Ltd.

Ramsey's retail businesses are consistent with those of a neighborhood shopping area that offers convenience goods, food services, and services that are typically purchased close to home. Consumers typically drive further distances to patronize shopping goods and destination type retailers.

Retail stores consistent with a neighborhood shopping area and supportable GLA in the Ramsey Station area are contained in Table 6-9. Northstar riders do not represent sales potential sufficient to support the types of stores consistent with a neighborhood shopping area in Ramsey. The list of businesses is not all inclusive of store types, but the supportable GLA result would be similar. Northstar riders represent additional retail potential for business establishments that serve the larger Ramsey community. Ramsey Station's location adjacent to a growing commercial area will be a benefit to business establishments located in the area. child daycare is a potential use that is consistent with the station area for commuters with children, as well as other parents living and/or working in Ramsey.

This analysis points out that Northstar riders do not have sufficient spending potential to support stores or services in the station area. They do, however, have spending potential that can be important additional sales to existing and future Ramsey businesses. Many of these riders may already shop in Ramsey; however, others may not. The Northstar brings these riders to Ramsey on a regular basis and increases the convenience of shopping in Ramsey on a regular basis. Complete tables showing supportable square footage by retail and service category for each target year are contained in Appendix B.

Table 6-9

RAMSEY NORTHSTAR RIDER
SUPPORTABLE SPACE BY MERCHANDISE CATEGORY; 2016 AND 2020
(Gross Leasable Area)

| Merchandise Category | 2016 | 2020 | Store Size Low | Store Size Median | Store Size High |
|---|---|---|---|---|---|
| **Convenience Goods** | | | | | |
| Supermarkets | 991 | 1,065 | 31,245 | 52,419 | 69,462 |
| Convenience Food | 30 | 33 | 1,349 | 2,085 | 5,323 |
| Drug & Proprietary Stores | 441 | 474 | 8,280 | 11,700 | 23,714 |
| Hardware | 168 | 178 | 5,638 | 13,831 | 27,743 |
| Liquor | 213 | 229 | 1,305 | 2,856 | 7,210 |
| Florist | 63 | 68 | 766 | 1,600 | 5,396 |
| Food/Health Supplement Stores | 20 | 20 | 1,200 | 1,234 | 1,968 |
| **Food Service** | | | | | |
| Full-Service Restaurants | 617 | 664 | 2,000 | 4,500 | 9,775 |
| Limited Service Restaurants | 423 | 455 | 1,335 | 3,000 | 3,400 |
| Snack & Beverage Places | 127 | 133 | 850 | 1,500 | 2,495 |
| Ice Cream & Soft Serve | 15 | 15 | 902 | 1,148 | 1,570 |
| Doughnut Shops | 32 | 32 | 744 | 1,200 | 2,153 |
| Coffee Shops | 40 | 43 | 881 | 1,500 | 2,000 |
| **Services** | | | | | |
| Beauty Salons | 258 | 284 | 455 | 788 | 1,422 |
| Laundries & Dry Cleaners | 73 | 80 | 1,222 | 2,024 | 3,734 |
| Child Day Care Services | 470 | 520 | 3,059 | 5,050 | 7,495 |
| **Health Care** | | | | | |
| Offices of Physicians | 1,188 | 1,303 | 969 | 1,652 | 4,008 |
| Offices of Dentists | 548 | 603 | 1,090 | 1,700 | 3,970 |
| Offices of Chiropractors | 78 | 87 | 1,090 | 1,600 | 3,970 |

Source: McComb Group, Ltd.

The last column in Table 6-9 contains low, median, and high store size for each store type from *Dollars & Cents of Shopping Centers*, published by the Urban Land Institute. Median store size indicates a typical size for a store in each retail category. To the extent that supportable square footage is above the low store size, sales potential exists to support that store type. Many retailers will desire stores that are closer to the median store size.

Retail GLA supported by estimated sales potential for each retail store category is based on estimated sales per square foot (in 2012 dollars) by store type. Sales per square foot estimates are derived from median store sales per square foot for each tenant type contained in *Dollar & Cents of Shopping Centers*. Supportable GLA is calculated by dividing sales potential by sales per square foot. This analysis was used to provide an estimate of the supportable square footage in each retail category. The detailed tables resulting from these calculations are contained in Appendix B.

## Chapter VII

## RAMSEY STATION AREA DEVELOPMENT POTENTIAL

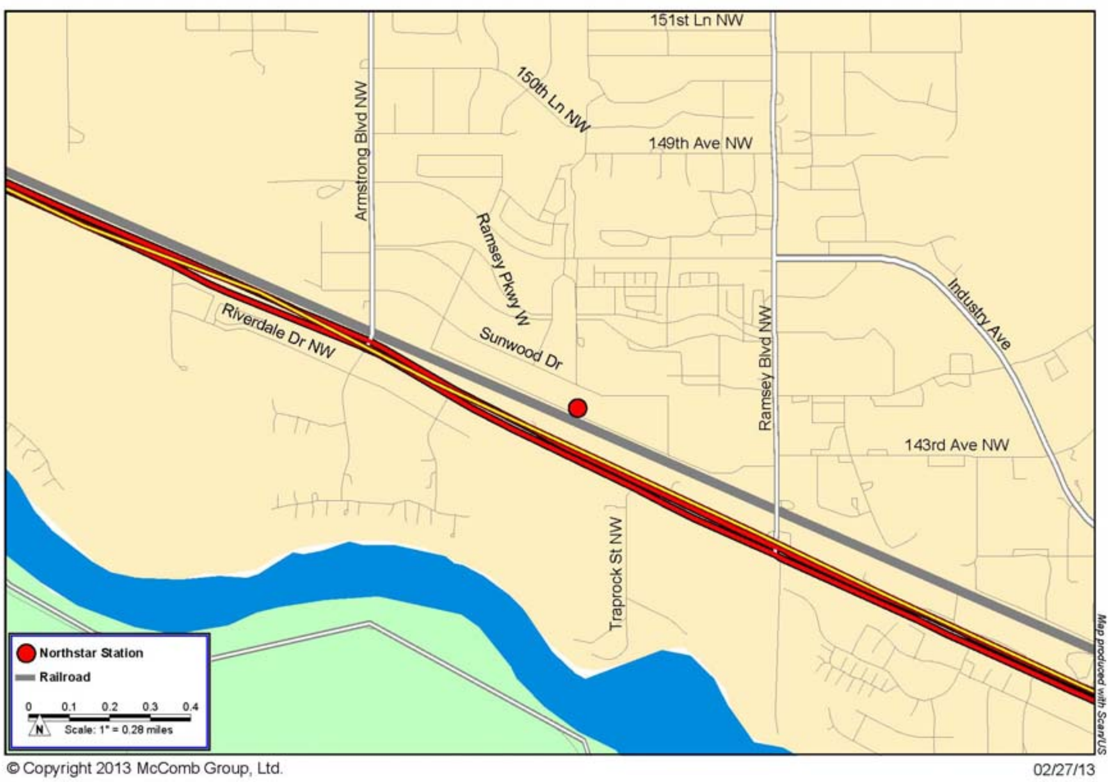
Northstar station area potential for residential, retail, and commercial development is dependent on many factors including location, convenience, and the geographic area served by the station. The amount and type of retail and commercial development that can be supported at each station area will depend on its ability to capitalize on the economic vitality of the geographic area served by the station. An important consideration in retail or commercial development is the station area's convenience for potential customers that are not Northstar riders.

### Ramsey Station

Ramsey Station opened November 14, 2012, in The COR at Ramsey town center development between the intersections of Armstrong Boulevard and Ramsey Boulevard with TH-10, as shown on Map 7-1. Ramsey Station benefits from being located in a planned community that could incorporate the station in a TOD environment. As a result, the City of Ramsey has been successful at attracting higher density mixed-use and transit supportive development in The COR at Ramsey development, which was planned to incorporate the Ramsey Station. This was accomplished, in part, by establishing a development plan and consolidating property ownership in order to control the form and sequencing of development. Ramsey has set the stage for expanded TOD in The COR.

**Map 7-1**

**RAMSEY STATION LOCATION**




The station is adjacent to a 900-stall municipal parking ramp with 350 dedicated commuter parking spaces. This structure is flanked by City Hall on the east and The Residence at the COR, a 230-unit apartment. Retail stores will be developed between the parking ramp and Sunwood Drive. Municipal Plaza is just across Sunwood Drive from the retail spaces. The Ramsey Station enjoys a central location in The COR at Ramsey. Unlike other Northstar stations, Ramsey Station is visible from a major highway.

## Commuter Service

The Ramsey Station attracts riders from the area served by TH-10. The station has 350 dedicated parking spaces. Prior to service by the Northstar train, the station was served by the Regional Express Bus Route 856, which offered direct service to downtown Minneapolis. The service operated only on weekdays with four southbound morning trips to Minneapolis and four northbound trips to Ramsey during the afternoon commute. Bus ridership averaged about 110 daily weekday trips. Since Northstar service began there have been approximately 129 inbound and outbound riders per day, as shown in Table 7-1. Inbound and outbound weekend service attracted about 19 inbound and 17 outbound riders per day.

Table 7-1

NORTHSTAR COMMUTER RAIL RIDERSHIP BY STATION; 2012

| Station | Weekday Inbound | Weekday Outbound | Weekend Inbound | Weekend Outbound |
|---|---|---|---|---|
| Big Lake | 360 | 290 | 200 | 200 |
| Elk River | 370 | 340 | 130 | 125 |
| Ramsey | 129 | 129 | 19 | 17 |
| Anoka | 250 | 250 | 90 | 85 |
| Coon Rapids | 250 | 230 | 120 | 115 |
| Fridley | 100 | 90 | 80 | 75 |

Source: NCDA and Metro Transit.

Ramsey Station is served by five daily inbound trains during the morning commute period, and one inbound evening train, as shown in Figure 7-1. There is one morning outbound train to Ramsey, and five evening outbound trains for a total of 12 trains per day. Inbound scheduled travel times are 34 minutes. Outbound travel times are 30 minutes, except the train that does not stop in Fridley, which takes 28 minutes.

**Figure 7-1**

**NORTHSTAR SCHEDULE – RAMSEY STATION**

**Inbound**

| route number & letter | Big Lake Station (1) | Elk River Station (2) | Ramsey Station (3) | Anoka Station (4) | Coon Rapids-Riverdale Station (5) | Fridley Station (6) | Target Field Station (7) |
|---|---|---|---|---|---|---|---|
| AM | | | | | | | |
| 888 | 5:01 | 5:11 | 5:16 | 5:22 | 5:26 | 5:34 | 5:50 |
| 888 | 5:51 | 6:01 | 6:06 | 6:12 | 6:16 | 6:24 | 6:40 |
| 888 | 6:21 | 6:31 | 6:36 | 6:42 | 6:46 | 6:54 | 7:10 |
| 888 | 6:51 | 7:01 | 7:06 | 7:12 | 7:16 | 7:24 | 7:40 |
| 888 | 7:21 | 7:31 | 7:36 | 7:42 | 7:46 | 7:54 | 8:10 |
| PM | | | | | | | |
| 888 | 5:06 | 5:16 | 5:21 | 5:27 | 5:31 | 5:39 | 5:55 |

**Outbound**

| route number & letter | Target Field Station (7) | Fridley Station (6) | Coon Rapids-Riverdale Station (5) | Anoka Station (4) | Ramsey Station (3) | Elk River Station (2) | Big Lake Station (1) |
|---|---|---|---|---|---|---|---|
| AM | | | | | | | |
| 888 | 6:13 | 6:26 | 6:34 | 6:38 | 6:43 | 6:49 | 7:02 |
| PM | | | | | | | |
| 888 | 3:57 | 4:10 | 4:18 | 4:22 | 4:27 | 4:33 | 4:46 |
| 888 | 4:27 | 4:40 | 4:48 | 4:52 | 4:57 | 5:03 | 5:16 |
| 888 | 4:57 | 5:10 | 5:18 | 5:22 | 5:27 | 5:33 | 5:46 |
| 888 | 5:27 | - | 5:46 | 5:50 | 5:55 | 6:01 | 6:14 |
| 888 | 6:15 | 6:28 | 6:36 | 6:40 | 6:45 | 6:51 | 7:04 |

## Traffic Counts

Traffic counts on the primary streets are one of the important site criteria for retail and commercial development. TH-10 had 2010 average daily traffic counts of 40,000 east of Ramsey Boulevard, 37,500 between Ramsey and Armstrong Boulevards, and 34,000 to the west indicating that a high volume of trips enter The COR at Ramsey area. Traffic counts on Ramsey Boulevard north of TH-10 were 7,000 trips compared to 6,400 trips on Armstrong Boulevard north of TH-10. Sunwood Drive carried 2,400 trips west of Ramsey Boulevard, a relatively low traffic count for commercial developments.

Table 7-2

RAMSEY DAILY TRAFFIC COUNTS; 2010

| Location | Traffic Count |
|---|---|
| **TH-10** | |
| East of Ramsey Blvd | 40,000 |
| Between Ramsey and Armstrong Blvds | 37,500 |
| West of Armstrong Blvd | 34,000 |
| **Ramsey Boulevard** | |
| North of TH-10 | 7,000 |
| **Armstrong Boulevard** | |
| North of TH-10 | 6,400 |
| **Sunwood Drive** | |
| West of Ramsey Blvd | 2,400 |

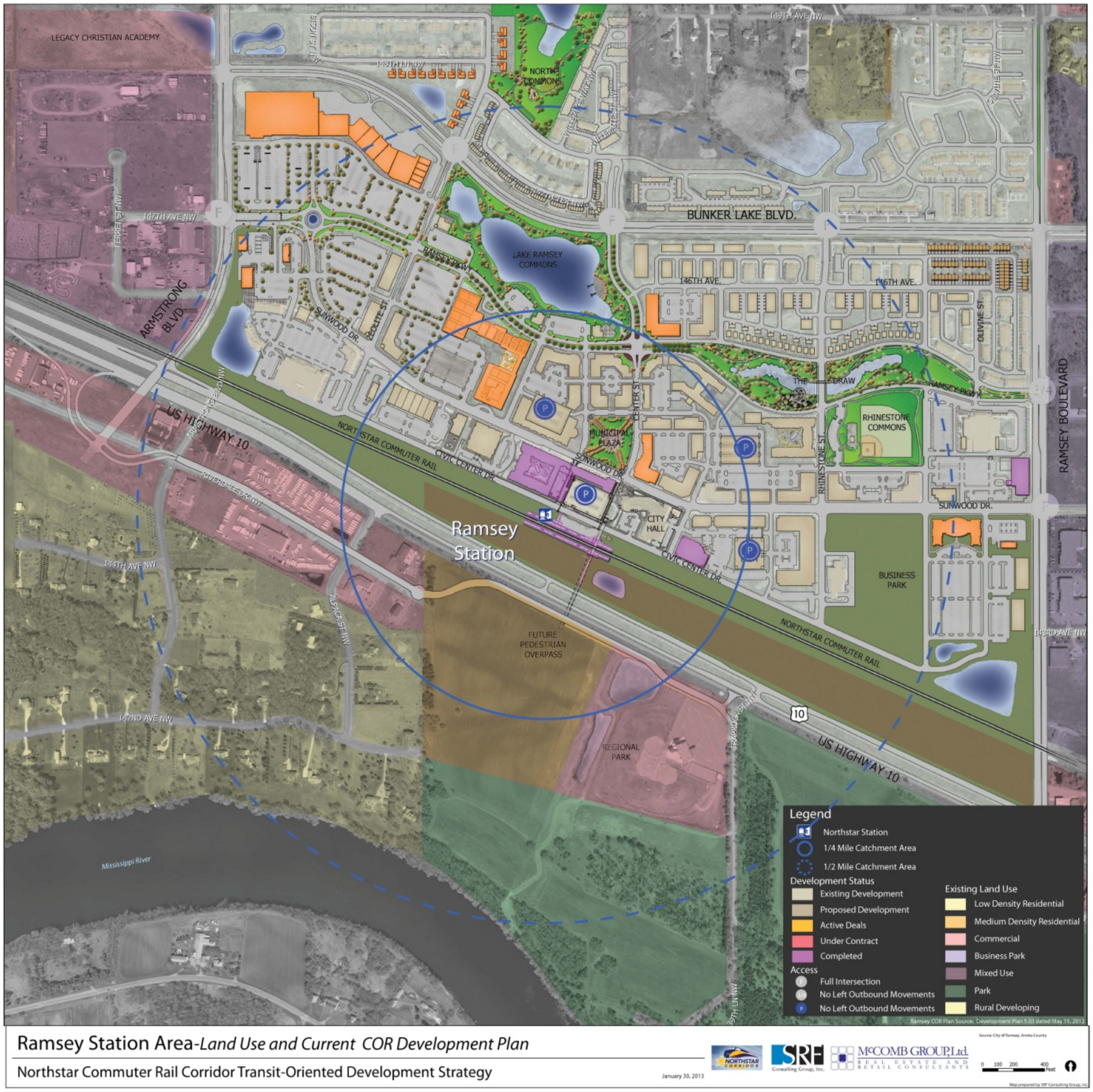
Source: Mn/DOT.

## Surrounding Land Use and Development

Land use around the Ramsey Station is influenced by the TH-10/rail line corridor, as shown in Figure 7-2. Land use south of the rail line is generally highway oriented commercial development including RV and boat dealerships, a gardening/nursery business, home furnishings stores, and automotive services. Mississippi West Regional Park is south of TH-10 on Taprock Street, and will be connected to the station and COR project with a pedestrian and bicycle overpass. West of Ramsey Boulevard between TH-10 and the rail line, there are several highway oriented businesses including fast food, pet care, and RV and trailer service. North of the rail line and east of Armstrong Boulevard is occupied by a business park with several light industrial, warehouse, and one to two story office buildings. Land use transitions to low density residential north of 149$^{th}$ Avenue NW, which is the approximate boundary of The COR development. Land west of Armstrong Boulevard is mostly vacant and available for future development.

**Figure 7-2**

**RAMSEY STATION EXISTING CONDITIONS**




## The COR at Ramsey

The COR at Ramsey was planned as a TOD mixed-use development prior to the funding and opening of Ramsey Station. The COR at Ramsey is a 410-acre development implemented by the City of Ramsey as master developer. The City bought 150 acres of land in the project area after the original developer went into bankruptcy. Developments to date are summarized in Table 7-3 and include 189,000 square feet of commercial, 64,000 square feet of medical, 72,000 square feet of school space, and 370 housing units.

Table 7-3

THE COR AT RAMSEY DEVELOPMENT

| Use | Units | |
|---|---|---|
| Retail | 96,000 | square feet |
| Office | 93,000 | square feet |
| Medical | 64,000 | square feet |
| School | 72,000 | square feet |
| City Hall | 68,000 | square feet |
| Residential | 370 | units |
| Parking Ramp | 900 | spaces |

Source: City of Ramsey.

The COR has been successful in attracting development as illustrated by the key projects completed to date, which are summarized below.

**Civic Amenities**

- **Ramsey Municipal Center –** A 68,000 square foot City administration building and police headquarters.

- **The Draw Park and Amphitheatre –** A four-acre park and outdoor amphitheater with 350 seats for summer concert series, outdoor movie nights, and other year-round programming.
- **Parking Ramp –** A 900-stall public parking ramp that provides 350 spaces for the commuter rail station. It was expanded by an additional 300 spaces for The Residence at the COR apartments.

**Commercial Projects**

- **Northstar Marketplace –** A 98,000 square foot shopping center anchored by Coborn's supermarket. Other tenants include Caribou Coffee, Acapulco Mexican Restaurant, Subway, Verizon, and Anytime Fitness.

- **Ramsey Office Plaza –** A 52,000 square foot three-story office building with ground level retail space including a full service restaurant, The Falls. Also includes a 12,000 square foot outdoor banquet facility, The Fountains of Ramsey, and a coffee shop/café. Office tenants include two law firms and a title company.

- **NAU Country Insurance –** A 41,548 square foot build-to-suit building for an agricultural insurance company. An expansion is planned for a second building.

**Medical**

- **VA Outpatient Clinic –** A 20,000 square foot outpatient clinic located adjacent to Ramsey Station. The clinic provides primary care, mental health, and services such as physical therapy.


- **Allina Clinic –** A 25,682 square foot medical clinic with diabetes, pre-natal, and physical therapy services.

- **Midwest Medical Examiners** – An 18,353 square foot office building with world class medical diagnostic and scanning services. Also provides coroner services for law enforcement.


**Education**

- **Legacy Christian Academy** – While not located in the COR project boundaries, this K-12 school will host 1,200 students and become an important activity driver for the area.

- **PACT Charter School –** A K-12 charter school with 600 students.

**Residential Projects**

- **The Residence at the COR** – A 230-unit market rate apartment project that is planned to open in spring of 2013. It is being developed by Flaherty and Collins of Indianapolis, Indiana. The City has pledged TIF revenue as well as some additional equity for gap financing. This project will be connected to the parking ramp at the station platform and be an important placemaking project, catalyst, and anchor for the station area.

- **Other Residential –** Over 350 units of townhomes and small lot single family homes have been constructed by K Hovananian Homes and DR Horton.

**Development Summary**

Commercial development (retail, office, and medical) in The COR totaled 320,000 square feet over the last 10 years, as shown in Table 7-4. This represented 75 percent of Ramsey's total development in these categories. The COR captured 53 percent of the retail, 89 percent of the office, and 100 percent of the medical office. Office/warehouse and office/manufacturing space in other parts of Ramsey totaled 852,779 square feet. All told, Ramsey developed over 1.2 million square feet of space along with over 580 residential units.

Table 7-4

RAMSEY DEVELOPMENT BY TYPE; 2002 TO 2011
(Square Feet)

| Year | Retail | Office | Medical Office | Office/ Warehouse | Office/ Manufacturing |
|---|---|---|---|---|---|
| 2002 | 10,086 | - | - | 63,336 | - |
| 2003 | - | - | - | 28,000 | 56,314 |
| 2004 | 1,960 | 71,470 | - | 202,480 | 60,828 |
| 2005 | 138,768 | 36,528 | - | 130,655 | 89,366 |
| 2006 | - | 51,829 | - | - | 30,000 |
| 2007 | 12,580 | - | - | - | 120,000 |
| 2008 | 7,600 | 19,000 | 18,353 | 25,600 | 26,200 |
| 2009 | 7,800 | - | - | - | - |
| 2010 | 1,500 | - | 25,682 | - | 20,000 |
| 2011 | - | - | 20,000 | - | - |
| Total | 180,294 | 178,827 | 64,035 | 450,071 | 402,708 |
| In The COR | 96,175 | 159,827 | 64,035 | | |
| Percent | 53.3 % | 89.4 % | 100.0 % | | |

Source: City of Ramsey and McComb Group, Ltd.

## Planned Developments

Several planned developments include: Edgewood, a moderate income apartment; McDonalds; SuperAmerica; Wiser Choice Liquors; and Northgate Performing Arts Center.

## Land Use Plans and Policies

The area around Ramsey Station was designated as a mixed use district in the City's 2030 Comprehensive Plan. It seeks to develop a town center or downtown for Ramsey, which The COR will provide. The mixed-use district promotes:

- Higher residential densities than are common in Ramsey, where residents can take advantage of transit opportunities;
- Civic places where people can gather and events can be held;
- Commercial/retail to meet the needs of the community, with residential units above;
- Professional offices and other places of employment.

The COR is specifically identified in several sections of the 2030 Comprehensive Plan as a vital component to Ramsey's future housing needs. The town center area will provide a diverse housing stock meant to attract residents of all ages and incomes by offering amenities, access to transportation, and recreation and entertainment opportunities. The Comprehensive Plan specifically highlights the importance of senior and affordable housing to the town center district. It also notes the potential for the district to attract and retain young residents through its amenities and access to transportation.

## Infrastructure Plans and Needs

The COR project has all necessary wet and dry utilities in place, and most major roadways. A key improvement is the planned Armstrong Boulevard interchange with TH-10. This is judged to be needed in order to attract a major retail anchor that would assist in completing the retail portion of the project in the northwestern quarter of the project. A pedestrian bridge across the Northstar tracks and TH-10 to the Mississippi West Regional Park is also planned.

## Development Opportunities

There are approximately 186 developable acres remaining for commercial, business park, and residential, plus 45 acres of parks and amenities, as shown in Figure 7-3. Retail, business park, and commercial total 115 acres; while residential totals 43 acres and mixed-use is 28 acres and could include commercial and residential. The residential component of The COR is planned at 2,200 units. The COR at Ramsey is a significant development opportunity.

The City established a 25-year, $65 million tax increment financing (TIF) district for the project area to fund infrastructure and public amenities, and to provide targeted private development incentives.

Table 7-5

THE COR DEVELOPABLE ACRES

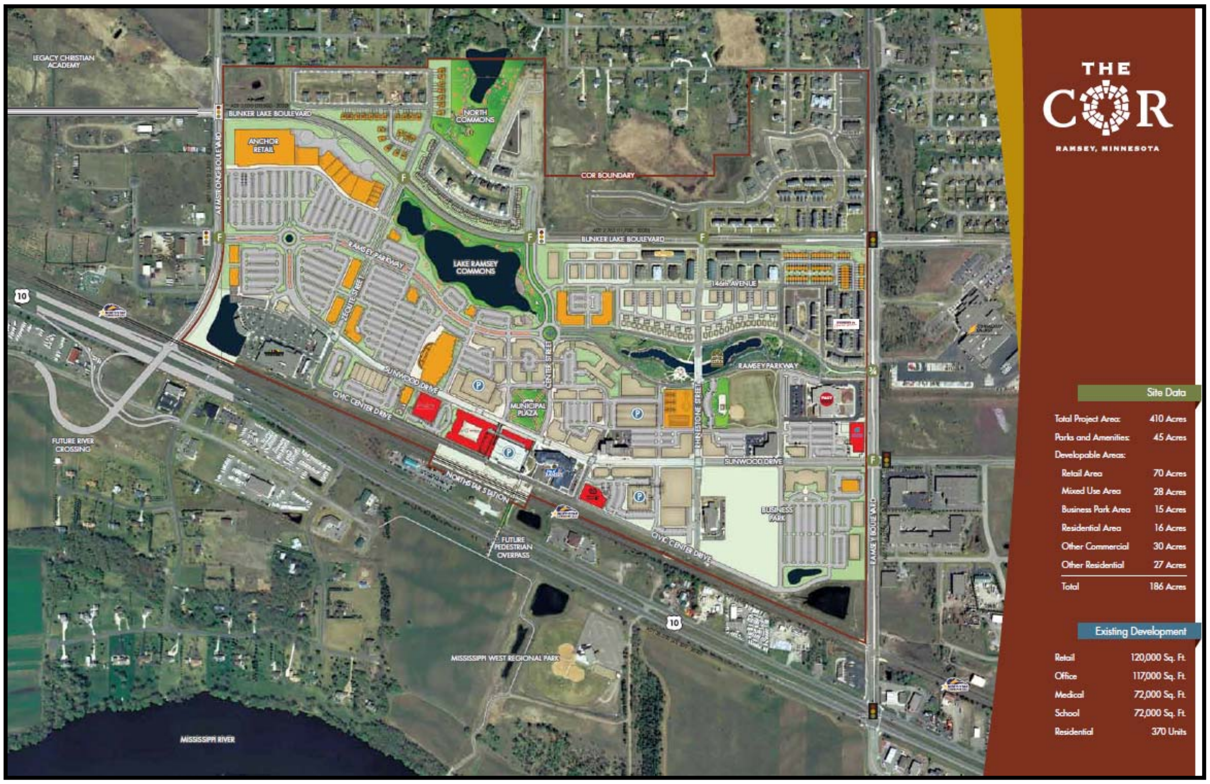
| Use | Total |
|---|---|
| Retail | 70 |
| Mixed-Use | 28 |
| Business Park | 15 |
| Residential | 16 |
| Other Commercial | 30 |
| Other Residential | 27 |
| Total | 186 |

Source: City of Ramsey.

The Northstar station location in Ramsey is unique among the Northstar Corridor cities. It's located on the edge of the planned downtown area served by a large parking structure, which is flanked by City Hall on the east and an apartment building to the west. To the north is Municipal Plaza, which is surrounded by office, residential, or mixed-use development. This creates the opportunity for both daytime and resident population, which can support ground level retail and commercial commensurate with market demand. Business park uses located to the east will offer employment opportunities to Ramsey residents. Planning for the area northwest of the station area is primarily retail. Building configurations in the retail area are illustrative of a power center, which requires a high volume of customer traffic to support its stores. The retail area should be accessible to pedestrians, but most of the customers, even those living in The COR, are likely to drive to the retail area for shopping to facilitate transporting their purchases home.

**Figure 7-3**

**THE COR AT RAMSEY DEVELOPMENT PLAN**




Source: City of Ramsey.

**Residential Demand**

The COR at Ramsey Development Plan provides for a wide variety of housing including single family homes on small lots, townhouses/rowhouses, apartments and/or condominiums, and mixed-use residential buildings. This provides Ramsey with the opportunity to develop housing that appeals to a wide range of markets ranging from singles, young marrieds, move up housing, as well as a variety of senior living options. This ability to tap the full range of housing submarkets will stimulate additional residential development. The COR Development Plan envisions 2,200 housing units in The COR. Previous construction has added 350 housing units and an additional 230 are currently under construction indicating future capacity for over 1,600 units. Analysis contained in Chapter IV indicates that Ramsey has the potential to add about 7,300 new housing units by 2035. In the near future, Ramsey residential demand is estimated at about 350 units per year. Not all of these units will be located in The COR. Development in other parts of Ramsey is likely to be predominately single family. The COR Development Plan is heavily oriented toward multi-family units, which may inhibit absorption in periods when single family housing demand is high.

Stabilized housing demand in The COR is estimated at 70 to 75 percent of Ramsey demand or 245 to 260 units per year. Multi-family units (townhomes, duplexes, and apartments) are estimated to range from 85 to 90 percent annually. This indicates multi-family demand of 210 to 230 units. During the period 2002 through 2007 when housing production was the highest, multi-family units in Ramsey totaled 1,971, of which 170 or 8.6 percent were apartment buildings indicating that about 90 percent of the multi-family units were townhomes. While townhomes have been less popular in recent years, increasing single family home prices are expected to increase townhome popularity in the future. The City of Ramsey should strive to achieve apartment/condominium development at 50 percent of the multi-tenant units in The COR to encourage density near the station.

The City of Ramsey has the opportunity to accommodate a wide variety of housing project types consistent with market preferences, particularly in areas in The COR within reasonable walking distance of the station. The COR offers a unique residential setting and lifestyle within the Northstar Corridor.

**Retail Development**

The COR at Ramsey offers two different types of retail development opportunities. As indicated earlier, the development northwest of the central core is illustrative of a power center anchored by a discount or supercenter type of store. This is a distinct possibility for The COR; however, development is likely to be delayed until the Armstrong Boulevard interchange with TH-10 is constructed. In the meantime, this retail area is likely to continue to fill in with smaller retail stores, restaurants, and services consistent with a neighborhood shopping area anchored by a supermarket. The current proposals for McDonalds, SuperAmerica, and Wiser Choice Liquor Store are consistent with this trend.

The area around Municipal Plaza will be suitable for a wide range of retail, food service, and personal and business services that can be supported by residential or office development in that area and the larger retail trade area. Northstar riders will constitute a portion of the customers for these retail and service establishments. The COR Development Plan contains a building footprint that appears to be a multi-plex movie theater. Ramsey's location could be a logical location for a movie theater. Dining and entertainment is a synergistic use with a movie theater and would provide the opportunity for a destination dining and entertainment development adjacent to the downtown area with a plaza in front of the movie theater with a cluster of food service establishments.

**Office**

The Northwest Twin Cities office submarket, which includes the Northstar Corridor, has about 1.5 million square feet of multi-tenant office space, according to Cassidy Turley, an amount that has remained unchanged since 2005. During this period, the vacancy rate has increased from 26.4 percent to 30.3 percent in 2011. Anoka County has about 600,000 square feet of multi-tenant office space during the same period of time. During this period, the vacancy rate was 15.7 percent in 2005, fluctuated between 13.0 and 18.7 percent, and fell to 15.4 percent in 2011. During this period, net office absorption was 35,700 square feet or about 6,000 square feet annually. The multi-tenant office market is relatively weak at the present time.

The COR at Ramsey appears to have one multi-tenant office building (Ramsey Office Plaza) and one single tenant building (NAU Country Insurance). Three medical developments total over 64,000 square feet, indicating that Ramsey has absorbed about 157,500 square feet or almost 20,000 square feet over the past eight years. Ramsey's experience indicates it should focus on single tenant build-to-suit office users. Given its available land and location, Ramsey is an excellent location for additional office users seeking a unique location in the northwest suburban area.

Table A-1

RAMSEY STATION AND NORTHSTAR CORRIDOR DRAW AREAS,
AND SEVEN-COUNTY METROPOLITAN AREA
POPULATION AND HOUSEHOLDS: 2000 CENSUS; 2011 AND 2016 ESTIMATED

| | Population | | | Households | | |
|---|---|---|---|---|---|---|
| Trade Area / Year | Number | Rate of Change | | Number | Rate of Change | |
| **RAMSEY STATION DRAW AREA** | | | | | | |
| 2000 | 28,288 | #NUM! | % | 9,271 | #NUM! | % |
| 2011 E | 38,973 | 3.26 | | 13,522 | 3.85 | |
| 2016 E | 40,452 | 0.75 | | 14,197 | 0.98 | |
| **NORTHSTAR CORRIDOR DRAW AREA** | | | | | | |
| 2000 | 290,439 | #NUM! | % | 102,464 | #NUM! | % |
| 2011 E | 346,506 | 1.78 | | 125,352 | 2.04 | |
| 2016 E | 363,015 | 0.94 | | 131,616 | 0.98 | |
| **SEVEN-COUNTY METRO AREA** | | | | | | |
| 2000 | 2,642,056 | 1.45 | % | 1,021,454 | 1.56 | % |
| 2011 E | 2,875,666 | 0.85 | | 1,128,357 | 1.00 | |
| 2016 E | 2,979,795 | 0.71 | | 1,170,688 | 0.74 | |

N/A: Not Available.

E: Estimated.

Source: U.S. Census, Scan/US and McComb Group, Ltd.

Table A-2

RAMSEY STATION AND NORTHSTAR CORRIDOR DRAW AREAS,
AND SEVEN-COUNTY METROPOLITAN AREA
AVERAGE AND MEDIAN HOUSEHOLD INCOMES
2000 CENSUS; 2011 AND 2016 ESTIMATED

| Income Type / Year | Ramsey Station Draw Area | Northstar Corridor Draw Area | Seven-County Metro Area |
|---|---|---|---|
| Average Household Income | | | |
| 2000 | 77,246 | 67,047 | 68,484 |
| 2011 E | 80,465 | 72,977 | 79,958 |
| 2016 E | 89,787 | 81,330 | 87,063 |
| Median Household Income | | | |
| 2000 | 65,189 | 58,141 | 54,667 |
| 2011 E | 73,745 | 66,487 | 62,465 |
| 2016 E | 79,548 | 71,581 | 66,464 |

E: Estimated.

Source: U.S. Census, Scan/US and McComb Group, Ltd.

Table A-3

RAMSEY STATION AND NORTHSTAR CORRIDOR DRAW AREAS,
AND SEVEN-COUNTY METROPOLITAN AREA
HOUSEHOLD INCOME: 2000 CENSUS; 2011 AND 2016 ESTIMATED

| | 2000 | | 2011 E | | 2016 E | |
|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent |
| **RAMSEY STATION DRAW AREA** | | | | | | |
| Households | 9,271 | N/A | 13,522 | N/A | 14,197 | N/A |
| Average Size | 3.04 | N/A | 2.87 | N/A | 2.84 | N/A |
| Household Income | | | | | | |
| Median | $ 65,189 | N/A | $ 73,745 | N/A | $ 79,548 | N/A |
| Average | $ 77,246 | N/A | $ 80,465 | N/A | $ 89,787 | N/A |
| Households Above $50,000 | 6,531 | 70.5 % | 10,039 | 74.3 % | 10,974 | 77.3 % |
| Households Above $75,000 | 3,551 | 38.3 | 6,702 | 49.6 | 7,877 | 55.5 |
| Income Distribution | | | | | | |
| Less than $15,000 | 480 | 5.2 % | 410 | 3.0 % | 406 | 2.9 % |
| $15,000 - $24,999 | 381 | 4.1 | 579 | 4.3 | 570 | 4.0 |
| $25,000 - $34,999 | 597 | 6.4 | 825 | 6.1 | 746 | 5.3 |
| $35,000 - $49,999 | 1,274 | 13.8 | 1,664 | 12.3 | 1,497 | 10.5 |
| $50,000 - $74,999 | 2,980 | 32.2 | 3,337 | 24.7 | 3,097 | 21.8 |
| $75,000 - $99,999 | 1,990 | 21.5 | 2,797 | 20.7 | 2,972 | 20.9 |
| $100,000 - $149,999 | 1,109 | 12.0 | 2,940 | 21.7 | 3,644 | 25.7 |
| $150,000 + | 453 | 4.9 | 965 | 7.1 | 1,262 | 8.9 |
| **NORTHSTAR CORRIDOR DRAW AREA** | | | | | | |
| Households | 102,464 | N/A | 125,352 | N/A | 131,616 | N/A |
| Average Size | 2.81 | N/A | 2.75 | N/A | 2.74 | N/A |
| Household Income | | | | | | |
| Median | $ 58,141 | N/A | $ 66,487 | N/A | $ 71,581 | N/A |
| Average | $ 67,047 | N/A | $ 72,977 | N/A | $ 81,330 | N/A |
| Households Above $50,000 | 61,611 | 60.2 % | 83,186 | 66.4 % | 91,220 | 69.3 % |
| Households Above $75,000 | 31,465 | 30.7 | 52,170 | 41.6 | 61,727 | 46.9 |
| Income Distribution | | | | | | |
| Less than $15,000 | 6,162 | 6.0 % | 7,355 | 5.9 % | 7,439 | 5.7 % |
| $15,000 - $24,999 | 7,150 | 7.0 | 8,091 | 6.5 | 7,930 | 6.0 |
| $25,000 - $34,999 | 9,965 | 9.7 | 9,960 | 7.9 | 9,441 | 7.2 |
| $35,000 - $49,999 | 17,537 | 17.1 | 16,738 | 13.4 | 15,569 | 11.8 |
| $50,000 - $74,999 | 30,146 | 29.4 | 31,016 | 24.7 | 29,493 | 22.4 |
| $75,000 - $99,999 | 17,885 | 17.5 | 23,173 | 18.5 | 25,140 | 19.1 |
| $100,000 - $149,999 | 10,420 | 10.2 | 21,186 | 16.9 | 26,473 | 20.1 |
| $150,000 + | 3,160 | 3.1 | 7,811 | 6.2 | 10,114 | 7.7 |
| **SEVEN-COUNTY METRO AREA** | | | | | | |
| Households | 1,021,454 | N/A | 1,128,357 | N/A | 1,170,688 | N/A |
| Average Size | 2.53 | N/A | 2.50 | N/A | 2.50 | N/A |
| Household Income | | | | | | |
| Median | $ 54,667 | N/A | $ 62,465 | N/A | $ 66,464 | N/A |
| Average | $ 68,484 | N/A | $ 79,958 | N/A | $ 87,063 | N/A |
| Households Above $50,000 | 559,899 | 54.8 % | 686,482 | 60.8 % | 737,519 | 63.0 % |
| Households Above $75,000 | 326,285 | 31.9 | 459,718 | 40.7 | 517,863 | 44.2 |
| Income Distribution | | | | | | |
| Less than $15,000 | 94,987 | 9.3 % | 100,226 | 8.9 % | 104,550 | 8.9 % |
| $15,000 - $24,999 | 94,307 | 9.2 | 88,724 | 7.9 | 86,306 | 7.4 |
| $25,000 - $34,999 | 112,850 | 11.0 | 100,920 | 8.9 | 94,851 | 8.1 |
| $35,000 - $49,999 | 159,411 | 15.6 | 152,005 | 13.5 | 147,462 | 12.6 |
| $50,000 - $74,999 | 233,614 | 22.9 | 226,764 | 20.1 | 219,656 | 18.8 |
| $75,000 - $99,999 | 148,115 | 14.5 | 166,904 | 14.8 | 173,172 | 14.8 |
| $100,000 - $149,999 | 114,688 | 11.2 | 174,265 | 15.4 | 202,270 | 17.3 |
| $150,000 + | 63,482 | 6.2 | 118,549 | 10.5 | 142,421 | 12.2 |

N/A: Not Available or Not Applicable
E: Estimated.

Source: U.S. Census, Scan/US and McComb Group, Ltd.

Table A-4

RAMSEY STATION AND NORTHSTAR CORRIDOR DRAW AREAS,
AND SEVEN-COUNTY METROPOLITAN AREA
HOUSEHOLDS, FAMILIES AND HOUSEHOLD SIZE; 2000 CENSUS; 2011 AND 2016 ESTIMATED

| | 2000 | | 2011 E | | 2016 E | |
|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent |
| **RAMSEY STATION DRAW AREA** | | | | | | |
| Households | 9,271 | | 13,522 | | 14,197 | |
| Families | 7,689 | | 10,626 | | 11,053 | |
| As Percent of Households | | 82.9 % | | 78.6 % | | 77.9 % |
| **Household Size** | | | | | | |
| 1 Person | 1,144 | 12.3 % | 2,234 | 16.5 % | 2,495 | 17.6 % |
| 2 Persons | 2,871 | 31.0 | 4,137 | 30.6 | 4,329 | 30.5 |
| 3-4 Persons | 3,880 | 41.9 | 5,551 | 41.1 | 5,753 | 40.5 |
| 5+ Persons | 1,371 | 14.8 | 1,597 | 11.8 | 1,617 | 11.4 |
| Average Household Size | 3.04 | | 2.87 | | 2.84 | |
| **NORTHSTAR CORRIDOR DRAW AREA** | | | | | | |
| Households | 102,464 | | 125,352 | | 131,616 | |
| Families | 77,618 | | 92,167 | | 96,124 | |
| As Percent of Households | | 75.8 % | | 73.5 % | | 73.0 % |
| **Household Size** | | | | | | |
| 1 Person | 18,582 | 18.1 % | 26,032 | 20.8 % | 28,435 | 21.6 % |
| 2 Persons | 32,918 | 32.1 | 39,149 | 31.2 | 40,193 | 30.5 |
| 3-4 Persons | 38,483 | 37.6 | 45,207 | 36.1 | 47,130 | 35.8 |
| 5 + Persons | 12,451 | 12.2 | 14,951 | 11.9 | 15,846 | 12.0 |
| Average Household Size | 2.81 | | 2.75 | | 2.74 | |
| **SEVEN-COUNTY METRO AREA** | | | | | | |
| Households | 1,021,454 | | 1,128,357 | | 1,170,688 | |
| Families | 658,159 | | 711,347 | | 730,364 | |
| As Percent of Households | | 64.4 % | | 63.0 % | | 62.4 % |
| **Household Size** | | | | | | |
| 1 Person | 281,086 | 27.5 % | 338,115 | 30.0 % | 363,873 | 31.1 % |
| 2 Persons | 332,671 | 32.6 | 347,289 | 30.8 | 346,851 | 29.6 |
| 3-4 Persons | 308,027 | 30.2 | 332,510 | 29.5 | 342,801 | 29.3 |
| 5 + Persons | 99,670 | 9.8 | 110,443 | 9.8 | 117,163 | 10.0 |
| Average Household Size | 2.53 | | 2.50 | | 2.50 | |

N/A: Not Available or Not Applicable.

E: Estimated.

Source: U.S. Census, Scan/US and McComb Group, Ltd.

Table A-5

RAMSEY STATION AND NORTHSTAR CORRIDOR DRAW AREAS,
AND SEVEN-COUNTY METROPOLITAN AREA
EDUCATIONAL ATTAINMENT: 2000 CENSUS; 2011 AND 2016 ESTIMATED

| | 2000 | | | 2011 E | | | 2016 E | | |
|---|---|---|---|---|---|---|---|---|---|
| Attainment | Number | Percent | | Number | Percent | | Number | Percent | |
| **RAMSEY STATION DRAW AREA** | | | | | | | | | |
| No College | 4,943 | 31.0 | % | 7,293 | 31.0 | % | 7,334 | 29.7 | % |
| Some College/2 yr. Degree | 7,312 | 45.9 | | 9,212 | 39.2 | | 9,453 | 38.3 | |
| College Graduate | 2,654 | 16.7 | | 5,284 | 22.5 | | 5,939 | 24.1 | |
| Graduate School | 1,023 | 6.4 | | 1,701 | 7.2 | | 1,947 | 7.9 | |
| **NORTHSTAR CORRIDOR DRAW AREA** | | | | | | | | | |
| No College | 57,694 | 35.5 | % | 68,639 | 33.1 | % | 69,515 | 31.5 | % |
| Some College/2 yr. Degree | 68,149 | 41.9 | | 82,778 | 39.9 | | 86,251 | 39.1 | |
| College Graduate | 27,690 | 17.0 | | 41,687 | 20.1 | | 47,927 | 21.7 | |
| Graduate School | 9,038 | 5.6 | | 14,421 | 6.9 | | 16,764 | 7.6 | |
| **SEVEN-COUNTY METRO AREA** | | | | | | | | | |
| No College | 412,047 | 26.7 | % | 431,698 | 24.4 | % | 435,747 | 23.7 | % |
| Some College/2 yr. Degree | 538,291 | 34.9 | | 565,605 | 31.9 | | 574,131 | 31.2 | |
| College Graduate | 411,245 | 26.7 | | 517,528 | 29.2 | | 535,262 | 29.1 | |
| Graduate School | 181,479 | 11.8 | | 256,881 | 14.5 | | 292,476 | 15.9 | |

N/A: Not Available or Not Applicable.

E: Estimated.

Source: U.S. Census, Scan/US and McComb Group, Ltd.

Table A-6

RAMSEY STATION AND NORTHSTAR CORRIDOR DRAW AREAS,
AND SEVEN-COUNTY METROPOLITAN AREA
GENDER AND MARITAL STATUS: 2000 CENSUS; 2011 AND 2016 ESTIMATED

| | 2000 | | | 2011 E | | | 2016 E | | |
|---|---|---|---|---|---|---|---|---|---|
| Ethnicity | Number | Percent | | Number | Percent | | Number | Percent | |
| **RAMSEY STATION DRAW AREA** | | | | | | | | | |
| **Gender** | | | | | | | | | |
| Male | 14,441 | 51.0 | % | 20,117 | 51.6 | % | 20,886 | 51.6 | % |
| Female | 13,848 | 49.0 | | 18,856 | 48.4 | | 19,566 | 48.4 | |
| **Marital Status** | | | | | | | | | |
| Single | 284 | 3.7 | % | 350 | 3.3 | % | 388 | 3.5 | % |
| Single With Children | 687 | 8.9 | | 1,190 | 11.2 | | 1,263 | 11.4 | |
| Married | 6,717 | 87.4 | | 9,086 | 85.5 | | 9,402 | 85.1 | |
| **NORTHSTAR CORRIDOR DRAW AREA** | | | | | | | | | |
| **Gender** | | | | | | | | | |
| Male | 145,436 | 50.1 | | 174,278 | 50.3 | | 182,654 | 50.3 | |
| Female | 145,004 | 49.9 | | 172,226 | 49.7 | | 180,359 | 49.7 | |
| **Marital Status** | | | | | | | | | |
| Single | 4,145 | 5.3 | % | 4,470 | 4.9 | % | 4,642 | 4.8 | % |
| Single With Children | 9,834 | 12.7 | | 12,148 | 13.2 | | 12,986 | 13.5 | |
| Married | 63,631 | 82.0 | | 75,540 | 82.0 | | 78,486 | 81.7 | |
| **SEVEN-COUNTY METRO AREA** | | | | | | | | | |
| **Gender** | | | | | | | | | |
| Male | 1,301,693 | 49.3 | % | 1,423,025 | 49.5 | % | 1,474,574 | 49.5 | % |
| Female | 1,340,363 | 50.7 | | 1,452,641 | 50.5 | | 1,505,221 | 50.5 | |
| **Marital Status** | | | | | | | | | |
| Single | 45,380 | 6.9 | % | 51,280 | 7.2 | % | 53,428 | 7.3 | % |
| Single With Children | 92,498 | 14.1 | | 105,638 | 14.9 | | 111,106 | 15.2 | |
| Married | 520,281 | 79.1 | | 554,429 | 77.9 | | 565,830 | 77.5 | |

N/A: Not Available or Not Applicable.

E: Estimated.

Source: U.S. Census, Scan/US and McComb Group, Ltd.

Table A-7

RAMSEY STATION AND NORTHSTAR CORRIDOR DRAW AREAS,
AND SEVEN-COUNTY METROPOLITAN AREA
AGE DISTRIBUTION: 2000 CENSUS; 2011 AND 2016 ESTIMATED

| Age Distribution | 2000 Number | 2000 Percent | 2011 E Number | 2011 E Percent | 2016 E Number | 2016 E Percent |
|---|---|---|---|---|---|---|
| **RAMSEY STATION DRAW AREA** | | | | | | |
| Under 5 | 2,316 | 8.2 % | 2,914 | 7.5 % | 3,040 | 7.5 % |
| 5 - 9 | 2,637 | 9.3 | 2,944 | 7.6 | 2,941 | 7.3 |
| 10 - 14 | 2,674 | 9.5 | 2,937 | 7.5 | 2,826 | 7.0 |
| 15 - 19 | 2,150 | 7.6 | 2,967 | 7.6 | 3,032 | 7.5 |
| 20 - 24 | 1,288 | 4.6 | 2,577 | 6.6 | 2,881 | 7.1 |
| 25 - 34 | 4,290 | 15.2 | 5,190 | 13.3 | 4,869 | 12.0 |
| 35 - 44 | 5,532 | 19.6 | 6,029 | 15.5 | 5,488 | 13.6 |
| 45 - 54 | 4,004 | 14.2 | 5,699 | 14.6 | 5,790 | 14.3 |
| 55 - 64 | 2,031 | 7.2 | 4,088 | 10.5 | 4,980 | 12.3 |
| 65 - 74 | 710 | 2.5 | 2,282 | 5.9 | 3,013 | 7.4 |
| 75 + | 647 | 2.3 | 1,346 | 3.5 | 1,592 | 3.9 |
| 25 - 64 | 15,857 | 56.1 % | 21,006 | 53.9 % | 21,126 | 52.2 % |
| 65 and Over | 1,357 | 4.8 | 3,628 | 9.3 | 4,605 | 11.4 |
| **NORTHSTAR CORRIDOR DRAW AREA** | | | | | | |
| Under 5 | 23,534 | 8.1 % | 26,094 | 7.5 % | 27,380 | 7.5 % |
| 5 - 9 | 24,897 | 8.6 | 25,591 | 7.4 | 26,223 | 7.2 |
| 10 - 14 | 24,832 | 8.6 | 25,701 | 7.4 | 25,291 | 7.0 |
| 15 - 19 | 21,704 | 7.5 | 24,954 | 7.2 | 25,726 | 7.1 |
| 20 - 24 | 16,851 | 5.8 | 21,968 | 6.3 | 24,643 | 6.8 |
| 25 - 34 | 45,255 | 15.6 | 47,311 | 13.7 | 44,811 | 12.3 |
| 35 - 44 | 54,203 | 18.7 | 52,867 | 15.3 | 48,640 | 13.4 |
| 45 - 54 | 38,636 | 13.3 | 53,508 | 15.4 | 55,285 | 15.2 |
| 55 - 64 | 22,028 | 7.6 | 36,911 | 10.7 | 45,231 | 12.5 |
| 65 - 74 | 11,144 | 3.8 | 19,054 | 5.5 | 25,160 | 6.9 |
| 75 + | 7,321 | 2.5 | 12,529 | 3.6 | 14,610 | 4.0 |
| 25 - 64 | 160,122 | 55.1 % | 190,597 | 55.0 % | 193,967 | 53.4 % |
| 65 and Over | 18,465 | 6.4 | 31,583 | 9.1 | 39,770 | 11.0 |
| **SEVEN-COUNTY METRO AREA** | | | | | | |
| Under 5 | 188,236 | 7.1 % | 207,282 | 7.2 % | 214,447 | 7.2 % |
| 5 - 9 | 198,690 | 7.5 | 192,307 | 6.7 | 205,438 | 6.9 |
| 10 - 14 | 197,611 | 7.5 | 190,384 | 6.6 | 191,984 | 6.4 |
| 15 - 19 | 183,491 | 6.9 | 193,436 | 6.7 | 190,071 | 6.4 |
| 20 - 24 | 173,732 | 6.6 | 189,862 | 6.6 | 192,262 | 6.5 |
| 25 - 34 | 411,155 | 15.6 | 417,260 | 14.5 | 396,052 | 13.3 |
| 35 - 44 | 469,324 | 17.8 | 416,462 | 14.5 | 407,567 | 13.7 |
| 45 - 54 | 363,592 | 13.8 | 440,983 | 15.3 | 433,762 | 14.6 |
| 55 - 64 | 200,980 | 7.6 | 317,979 | 11.1 | 381,648 | 12.8 |
| 65 - 74 | 130,615 | 4.9 | 164,660 | 5.7 | 216,477 | 7.3 |
| 75 + | 124,630 | 4.7 | 145,051 | 5.0 | 150,087 | 5.0 |
| 25 - 64 | 1,445,051 | 54.7 % | 1,592,684 | 55.4 % | 1,619,029 | 54.3 % |
| 65 and Over | 255,245 | 9.7 | 309,711 | 10.8 | 366,564 | 12.3 |

E: Estimated.

Source: U.S. Census, Scan/US and McComb Group, Ltd.

Table A-8

RAMSEY STATION AND NORTHSTAR CORRIDOR DRAW AREAS,
AND SEVEN-COUNTY METROPOLITAN AREA
ETHNICITY: 2000 CENSUS; 2011 AND 2016 ESTIMATED

| | 2000 | | 2011 E | | 2016 E | |
|---|---|---|---|---|---|---|
| Ethnicity | Number | Percent | Number | Percent | Number | Percent |
| **RAMSEY STATION DRAW AREA** | | | | | | |
| Caucasian | 27,453 | 97.0 % | 36,055 | 92.5 % | 37,397 | 92.4 % |
| African-American | 98 | 0.3 | 910 | 2.3 | 972 | 2.4 |
| Native American | 113 | 0.4 | 167 | 0.4 | 172 | 0.4 |
| Asian/Pacific Islander | 236 | 0.8 | 867 | 2.2 | 896 | 2.2 |
| Other | 389 | 1.4 | 973 | 2.5 | 1,016 | 2.5 |
| Hispanic (any race) | 308 | 1.1 % | 983 | 2.5 % | 1,366 | 3.4 % |
| **NORTHSTAR CORRIDOR DRAW AREA** | | | | | | |
| Caucasian | 275,452 | 94.8 % | 311,714 | 90.0 % | 326,795 | 90.0 % |
| African-American | 3,576 | 1.2 | 11,536 | 3.3 | 12,022 | 3.3 |
| Native American | 1,582 | 0.5 | 1,922 | 0.6 | 2,014 | 0.6 |
| Asian/Pacific Islander | 3,898 | 1.3 | 9,301 | 2.7 | 9,610 | 2.6 |
| Other | 5,931 | 2.0 | 12,033 | 3.5 | 12,574 | 3.5 |
| Hispanic (any race) | 4,327 | 1.5 % | 11,743 | 3.4 % | 16,340 | 4.5 % |
| **SEVEN-COUNTY METRO AREA** | | | | | | |
| Caucasian | 2,238,117 | 84.7 % | 2,267,068 | 78.8 % | 2,349,676 | 78.9 % |
| African-American | 156,620 | 5.9 | 240,876 | 8.4 | 249,475 | 8.4 |
| Native American | 20,417 | 0.8 | 21,073 | 0.7 | 21,737 | 0.7 |
| Asian/Pacific Islander | 122,239 | 4.6 | 186,359 | 6.5 | 193,059 | 6.5 |
| Other | 104,663 | 4.0 | 160,290 | 5.6 | 165,848 | 5.6 |
| Hispanic (any race) | 95,902 | 3.6 % | 179,857 | 6.3 % | 228,964 | 7.7 % |

E: Estimated.

Source: U.S. Census, Scan/US and McComb Group, Ltd.

Table B-1

RAMSEY NORTHSTAR RIDER
SUPPORTABLE SPACE; 2016 AND 2020
BY MERCHANDISE CATEGORY
(Gross Leasable Area)

| Merchandise Category | 2016 | 2020 | Store Size Low | Store Size Median | Store Size High |
|---|---|---|---|---|---|
| **CONVENIENCE GOODS** | | | | | |
| **Food Stores** | | | | | |
| Grocery Stores | 1,011 | 1,087 | 31,676 | 52,500 | 65,888 |
| Supermarkets | 991 | 1,065 | 31,245 | 52,419 | 69,462 |
| Convenience Food | 30 | 33 | 1,349 | 2,085 | 5,323 |
| Specialty Food Stores | 80 | 90 | 1,188 | 2,400 | 6,000 |
| Meat Markets | 27 | 31 | 1,130 | 2,215 | 18,080 |
| Fish & Seafood Markets | 8 | 8 | 1,188 | 2,398 | 6,000 |
| Fruit & Vegetable Markets | 15 | 20 | 1,036 | 1,400 | 2,516 |
| Other Specialty Food Stores | 22 | 27 | 1,112 | 2,291 | 9,888 |
| Baked Goods | 4 | 8 | 1,191 | 1,834 | 3,285 |
| Confectionery and Nut Stores | 3 | 6 | 702 | 1,240 | 2,047 |
| All Other Specialty Food Stores | 10 | 15 | 1,069 | 2,200 | 8,007 |
| **Other Convenience Goods** | | | | | |
| Drug & Proprietary Stores | 441 | 474 | 8,280 | 11,700 | 23,714 |
| Hardware | 168 | 178 | 5,638 | 13,831 | 27,743 |
| Liquor | 213 | 229 | 1,305 | 2,856 | 7,210 |
| Florist | 63 | 68 | 766 | 1,600 | 5,396 |
| Food/Health Supplement Stores | 20 | 20 | 1,200 | 1,234 | 1,968 |
| **Food Service** | | | | | |
| Full-Service Restaurants | 617 | 664 | 2,000 | 4,500 | 9,775 |
| Limited Service Restaurants | 423 | 455 | 1,335 | 3,000 | 3,400 |
| Cafeterias | 30 | 34 | 517 | 1,073 | 10,049 |
| Snack & Beverage Places | 127 | 133 | 850 | 1,500 | 2,495 |
| Ice Cream & Soft Serve | 15 | 15 | 902 | 1,148 | 1,570 |
| Frozen Yogurt | 0 | 5 | 1,031 | 1,282 | 1,700 |
| Doughnut Shops | 32 | 32 | 744 | 1,200 | 2,153 |
| Bagel Shops | 7 | 7 | 2,000 | 2,388 | 3,400 |
| Coffee Shops | 40 | 43 | 881 | 1,500 | 2,000 |
| Cookie Shops | 0 | 3 | 220 | 602 | 797 |
| Other Snack Shops | 22 | 22 | 850 | 1,578 | 2,495 |
| Specialized Food Places | 188 | 200 | | N/A | |
| **Drinking Places** | 108 | 116 | | 2,243 | |
| **Gasoline Svs Stations/Conv.** | | | | | |
| Gas/Convenience Food Stores | 380 | 409 | 1,500 | 2,933 | 6,121 |
| **OTHER RETAIL STORES** | | | | | |
| **Building Materials & Garden Supplies** | | | | | |
| Building Materials & Supplies Stores | | | | | |
| Home Centers | 369 | 394 | 8,981 | 95,173 | 135,833 |
| Paint, Glass & Wallpaper | 76 | 84 | 2,348 | 3,533 | 5,028 |
| Other Building Materials Dealers | 1,302 | 1,400 | N/A | N/A | N/A |
| Lawn & Garden Equipment | | | | | |
| Outdoor Power Equipment | 100 | 110 | N/A | N/A | N/A |
| Retail Nurseries, Lawn & Garden | 440 | 480 | N/A | 15,000 | N/A |
| **Motor Vehicles & Parts Dealers** | | | | | |
| Auto Parts & Accessories Stores | 200 | 215 | 2,232 | 6,500 | 13,000 |
| Tire Dealers | 155 | 165 | 3,514 | 6,944 | 12,014 |

Source: McComb Group, Ltd.

Table B-1 (continued)

RAMSEY NORTHSTAR RIDER
SUPPORTABLE SPACE; 2016 AND 2020
BY MERCHANDISE CATEGORY
(Gross Leasable Area)

| Merchandise Category | 2016 | 2020 | Store Size Low | Store Size Median | Store Size High |
|---|---|---|---|---|---|
| **SHOPPING GOODS** | | | | | |
| **General Merchandise** | | | | | |
| **Department Stores (Incl. leased depts.)** | | | | | |
| Discount Stores | 104 | 111 | 57,720 | 94,788 | 141,986 |
| Department Stores | 38 | 40 | 89,641 | 148,796 | 243,167 |
| **Other General Merchandise Stores** | | | | | |
| Warehouse Clubs and Supercenters | 65 | 70 | 90,134 | 151,980 | 217,447 |
| Dollar Stores | 6 | 6 | 2,726 | 8,000 | 13,788 |
| Miscellaneous General Merchandise | 11 | 12 | 3,200 | 8,400 | 11,212 |
| **Apparel & Accessories** | | | | | |
| **Clothing Stores** | | | | | |
| Mens and Boys | 4 | 4 | 2,002 | 4,000 | 5,635 |
| Womens Clothing | 19 | 20 | 2,074 | 4,200 | 8,740 |
| Children's & Infant | 7 | 8 | 1,490 | 3,912 | 6,000 |
| Family Clothing | 34 | 36 | 2,374 | 8,000 | 28,228 |
| Clothing Accessories Stores | 2 | 2 | 918 | 1,400 | 2,001 |
| Other Clothing Stores | 5 | 6 | 1,060 | 2,300 | 8,234 |
| **Shoe Stores** | | | | | |
| Men's | 0 | 0 | 903 | 1,640 | 2,186 |
| Women's | 1 | 1 | 1,309 | 2,384 | 3,158 |
| Children's & Infant | 0 | 0 | 1,490 | 3,912 | 6,000 |
| Family Shoe Stores | 11 | 12 | 2,021 | 3,388 | 10,234 |
| Athletic Footwear | 5 | 5 | 1,535 | 3,284 | 11,314 |
| **Furniture & Home Furnishings** | | | | | |
| Furniture | 29 | 31 | 3,108 | 7,927 | 36,712 |
| Floor Coverings | 13 | 13 | 1,229 | 3,593 | 7,819 |
| Window Treatment Stores | 1 | 1 | 1,489 | 4,905 | 9,934 |
| All Other Home Furnishings Stores | 19 | 20 | 2,868 | 3,570 | 6,500 |
| **Electronics & Appliances Stores** | | | | | |
| Household Appliance Stores | 8 | 9 | 2,349 | 4,000 | 7,563 |
| Radio, TV & Electronics Stores | 32 | 34 | 1,208 | 3,406 | 10,451 |
| Computers, Software, Music, & Other Electronics | 5 | 5 | 997 | 3,388 | 25,600 |
| **Other Shopping Goods** | | | | | |
| Sporting Goods | 31 | 33 | 2,238 | 7,500 | 44,116 |
| General Line Sporting Goods | 13 | 14 | 3,765 | 5,850 | 28,128 |
| Specialty Line Sporting Goods | 16 | 18 | 1,097 | 2,449 | 4,356 |
| Book Stores & Newsdealers | 11 | 12 | 2,428 | 4,542 | 29,974 |
| Stationery Stores and Office Supply | 6 | 7 | 585 | 1,033 | 2,247 |
| Musical Instrument & Supplies | 4 | 5 | 2,432 | 7,324 | 26,094 |
| Jewelry Stores | 11 | 12 | 790 | 1,450 | 3,410 |
| Hobby, Toy & Game | 10 | 10 | 1,604 | 4,050 | 25,861 |
| Camera & Photographic Supply | 3 | 3 | 816 | 2,200 | 5,965 |
| Gift, Novelty & Souvenirs | 13 | 14 | 2,369 | 4,422 | 7,015 |
| Luggage & Leather Goods | 1 | 1 | 1,193 | 2,300 | 3,102 |
| Sewing, Needlework & Piece Goods | 9 | 10 | 2,678 | 12,202 | 19,299 |
| Pet Stores | 8 | 9 | 1,847 | 3,200 | 12,398 |
| Art Dealers | 1 | 1 | 675 | 1,434 | 2,401 |
| Optical Goods Stores | 5 | 5 | 885 | 1,561 | 4,068 |
| Pre-Recorded Tapes, Compact Discs | 1 | 1 | 1,308 | 3,426 | 12,753 |
| Cosmetics, Beauty Supplies & Perfume | 4 | 4 | 1,102 | 1,953 | 6,235 |
| All Other Health & Personal Care | 7 | 8 | 697 | 1,786 | 3,084 |

Table B-2

BIG LAKE NORTHSTAR RIDER
SERVICES AND HEALTH CARE SUPPORTABLE SQUARE FEET, 2016 AND 2020
BY SERVICES CATEGORY

| | | | Store Size | | |
|---|---|---|---|---|---|
| Category | 2016 | 2020 | Low | Median | High |
| **Personal Care Services** | | | | | |
| Barber Shops | 0 | 0 | 455 | 788 | 1,422 |
| Beauty Shops | 258 | 284 | 900 | 1,400 | 3,480 |
| Nail Salons | 36 | 36 | 773 | 1,200 | 1,807 |
| Diet & Weight Reducing Services | 20 | 20 | 1,223 | 1,856 | 3,130 |
| Other Personal Care Services | 40 | 46 | 703 | 1,488 | 4,128 |
| **Drycleaning & Laundry Services** | | | | | |
| Coin-Operated Laundries & Drycleaners | 50 | 67 | 1,222 | 2,024 | 3,734 |
| Drycleaning & Laundry Services (except coin-op.) | 73 | 80 | 1,038 | 1,608 | 2,731 |
| **Other Personal Services** | | | | | |
| Child Day Care Services | 470 | 520 | 3,059 | 5,050 | 7,495 |
| Photographic Services | 364 | 400 | 990 | 1,866 | 2,550 |
| Photographic Studios | 36 | 36 | 990 | 1,866 | 2,550 |
| Veteranarian Services | 160 | 173 | 1,346 | 2,122 | 2,701 |
| Pet Care | 53 | 53 | | 1,200 | |
| **Rental and Leasing** | | | | | |
| Formalwear and Costume Rental | 5 | 5 | 763 | 1,046 | 1,773 |
| Video Tape and Disc Rental | 60 | 65 | 3,740 | 5,836 | 7,341 |
| Home Health Equipment Rental | 16 | 20 | 1,200 | 1,600 | 3,480 |
| **Household Goods Repair** | | | | | |
| Home & Garden Equipment & Appliance Repair &Maint. | 23 | 23 | | | |
| Reupholstery & Furniture Repair | 13 | 13 | | 600 | |
| Footwear and Leather Goods Repair | 0 | 0 | 405 | 648 | 742 |
| Watch, Clock and Jewelry Repair | 6 | 6 | | 900 | |
| Garment Repair and Alteration Services | 8 | 8 | 680 | 1,185 | 1,488 |
| Computer & Office Machine Repair | 93 | 107 | | 1,200 | |
| **Automotive Repair and Maintenance** | | | | | |
| General Automotive Repair | 355 | 390 | 2,400 | 6,200 | 10,624 |
| **Health Care** | | | | | |
| Offices of Physicians | | | | | |
| Offices of Physicians (except mental health specialists) | 1,188 | 1,303 | 969 | 1,652 | 4,008 |
| Offices of Physicians, Mental Health Specialists | 11 | 11 | 969 | 1,800 | 4,008 |
| Offices of Dentists | 548 | 603 | 1,090 | 1,700 | 3,970 |
| Offices of Other Health Practitioners | | | | | |
| Offices of Chiropractors | 78 | 87 | 1,090 | 1,600 | 3,970 |
| Offices of Optometrists | 29 | 34 | 1,074 | 1,620 | 4,347 |
| Offices of Mental Health Practitioners (except physicians) | 41 | 43 | 1,090 | 1,800 | 3,970 |
| Offices of Physical, Occup, & Speech Therapists & Audiologists | | | | | |
| Speech Therapist & Audiologists | 3 | 6 | 1,090 | 1,600 | 3,970 |
| Physical & Occupational Therapists | 70 | 75 | 1,090 | 1,600 | 3,970 |
| Offices of All Other Health Practitioners | | | | | |
| Offices of Podiatrists | 6 | 8 | 1,090 | 1,800 | 3,970 |
| Offices of All Other Misc. Health Practitioners | 29 | 32 | 1,090 | 1,800 | 3,970 |

Source: McComb Group, Ltd.

Table B-3

RAMSEY NORTHSTAR RIDER
RETAIL SALES POTENTIAL AND SUPPORTABLE SPACE, 2016
BY MERCHANDISE CATEGORY

| Category | Estimated Sales Potential | Sales Per Sq. Ft. | Supportable Square Feet | Store Size Low | Store Size Median | Store Size High |
|---|---|---|---|---|---|---|
| **CONVENIENCE GOODS** | | | | | | |
| **Food Stores** | | | | | | |
| Grocery stores | $ 465,000 | $ 460 | 1,011 | 31,676 | 52,500 | 65,888 |
| Supermarkets | 456,000 | 460 | 991 | 31,245 | 52,419 | 69,462 |
| Convenience food | 9,000 | 300 | 30 | 1,349 | 2,085 | 5,323 |
| Specialty food stores | 16,000 | 200 | 80 | 1,188 | 2,400 | 6,000 |
| Meat Markets | 6,000 | 225 | 27 | 1,130 | 2,215 | 18,080 |
| Fish & Seafood Markets | 2,000 | 250 | 8 | 1,188 | 2,398 | 6,000 |
| Fruit & Vegetable Markets | 3,000 | 200 | 15 | 1,036 | 1,400 | 2,516 |
| Other Specialty Food Stores | 5,000 | 225 | 22 | 1,112 | 2,291 | 9,888 |
| Baked Goods | 1,000 | 250 | 4 | 1,191 | 1,834 | 3,285 |
| Confectionery and Nut Stores | 1,000 | 320 | 3 | 702 | 1,240 | 2,047 |
| All Other Specialty Food Stores | 2,000 | 200 | 10 | 1,069 | 2,200 | 8,007 |
| **Other Convenience Goods** | | | | | | |
| Drug & proprietary stores | $ 203,000 | $ 460 | 441 | 8,280 | 11,700 | 23,714 |
| Hardware | 31,000 | 185 | 168 | 5,638 | 13,831 | 27,743 |
| Liquor | 80,000 | 375 | 213 | 1,305 | 2,856 | 7,210 |
| Florist | 12,000 | 190 | 63 | 766 | 1,600 | 5,396 |
| **Food Service & Drinking Places** | | | | | | |
| **Food Service** | | | | | | |
| Full-service restaurants | $ 222,000 | $ 360 | 617 | 2,000 | 4,500 | 9,775 |
| Limited service restaurants | 169,000 | 400 | 423 | 1,335 | 3,000 | 3,400 |
| Cafeterias | 7,000 | 235 | 30 | 517 | 1,073 | 10,049 |
| Snack & beverage places | 38,000 | 300 | 127 | 850 | 1,500 | 2,495 |
| Ice Cream & Soft Serve | 5,000 | 325 | 15 | 902 | 1,148 | 1,570 |
| Frozen Yogurt | - | 200 | 0 | 1,031 | 1,282 | 1,700 |
| Doughnut Shops | 7,000 | 220 | 32 | 744 | 1,200 | 2,153 |
| Bagel Shops | 2,000 | 275 | 7 | 2,000 | 2,388 | 3,400 |
| Coffee Shops | 16,000 | 400 | 40 | 881 | 1,500 | 2,000 |
| Cookie Shops | - | 400 | 0 | 220 | 602 | 797 |
| Other Snack Shops | 8,000 | 360 | 22 | 850 | 1,578 | 2,495 |
| Specialized food places | 75,000 | 400 | 188 | | N/A | |
| **Drinking Places** | $ 27,000 | $ 250 | 108 | | 2,243 | |
| **Gasoline Svs Stations/Conv.** | | | | | | |
| Gas/Convenience food stores | $ 532,000 | $ 1,400 | 380 | 1,500 | 2,933 | 6,121 |
| **OTHER RETAIL STORES** | | | | | | |
| **Building Materials & Garden Supplies** | | | | | | |
| Building materials & supplies stores | | | | | | |
| Home centers | $ 129,000 | $ 350 | 369 | 8,981 | 95,173 | 135,833 |
| Paint, glass & wallpaper | 17,000 | 225 | 76 | 2,348 | 3,533 | 5,028 |
| Other building materials dealers | 293,000 | 225 | 1,302 | N/A | N/A | N/A |
| Lawn & garden equipment | | | | | | |
| Outdoor power equipment | $ 10,000 | 100 | 100 | N/A | N/A | N/A |
| Retail nurseries, lawn & garden | 44,000 | 100 | 440 | N/A | 15,000 | N/A |
| **Motor Vehicles & Parts Dealers** | | | | | | |
| Auto parts, accessories & tires | | | | | | |
| Auto parts & accessories stores | $ 40,000 | $ 200 | 200 | 2,232 | 6,500 | 13,000 |
| Tire dealers | 31,000 | 200 | 155 | 3,514 | 6,944 | 12,014 |

Source: McComb Group, Ltd.

Table B-3 (continued)

RAMSEY NORTHSTAR RIDER
RETAIL SALES POTENTIAL AND SUPPORTABLE SPACE, 2016
BY MERCHANDISE CATEGORY

| Category | Estimated Sales Potential | Sales Per Sq. Ft. | Supportable Square Feet | Store Size Low | Store Size Median | Store Size High |
|---|---|---|---|---|---|---|
| **SHOPPING GOODS** | | | | | | |
| **General Merchandise** | | | | | | |
| **Department stores** | | | | | | |
| Discount stores | $ 25,904 | $ 250 | 104 | 57,720 | 94,788 | 141,986 |
| Department Stores | 8,462 | 225 | 38 | 89,641 | 148,796 | 243,167 |
| **Other general merchandise stores** | | | | | | |
| Warehouse Clubs and Supercenters | $ 29,100 | $ 450 | 65 | 90,134 | 151,980 | 217,447 |
| Dollar Stores | 1,222 | 220 | 6 | 2,726 | 8,000 | 13,788 |
| Miscellaneous general mdse. | 2,821 | 250 | 11 | 3,200 | 8,400 | 11,212 |
| **Apparel & Accessories** | | | | | | |
| **Clothing Stores** | | | | | | |
| Mens and boys | $ 846 | $ 220 | 4 | 2,002 | 4,000 | 5,635 |
| Womens clothing | 3,761 | 200 | 19 | 2,074 | 4,200 | 8,740 |
| Children's & infant | 1,739 | 240 | 7 | 1,490 | 3,912 | 6,000 |
| Family clothing | 8,744 | 260 | 34 | 2,374 | 8,000 | 28,228 |
| Clothing accessories stores | 517 | 290 | 2 | 918 | 1,400 | 2,001 |
| Other clothing stores | 1,410 | 265 | 5 | 1,060 | 2,300 | 8,234 |
| **Shoe Stores** | | | | | | |
| Men's | $ 102 | $ 290 | 0 | 903 | 1,640 | 2,186 |
| Women's | 181 | 270 | 1 | 1,309 | 2,384 | 3,158 |
| Children's & infant | 47 | 290 | 0 | 1,490 | 3,912 | 6,000 |
| Family shoe stores | 1,880 | 175 | 11 | 2,021 | 3,388 | 10,234 |
| Athletic footwear | 799 | 175 | 5 | 1,535 | 3,284 | 11,314 |
| **Furniture & Home Furnishings** | | | | | | |
| Furniture | 7,428 | $ 260 | 29 | 3,108 | 7,927 | 36,712 |
| Floor coverings | 2,821 | 225 | 13 | 1,229 | 3,593 | 7,819 |
| Window treatment stores | 282 | 210 | 1 | 1,489 | 4,905 | 9,934 |
| All other home furnishings stores | 3,291 | 175 | 19 | 2,868 | 3,570 | 6,500 |
| **Electronics & Appliances Stores** | | | | | | |
| Household appliance stores | 2,304 | $ 275 | 8 | 2,349 | 4,000 | 7,563 |
| Radio, tv & electronics stores | 9,496 | 300 | 32 | 1,208 | 3,406 | 10,451 |
| Computers, Software, Music, & other electronics | 2,821 | 580 | 5 | 997 | 3,388 | 25,600 |
| **Other Shopping Goods** | | | | | | |
| Sporting goods | 6,206 | $ 200 | 31 | 2,238 | 7,500 | 44,116 |
| General Line Sporting Gds. | 2,539 | 200 | 13 | 3,765 | 5,850 | 28,128 |
| Specialty Line Sporting Gds. | 3,667 | 225 | 16 | 1,097 | 2,449 | 4,356 |
| Book stores & newsdealers | 1,739 | 160 | 11 | 2,428 | 4,542 | 29,974 |
| Stationery Stores and Office Supply | 2,304 | 375 | 6 | 585 | 1,033 | 2,247 |
| Musical Instrument & Supplies | 1,034 | 240 | 4 | 2,432 | 7,324 | 26,094 |
| Jewelry stores | 3,526 | 325 | 11 | 790 | 1,450 | 3,410 |
| Hobby, toy & game | 1,692 | 175 | 10 | 1,604 | 4,050 | 25,861 |
| Camera & photographic supply | 705 | 275 | 3 | 816 | 2,200 | 5,965 |
| Gift, novelty & souvenirs | 1,927 | 150 | 13 | 2,369 | 4,422 | 7,015 |
| Luggage & leather goods | 235 | 200 | 1 | 1,193 | 2,300 | 3,102 |
| Sewing, needlework & piece goods | 893 | 100 | 9 | 2,678 | 12,202 | 19,299 |
| Pet stores | 1,692 | 200 | 8 | 1,847 | 3,200 | 12,398 |
| Art dealers | 282 | 225 | 1 | 675 | 1,434 | 2,401 |
| Optical goods stores | 1,410 | 290 | 5 | 885 | 1,561 | 4,068 |
| Pre-Recorded Tapes, Compact Discs | 268 | 230 | 1 | 1,308 | 3,426 | 12,753 |
| Cosmetics, beauty supplies & perfume | 1,153 | 320 | 4 | 1,102 | 1,953 | 6,235 |
| All other health & personal care | 1,974 | 275 | 7 | 697 | 1,786 | 3,084 |

Table B-3 (continued)

RAMSEY NORTHSTAR RIDER
RETAIL SALES POTENTIAL AND SUPPORTABLE SPACE, 2020
BY MERCHANDISE CATEGORY

| Category | Estimated Sales Potential | Sales Per Sq. Ft. | Supportable Square Feet | Store Size Low | Store Size Median | Store Size High |
|---|---|---|---|---|---|---|
| **CONVENIENCE GOODS** | | | | | | |
| **Food Stores** | | | | | | |
| Grocery stores | $ 500,000 | $ 460 | 1,087 | 31,676 | 52,500 | 65,888 |
| Supermarkets | 490,000 | 460 | 1,065 | 31,245 | 52,419 | 69,462 |
| Convenience food | 10,000 | 300 | 33 | 1,349 | 2,085 | 5,323 |
| Specialty food stores | 18,000 | 200 | 90 | 1,188 | 2,400 | 6,000 |
| Meat Markets | 7,000 | 225 | 31 | 1,130 | 2,215 | 18,080 |
| Fish & Seafood Markets | 2,000 | 250 | 8 | 1,188 | 2,398 | 6,000 |
| Fruit & Vegetable Markets | 4,000 | 200 | 20 | 1,036 | 1,400 | 2,516 |
| Other Specialty Food Stores | 6,000 | 225 | 27 | 1,112 | 2,291 | 9,888 |
| Baked Goods | 2,000 | 250 | 8 | 1,191 | 1,834 | 3,285 |
| Confectionery and Nut Stores | 2,000 | 320 | 6 | 702 | 1,240 | 2,047 |
| All Other Specialty Food Stores | 3,000 | 200 | 15 | 1,069 | 2,200 | 8,007 |
| **Other Convenience Goods** | | | | | | |
| Drug & proprietary stores | $ 218,000 | $ 460 | 474 | 8,280 | 11,700 | 23,714 |
| Hardware | 33,000 | 185 | 178 | 5,638 | 13,831 | 27,743 |
| Liquor | 86,000 | 375 | 229 | 1,305 | 2,856 | 7,210 |
| Florist | 13,000 | 190 | 68 | 766 | 1,600 | 5,396 |
| **Food Service & Drinking Places** | | | | | | |
| **Food Service** | | | | | | |
| Full-service restaurants | $ 239,000 | $ 360 | 664 | 2,000 | 4,500 | 9,775 |
| Limited service restaurants | 182,000 | 400 | 455 | 1,335 | 3,000 | 3,400 |
| Cafeterias | 8,000 | 235 | 34 | 517 | 1,073 | 10,049 |
| Snack & beverage places | 40,000 | 300 | 133 | 850 | 1,500 | 2,495 |
| Ice Cream & Soft Serve | 5,000 | 325 | 15 | 902 | 1,148 | 1,570 |
| Frozen Yogurt | 1,000 | 200 | 5 | 1,031 | 1,282 | 1,700 |
| Doughnut Shops | 7,000 | 220 | 32 | 744 | 1,200 | 2,153 |
| Bagel Shops | 2,000 | 275 | 7 | 2,000 | 2,388 | 3,400 |
| Coffee Shops | 17,000 | 400 | 43 | 881 | 1,500 | 2,000 |
| Cookie Shops | 1,000 | 400 | 3 | 220 | 602 | 797 |
| Other Snack Shops | 8,000 | 360 | 22 | 850 | 1,578 | 2,495 |
| Specialized food places | 80,000 | 400 | 200 | | N/A | |
| **Drinking Places** | $ 29,000 | $ 250 | 116 | | 2,243 | |
| **Gasoline Svs Stations/Conv.** | | | | | | |
| Gas/Convenience food stores | $ 572,000 | $ 1,400 | 409 | 1,500 | 2,933 | 6,121 |
| **OTHER RETAIL STORES** | | | | | | |
| **Building Materials & Garden Supplies** | | | | | | |
| Building materials & supplies stores | | | | | | |
| Home centers | $ 138,000 | $ 350 | 394 | 8,981 | 95,173 | 135,833 |
| Paint, glass & wallpaper | 19,000 | 225 | 84 | 2,348 | 3,533 | 5,028 |
| Other building materials dealers | 315,000 | 225 | 1,400 | N/A | N/A | N/A |
| Lawn & garden equipment | | | | | | |
| Outdoor power equipment | $ 11,000 | 100 | 110 | N/A | N/A | N/A |
| Retail nurseries, lawn & garden | 48,000 | 100 | 480 | N/A | 15,000 | N/A |
| **Motor Vehicles & Parts Dealers** | | | | | | |
| Auto parts, accessories & tires | | | | | | |
| Auto parts & accessories stores | $ 43,000 | $ 200 | 215 | 2,232 | 6,500 | 13,000 |
| Tire dealers | 33,000 | 200 | 165 | 3,514 | 6,944 | 12,014 |

Source: McComb Group, Ltd.

Table B-3 (continued)

RAMSEY NORTHSTAR RIDER
RETAIL SALES POTENTIAL AND SUPPORTABLE SPACE, 2020
BY MERCHANDISE CATEGORY

| Category | Estimated Sales Potential | Sales Per Sq. Ft. | Supportable Square Feet | Store Size | | |
|---|---|---|---|---|---|---|
| | | | | Low | Median | High |
| **SHOPPING GOODS** | | | | | | |
| **General Merchandise** | | | | | | |
| **Department stores** | | | | | | |
| Discount stores | $ 27,845 | $ 250 | 111 | 57,720 | 94,788 | 141,986 |
| Department Stores | 9,096 | 225 | 40 | 89,641 | 148,796 | 243,167 |
| **Other general merchandise stores** | | | | | | |
| Warehouse Clubs and Supercenters | $ 31,282 | 450 | 70 | 90,134 | 151,980 | 217,447 |
| Dollar Stores | 1,314 | 220 | 6 | 2,726 | 8,000 | 13,788 |
| Miscellaneous general mdse. | 3,032 | 250 | 12 | 3,200 | 8,400 | 11,212 |
| **Apparel & Accessories** | | | | | | |
| **Clothing Stores** | | | | | | |
| Mens and boys | $ 910 | $ 220 | 4 | 2,002 | 4,000 | 5,635 |
| Womens clothing | 4,043 | 200 | 20 | 2,074 | 4,200 | 8,740 |
| Children's & infant | 1,870 | 240 | 8 | 1,490 | 3,912 | 6,000 |
| Family clothing | 9,400 | 260 | 36 | 2,374 | 8,000 | 28,228 |
| Clothing accessories stores | 556 | 290 | 2 | 918 | 1,400 | 2,001 |
| Other clothing stores | 1,516 | 265 | 6 | 1,060 | 2,300 | 8,234 |
| **Shoe Stores** | | | | | | |
| Men's | $ 110 | $ 290 | 0 | 903 | 1,640 | 2,186 |
| Women's | 195 | 270 | 1 | 1,309 | 2,384 | 3,158 |
| Children's & infant | 51 | 290 | 0 | 1,490 | 3,912 | 6,000 |
| Family shoe stores | 2,021 | 175 | 12 | 2,021 | 3,388 | 10,234 |
| Athletic footwear | 859 | 175 | 5 | 1,535 | 3,284 | 11,314 |
| **Furniture & Home Furnishings** | | | | | | |
| Furniture | 7,985 | $ 260 | 31 | 3,108 | 7,927 | 36,712 |
| Floor coverings | 3,032 | 225 | 13 | 1,229 | 3,593 | 7,819 |
| Window treatment stores | 303 | 210 | 1 | 1,489 | 4,905 | 9,934 |
| All other home furnishings stores | 3,538 | 175 | 20 | 2,868 | 3,570 | 6,500 |
| **Electronics & Appliances Stores** | | | | | | |
| Household appliance stores | 2,476 | $ 275 | 9 | 2,349 | 4,000 | 7,563 |
| Radio, tv & electronics stores | 10,208 | 300 | 34 | 1,208 | 3,406 | 10,451 |
| Computers, Software, Music, & other electronics | 3,032 | 580 | 5 | 997 | 3,388 | 25,600 |
| **Other Shopping Goods** | | | | | | |
| Sporting goods | 6,671 | $ 200 | 33 | 2,238 | 7,500 | 44,116 |
| General Line Sporting Gds. | 2,729 | 200 | 14 | 3,765 | 5,850 | 28,128 |
| Specialty Line Sporting Gds. | 3,942 | 225 | 18 | 1,097 | 2,449 | 4,356 |
| Book stores & newsdealers | 1,870 | 160 | 12 | 2,428 | 4,542 | 29,974 |
| Stationery Stores and Office Supply | 2,476 | 375 | 7 | 585 | 1,033 | 2,247 |
| Musical Instrument & Supplies | 1,112 | 240 | 5 | 2,432 | 7,324 | 26,094 |
| Jewelry stores | 3,790 | 325 | 12 | 790 | 1,450 | 3,410 |
| Hobby, toy & game | 1,819 | 175 | 10 | 1,604 | 4,050 | 25,861 |
| Camera & photographic supply | 758 | 275 | 3 | 816 | 2,200 | 5,965 |
| Gift, novelty & souvenirs | 2,072 | 150 | 14 | 2,369 | 4,422 | 7,015 |
| Luggage & leather goods | 253 | 200 | 1 | 1,193 | 2,300 | 3,102 |
| Sewing, needlework & piece goods | 960 | 100 | 10 | 2,678 | 12,202 | 19,299 |
| Pet stores | 1,819 | 200 | 9 | 1,847 | 3,200 | 12,398 |
| Art dealers | 303 | 225 | 1 | 675 | 1,434 | 2,401 |
| Optical goods stores | 1,516 | 290 | 5 | 885 | 1,561 | 4,068 |
| Pre-Recorded Tapes, Compact Discs | 289 | 230 | 1 | 1,308 | 3,426 | 12,753 |
| Cosmetics, beauty supplies & perfume | 1,239 | 320 | 4 | 1,102 | 1,953 | 6,235 |
| All other health & personal care | 2,122 | 275 | 8 | 697 | 1,786 | 3,084 |

Table B-4

RAMSEY NORTHSTAR RIDER
SERVICES AND HEALTH CARE SALES POTENTIAL AND SUPPORTABLE SQUARE FEET, 2016
BY SERVICES CATEGORY

| Category | Estimated Sales Potential | Sales Per Sq. Ft. | Supportable Square Feet | Store Size Low | Store Size Median | Store Size High |
|---|---|---|---|---|---|---|
| **Personal Care Services** | | | | | | |
| Barber Shops | $ - | $ 200 | 0 | 455 | 788 | 1,422 |
| Beauty Shops | 49,000 | 190 | 258 | 900 | 1,400 | 3,480 |
| Nail Salons | 4,000 | 110 | 36 | 773 | 1,200 | 1,807 |
| Diet & Weight Reducing Services | 3,000 | 150 | 20 | 1,223 | 1,856 | 3,130 |
| Other Personal Care Services | 7,000 | 175 | 40 | 703 | 1,488 | 4,128 |
| **Drycleaning & Laundry Service** | | | | | | |
| Coin-Operated Laundries & Drycleaners | $ 3,000 | $ 60 | 50 | 1,222 | 2,024 | 3,734 |
| Drycleaning & Laundry Services (except coin-op.) | 11,000 | 150 | 73 | 1,038 | 1,608 | 2,731 |
| **Other Personal Services** | | | | | | |
| Child Day Care Services | $ 47,000 | $ 100 | 470 | 3,059 | 5,050 | 7,495 |
| Photographic Services | 100,000 | 275 | 364 | 990 | 1,866 | 2,550 |
| Photographic Studios | 10,000 | 275 | 36 | 990 | 1,866 | 2,550 |
| Veteranarian Services | 36,000 | 225 | 160 | 1,346 | 2,122 | 2,701 |
| Pet Care | 4,000 | 75 | 53 | | 1,200 | |
| **Rental and Leasing** | | | | | | |
| Formalwear and Costume Rental | $ 2,000 | $ 365 | 5 | 763 | 1,046 | 1,773 |
| Video Tape and Disc Rental | 12,000 | 200 | 60 | 3,740 | 5,836 | 7,341 |
| Home Health Equipment Rental | 4,000 | 250 | 16 | 1,200 | 1,600 | 3,480 |
| **Household Goods Repair** | | | | | | |
| Home & Garden Equipment & Appliance Repair &Maint. | $ 4,000 | $ 175 | 23 | | | |
| Reupholstery & Furniture Repair | 2,000 | 155 | 13 | | 600 | |
| Footwear and Leather Goods Repair | - | 155 | 0 | 405 | 648 | 742 |
| Watch, Clock and Jewelry Repair | 1,000 | 155 | 6 | | 900 | |
| Garment Repair and Alteration Services | 1,000 | 125 | 8 | 680 | 1,185 | 1,488 |
| Computer & Office Machine Repair | 14,000 | 150 | 93 | | 1,200 | |
| **Automotive Repair and Maintenance** | | | | | | |
| General Automotive Repair | $ 71,000 | $ 200 | 355 | 2,400 | 6,200 | 10,624 |
| **Health Care** | | | | | | |
| Offices of Physicians | | | | | | |
| Offices of Physicians (except mental health specialists) | $ 424,000 | $ 357 | 1,188 | 969 | 1,652 | 4,008 |
| Offices of Physicians, Mental Health Specialists | 4,000 | 357 | 11 | 969 | 1,800 | 4,008 |
| Offices of Dentists | 189,000 | 345 | 548 | 1,090 | 1,700 | 3,970 |
| Offices of Other Health Practitioners | | | | | | |
| Offices of Chiropractors | $ 27,000 | $ 345 | 78 | 1,090 | 1,600 | 3,970 |
| Offices of Optometrists | 12,000 | 415 | 29 | 1,074 | 1,620 | 4,347 |
| Offices of Mental Health Practitioners (except physicians) | 14,000 | 345 | 41 | 1,090 | 1,800 | 3,970 |
| Offices of Physical, Occup, & Speech Therapists & Audiologists | | | | | | |
| Speech Therapist & Audiologists | $ 1,000 | $ 345 | 3 | 1,090 | 1,600 | 3,970 |
| Physical & Occupational Therapists | 24,000 | 345 | 70 | 1,090 | 1,600 | 3,970 |
| Offices of All Other Health Practitioners | | | | | | |
| Offices of Podiatrists | $ 2,000 | $ 357 | 6 | 1,090 | 1,800 | 3,970 |
| Offices of All Other Misc. Health Practitioners | 10,000 | 345 | 29 | 1,090 | 1,800 | 3,970 |

Source: McComb Group, Ltd.

Table B-4 (continued)

RAMSEY NORTHSTAR RIDER
SERVICES AND HEALTH CARE SALES POTENTIAL AND SUPPORTABLE SQUARE FEET, 2020
BY SERVICES CATEGORY

| Category | Estimated Sales Potential | Sales Per Sq. Ft. | Supportable Square Feet | Store Size Low | Store Size Median | Store Size High |
|---|---|---|---|---|---|---|
| **Personal Care Services** | | | | | | |
| Barber Shops | $ - | $ 200 | 0 | 455 | 788 | 1,422 |
| Beauty Shops | 54,000 | 190 | 284 | 900 | 1,400 | 3,480 |
| Nail Salons | 4,000 | 110 | 36 | 773 | 1,200 | 1,807 |
| Diet & Weight Reducing Services | 3,000 | 150 | 20 | 1,223 | 1,856 | 3,130 |
| Other Personal Care Services | 8,000 | 175 | 46 | 703 | 1,488 | 4,128 |
| **Drycleaning & Laundry Service** | | | | | | |
| Coin-Operated Laundries & Drycleaners | $ 4,000 | $ 60 | 67 | 1,222 | 2,024 | 3,734 |
| Drycleaning & Laundry Services (except coin-op.) | 12,000 | 150 | 80 | 1,038 | 1,608 | 2,731 |
| **Other Personal Services** | | | | | | |
| Child Day Care Services | $ 52,000 | $ 100 | 520 | 3,059 | 5,050 | 7,495 |
| Photographic Services | 110,000 | 275 | 400 | 990 | 1,866 | 2,550 |
| Photographic Studios | 10,000 | 275 | 36 | 990 | 1,866 | 2,550 |
| Veteranarian Services | 39,000 | 225 | 173 | 1,346 | 2,122 | 2,701 |
| Pet Care | 4,000 | 75 | 53 | | 1,200 | |
| **Rental and Leasing** | | | | | | |
| Formalwear and Costume Rental | $ 2,000 | $ 365 | 5 | 763 | 1,046 | 1,773 |
| Video Tape and Disc Rental | 13,000 | 200 | 65 | 3,740 | 5,836 | 7,341 |
| Home Health Equipment Rental | 5,000 | 250 | 20 | 1,200 | 1,600 | 3,480 |
| **Household Goods Repair** | | | | | | |
| Home & Garden Equipment & Appliance Repair &Maint. | $ 4,000 | $ 175 | 23 | | | |
| Reupholstery & Furniture Repair | 2,000 | 155 | 13 | | 600 | |
| Footwear and Leather Goods Repair | - | 155 | 0 | 405 | 648 | 742 |
| Watch, Clock and Jewelry Repair | 1,000 | 155 | 6 | | 900 | |
| Garment Repair and Alteration Services | 1,000 | 125 | 8 | 680 | 1,185 | 1,488 |
| Computer & Office Machine Repair | 16,000 | 150 | 107 | | 1,200 | |
| **Automotive Repair and Maintenance** | | | | | | |
| General Automotive Repair | $ 78,000 | $ 200 | 390 | 2,400 | 6,200 | 10,624 |
| **Health Care** | | | | | | |
| Offices of Physicians | | | | | | |
| Offices of Physicians (except mental health specialists) | $ 465,000 | $ 357 | 1,303 | 969 | 1,652 | 4,008 |
| Offices of Physicians, Mental Health Specialists | 4,000 | 357 | 11 | 969 | 1,800 | 4,008 |
| Offices of Dentists | 208,000 | 345 | 603 | 1,090 | 1,700 | 3,970 |
| Offices of Other Health Practitioners | | | | | | |
| Offices of Chiropractors | $ 30,000 | $ 345 | 87 | 1,090 | 1,600 | 3,970 |
| Offices of Optometrists | 14,000 | 415 | 34 | 1,074 | 1,620 | 4,347 |
| Offices of Mental Health Practitioners (except physicians) | 15,000 | 345 | 43 | 1,090 | 1,800 | 3,970 |
| Offices of Physical, Occup, & Speech Therapists & Audiologists | | | | | | |
| Speech Therapist & Audiologists | $ 2,000 | $ 345 | 6 | 1,090 | 1,600 | 3,970 |
| Physical & Occupational Therapists | 26,000 | 345 | 75 | 1,090 | 1,600 | 3,970 |
| Offices of All Other Health Practitioners | | | | | | |
| Offices of Podiatrists | $ 3,000 | $ 357 | 8 | 1,090 | 1,800 | 3,970 |
| Offices of All Other Misc. Health Practitioners | 11,000 | 345 | 32 | 1,090 | 1,800 | 3,970 |

Source: McComb Group, Ltd.