

City of Ramsey
Agenda
City Council Work Session
Tuesday September 24, 2013

6:00 p.m.
Lake Itasca Room 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Topics for Discussion**
 1. Receive Presentation by Leigh Lenzmeier, Chair of NorthStar Corridor Development Authority
 2. Potential Future Business Park Land (Update Only)
- 3. Topics for Future Discussion**
- 4. Mayor/Council/Staff Input**
- 5. Adjournment**

Meeting Date: 09/24/2013

Information

Title

Receive Presentation by Leigh Lenzmeier, Chair of NorthStar Corridor Development Authority

Purpose

The purpose of this presentation is for Council to receive a general update relating to the Northstar Corridor Development and the Corridors of Opportunities Study, as well as to participate in conversation relating to keeping Transit Oriented Development activities going.

Stearns County Commissioner Leigh Lenzmeier, Chair of the NorthStar Corridor Development Authority has requested time to meet with the Ramsey City Council. Mr. Lenzmeier would like to discuss NorthStar in general, but more specifically, the hope/intent to keep the Transit Oriented Development (TOD) activities going. He would like to continue to promote ridership on the NorthStar and anything that will help to grow the ridership. Mr. Lenzmeier will also be talking about the Corridors of Opportunities study and the role the City played in it.

Attached as background information is a Draft Transit-oriented-development (TOD) Market Analysis that was done on the Ramsey Station.

From the Northstar Web site:

About Us

In May 1997, 30 counties, cities, townships and regional rail authorities created a joint powers board -- the Northstar Corridor Development Authority (NCDA) -- to address the need for additional transportation solutions between St. Cloud and Minneapolis. Over the next decade, the NCDA overcame many hurdles to make the Northstar Commuter Rail Project a reality. When Northstar service began in November 2009, it became part of Metro Transit's regional service network, added much needed transportation capacity to the region and created an easy and safe way for people to travel.

Timeframe

Not applicable.

Funding Source

Not applicable.

Responsible Party(ies)

City Administrator

Outcome

The discussion with the NCDA Chair may identify future actions the City can take to increase and improve Northstar service and ridership.

Attachments

Northstar market Study

Form Review

Inbox

Kurt Ulrich

Kurt Ulrich

Form Started By: Jo Thieling

Final Approval Date: 09/19/2013

Reviewed By

Kurt Ulrich

Kurt Ulrich

Date

09/19/2013 03:52 PM

09/19/2013 04:54 PM

Started On: 09/18/2013 12:18 PM

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.**

February 2013

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February 2013

Chapter I

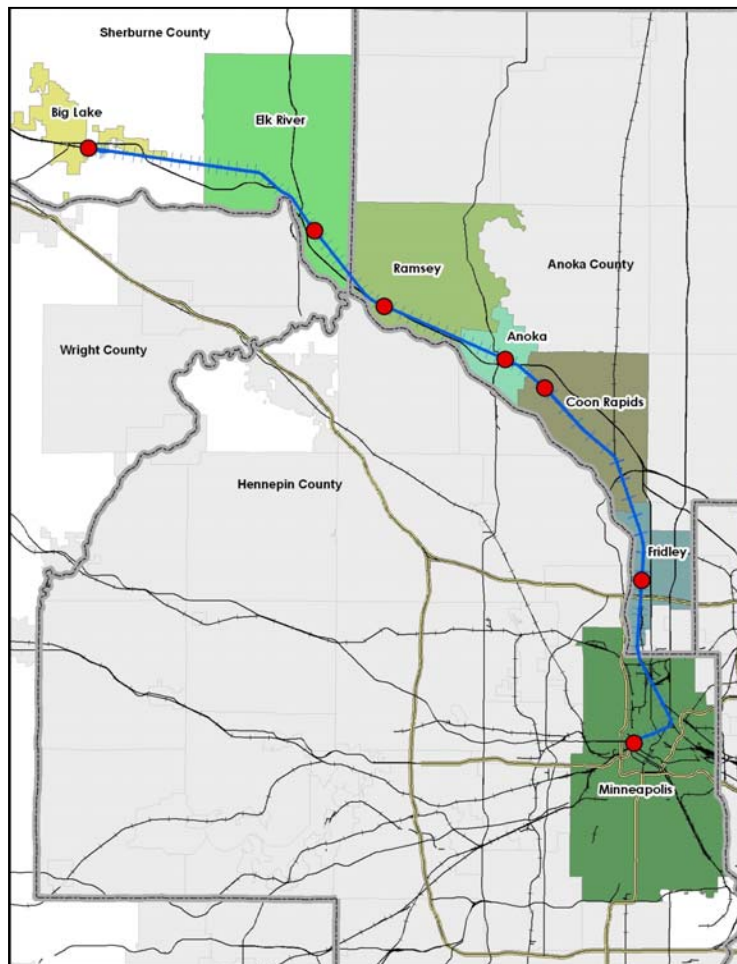
INTRODUCTION

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 does not 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.

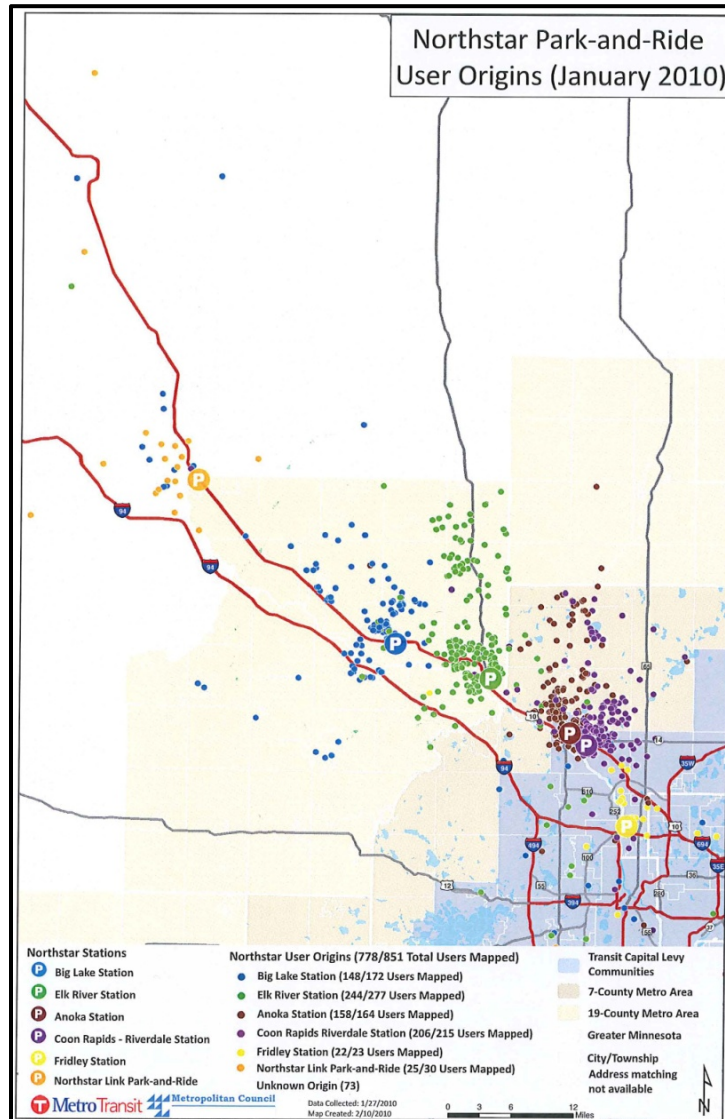
Short of a land constraint for imminent development, the plan should prioritize redeveloping or removing the most incompatible land uses and developing vacant land. The plan should also prioritize public investments on addressing infrastructure deficiencies and urban design improvements to improve the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

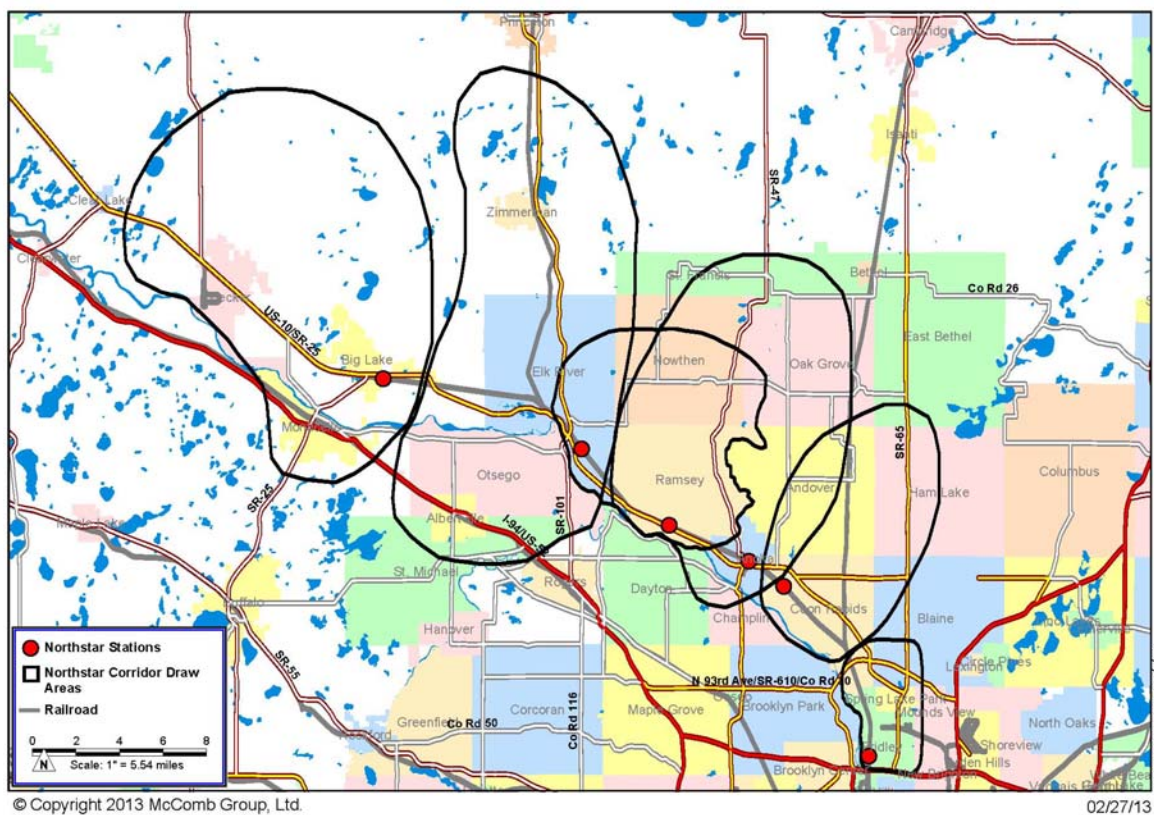
Map 2-1



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

<u>Station Draw Area</u>	<u>Total Employees</u>	<u>Work in Minneapolis</u>	
		<u>Employees</u>	<u>Percent</u>
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

	<u>Big Lake Station</u>	<u>Elk River Station</u>	<u>Ramsey Station</u>	<u>Anoka Station</u>	<u>Coon Rapids Station</u>	<u>Fridley Station</u>
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

Station City	Workers	
	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

<u>Station City Draw Area</u>	<u>Work in Ramsey</u>	<u>Percent</u>
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 MSA¹, 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 %

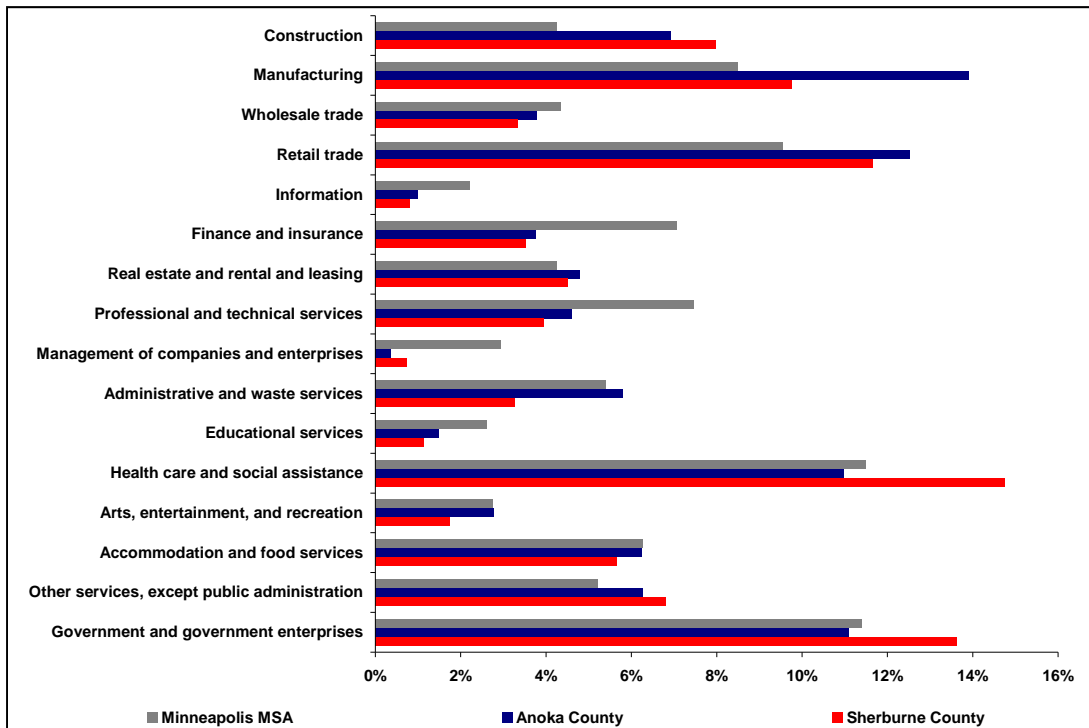
Source: Minnesota Department of Employment and Economic Development (QCEW data).

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



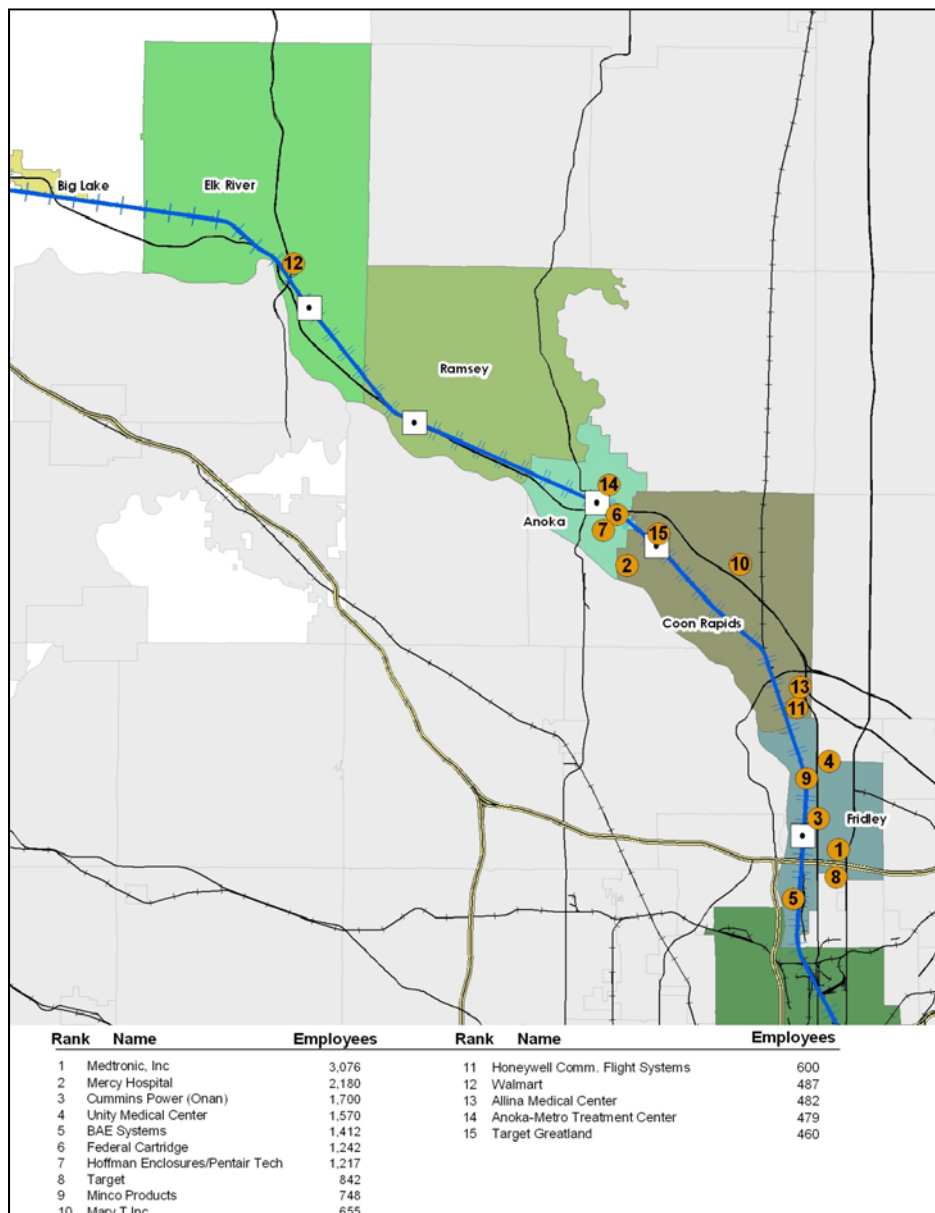
Source: Economic & Planning Systems, Inc.

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



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		Growth Rate	Percent of MSA Growth
			Number	Change		
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		Growth Rate	Percent of MSA Growth
			Number	Change		
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		Percent of Corridor	
			Number	Growth Rate	2010	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	Growth Rate	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.

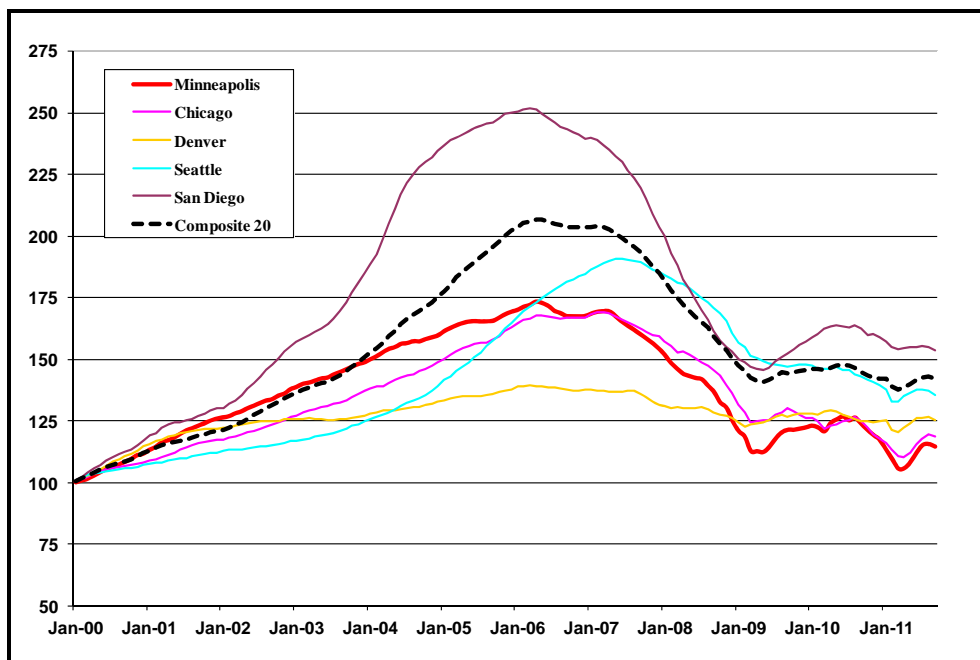
FOR-SALE RESIDENTIAL

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 led 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

<u>Submarket</u>	<u>Vacancy Rate</u>	<u>Average Rent</u>	<u>Units Under Construction</u>	<u>Proposed Units</u>
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

<u>Description</u>	<u>2000</u>	<u>2010</u>	<u>Change</u>		
			<u>Number</u>	<u>Average Annual</u>	<u>Growth Rate</u>
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.

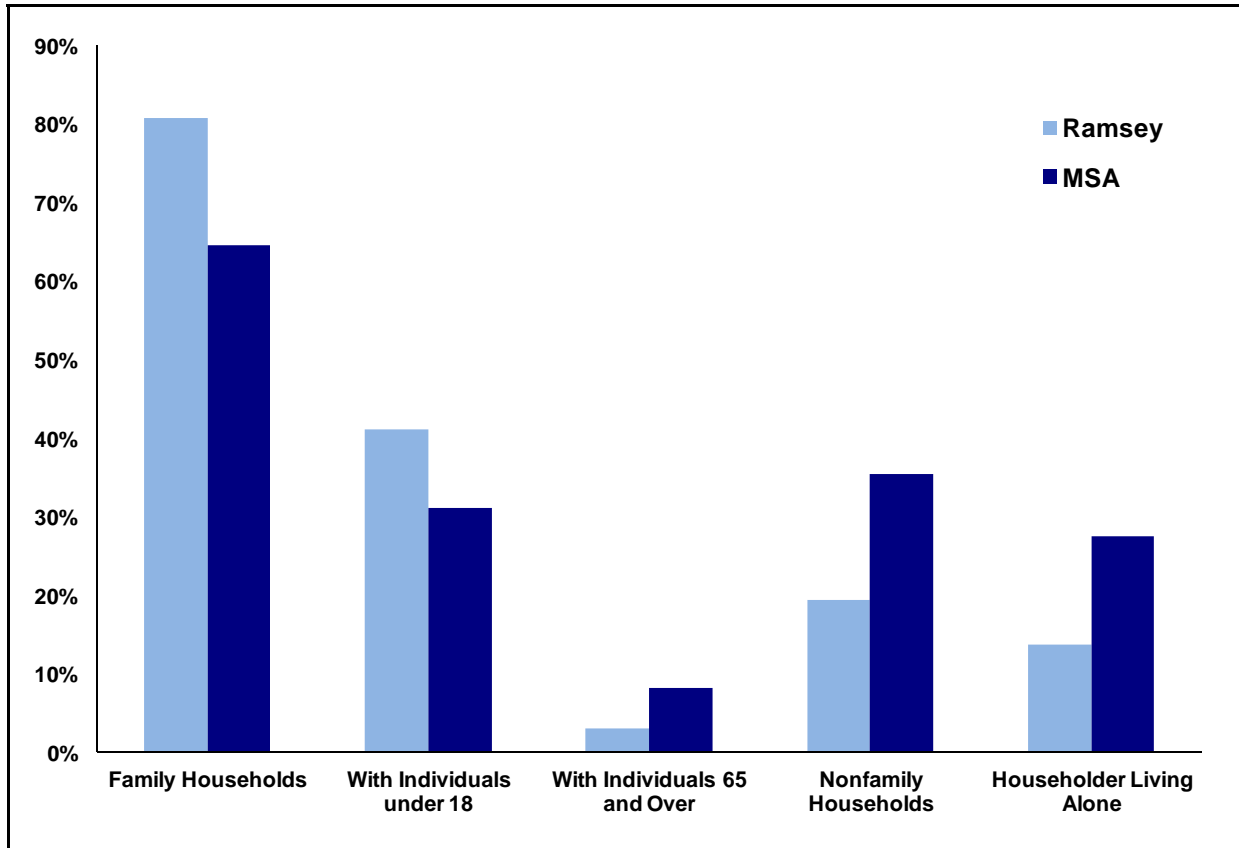
Table 4-7
CITY OF RAMSEY
HOUSEHOLDS BY TYPE; 2000 AND 2010

Household Type	2000		2010		Change	Growth Rate
	Number	Percent	Number	Percent		
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

<u>Age of Householder</u>	<u>City of Ramsey</u>	<u>Minneapolis-St. Paul MSA</u>
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

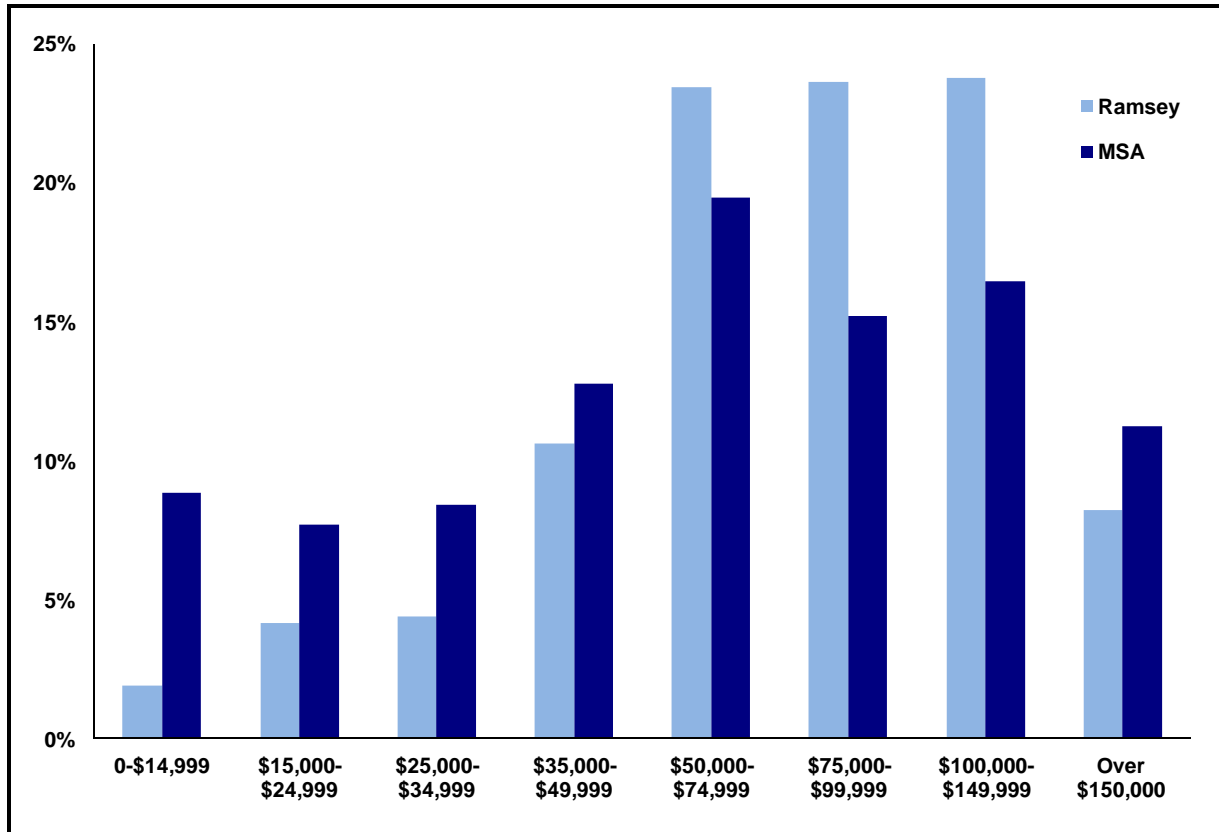
Category	City of Ramsey	Minneapolis-St. Paul MSA
Average Household Income	\$ 87,096	\$ 83,023
Median Household Income	81,598	65,181
Per Capita Income	30,365	32,852

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

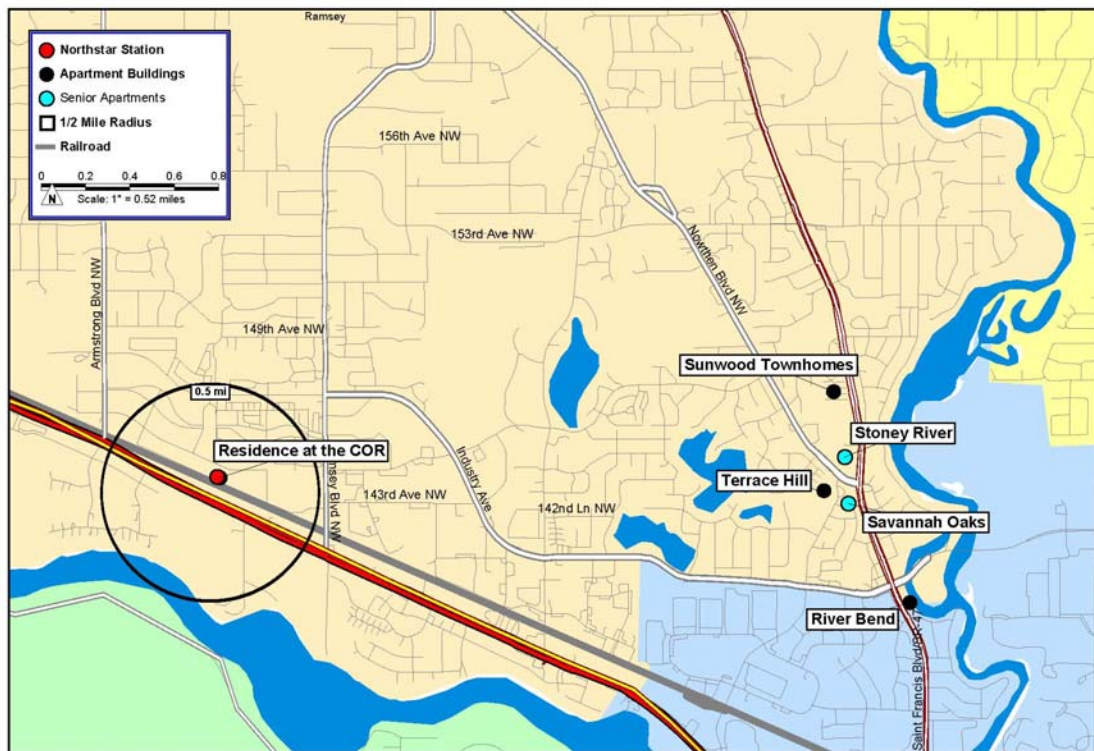


Table 4-14

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.

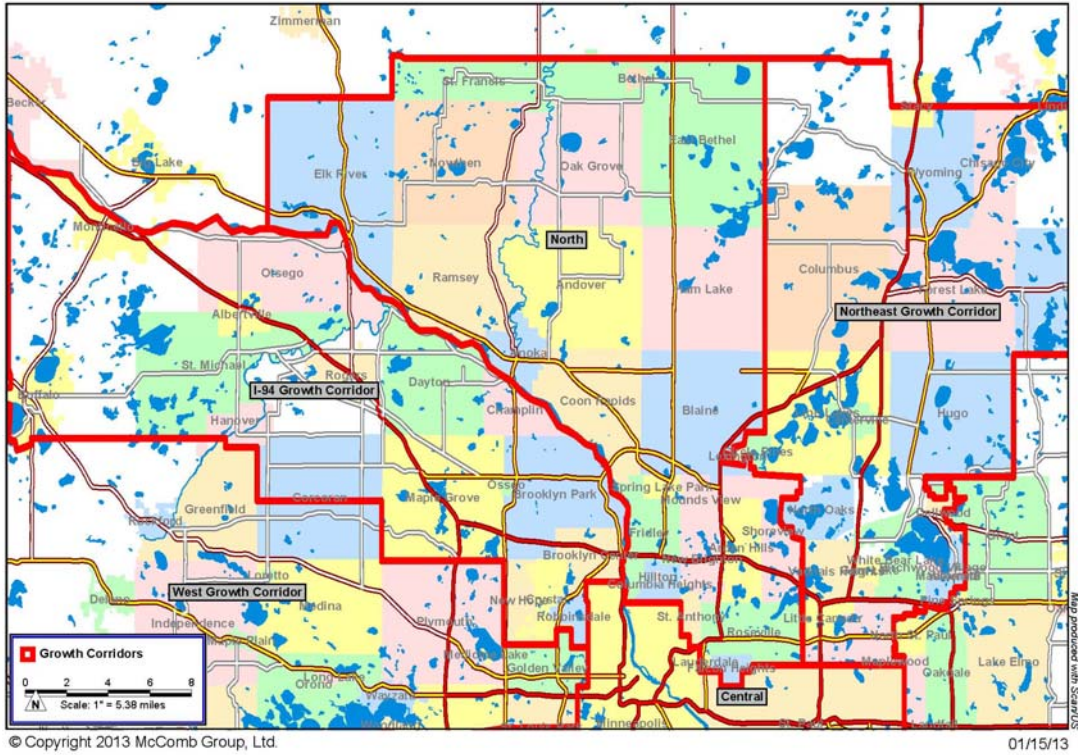
RESIDENTIAL GROWTH ESTIMATES

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

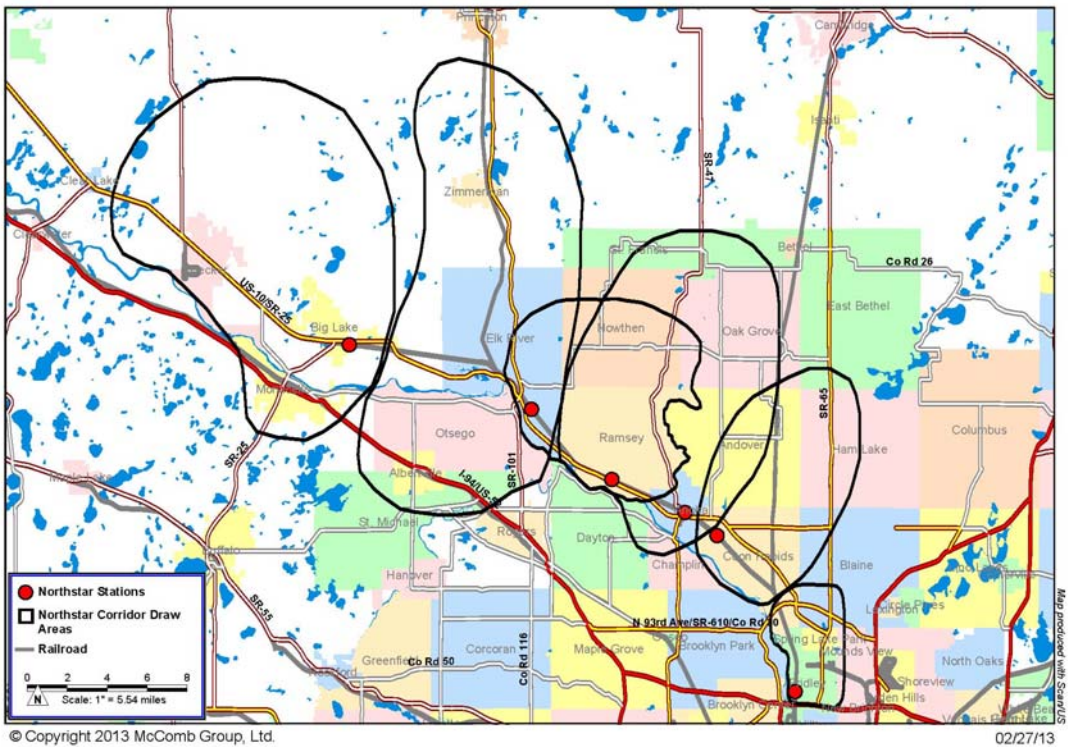
Residential growth in the Twin Cities area radiates out from Minneapolis and St. Paul in eight growth corridors. Historic growth in these eight corridors has been documented by McComb Group, Ltd. from 1970 through 2011. Each growth corridor generally captures the same portion of the Twin Cities area 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



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



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*

Year	Metropolitan Area	North Growth Corridor		Northstar Corridor Draw Area		Ramsey Station Draw Area		Ramsey	
		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

Year	Northstar Corridor Draw Area									
	Total	Multi-Family		Northstar Cities		Other Cities		Ramsey		
		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

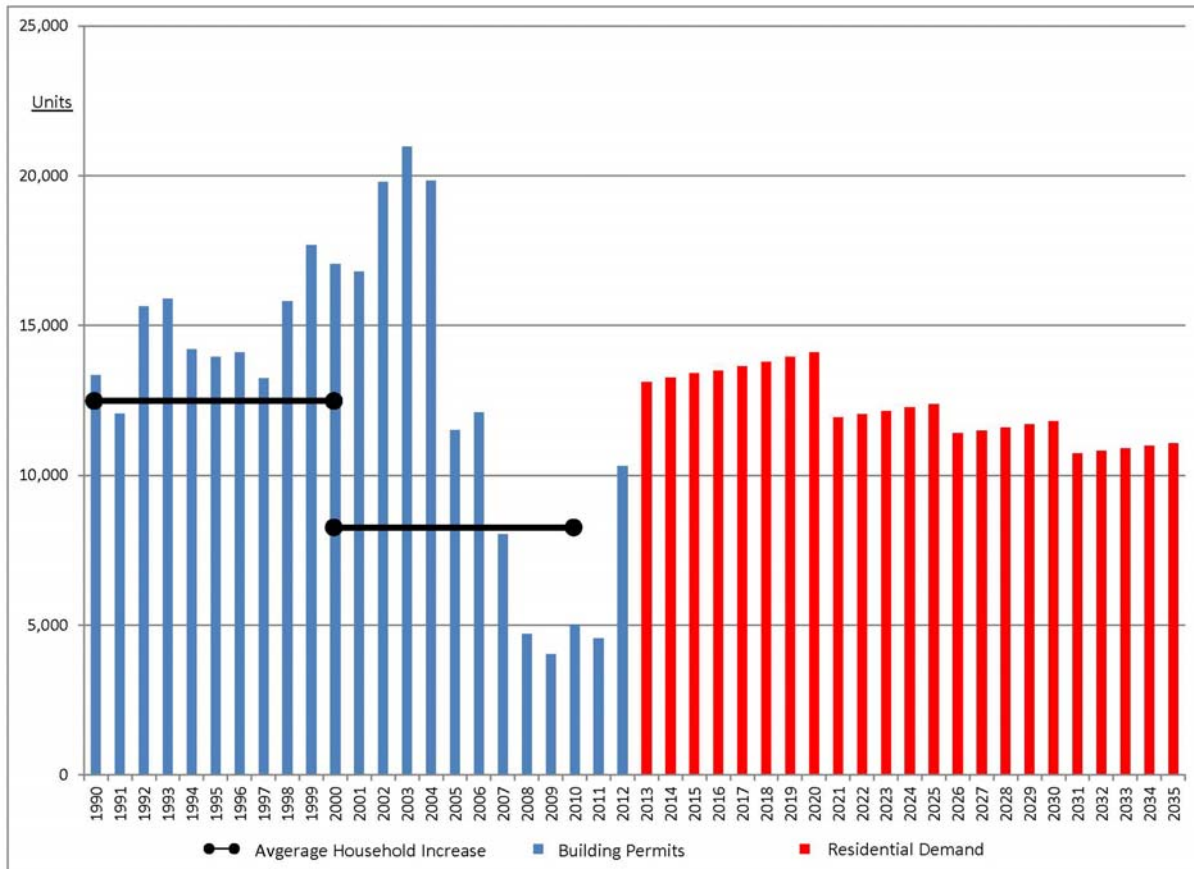
The estimates of future housing demand incorporate State Demographer estimates of future household growth for 10-year periods. These estimates represent stabilized residential demand based on long-term household growth estimates and do not reflect cyclical changes in household formations.

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

Year	Metropolitan Area plus Sherburne County		North Growth Corridor			Ramsey Station Draw Area		Ramsey	
			Market Share @ 16.5%	Northstar Corridor Draw Area		Households			
	Households	Increase		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

Submarket	Square Feet				Percent of Total	Vacancy Rate
	Regional	Community	Neighborhood	Total		
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

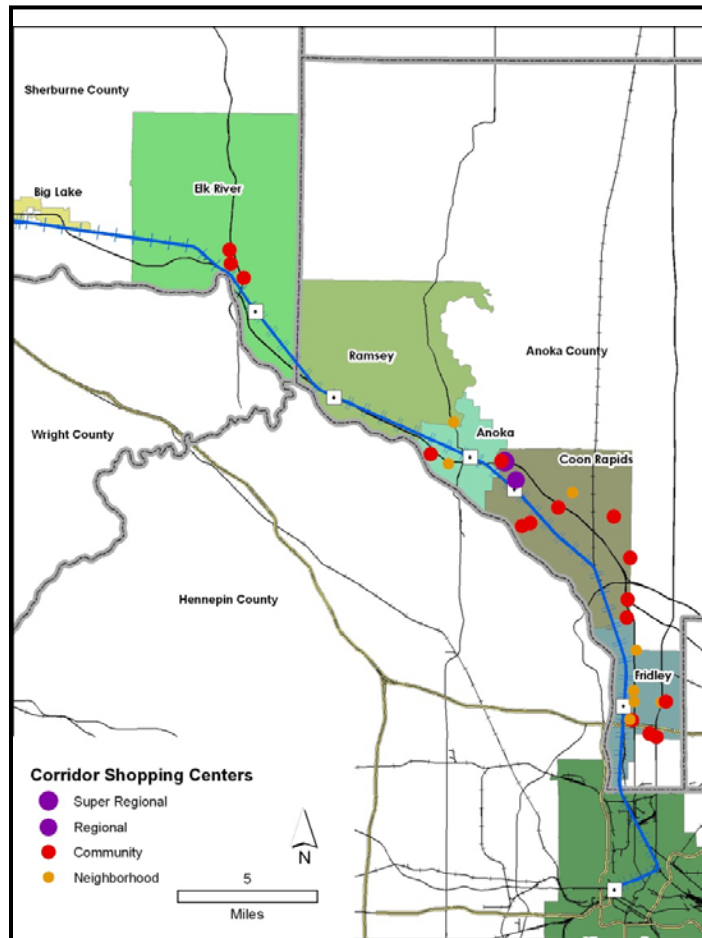
NORTHSTAR CORRIDOR MAJOR SHOPPING CENTERS
(Over 100,000 Square Feet)

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	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

Submarket	Total Sq. Ft.	Vacant Sq. Ft.	Vacancy Rate	Rent 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 Area	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

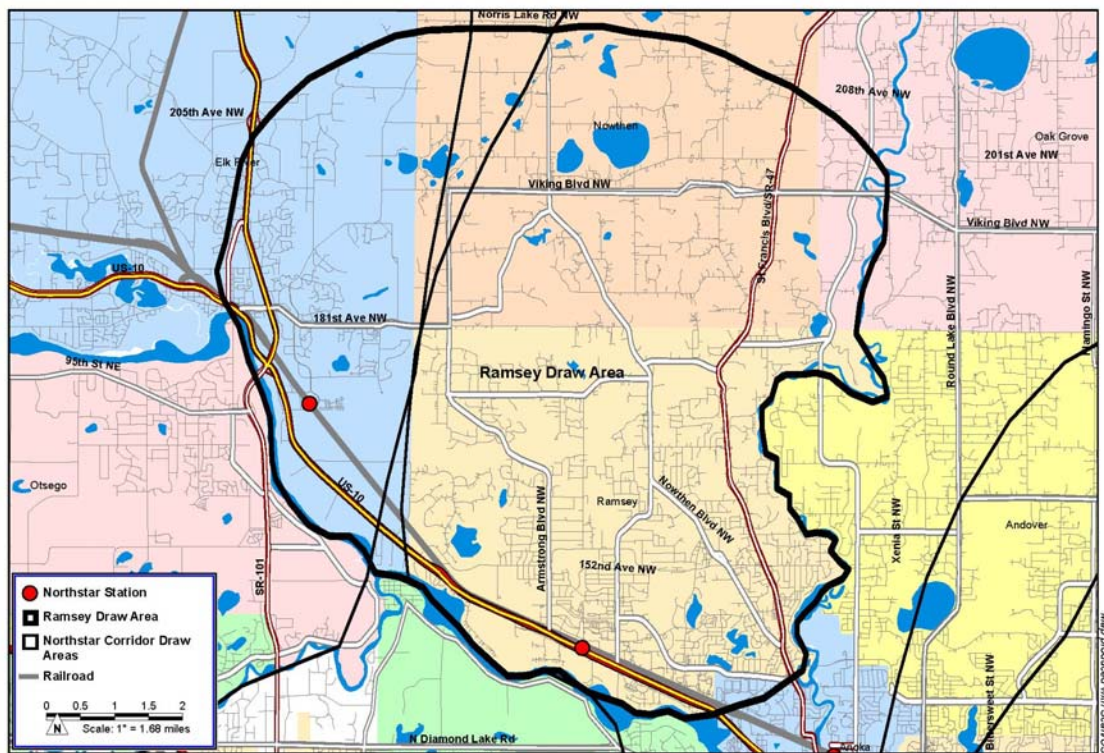
Draw areas for each of the Northstar station cities were delineated based on rider surveys conducted by the Metropolitan Council for each station community: Fridley, Coon Rapids, Anoka, Elk River, and Big Lake. The Ramsey Station Draw Area is based on a survey conducted in 2012 by Metro Transit.

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

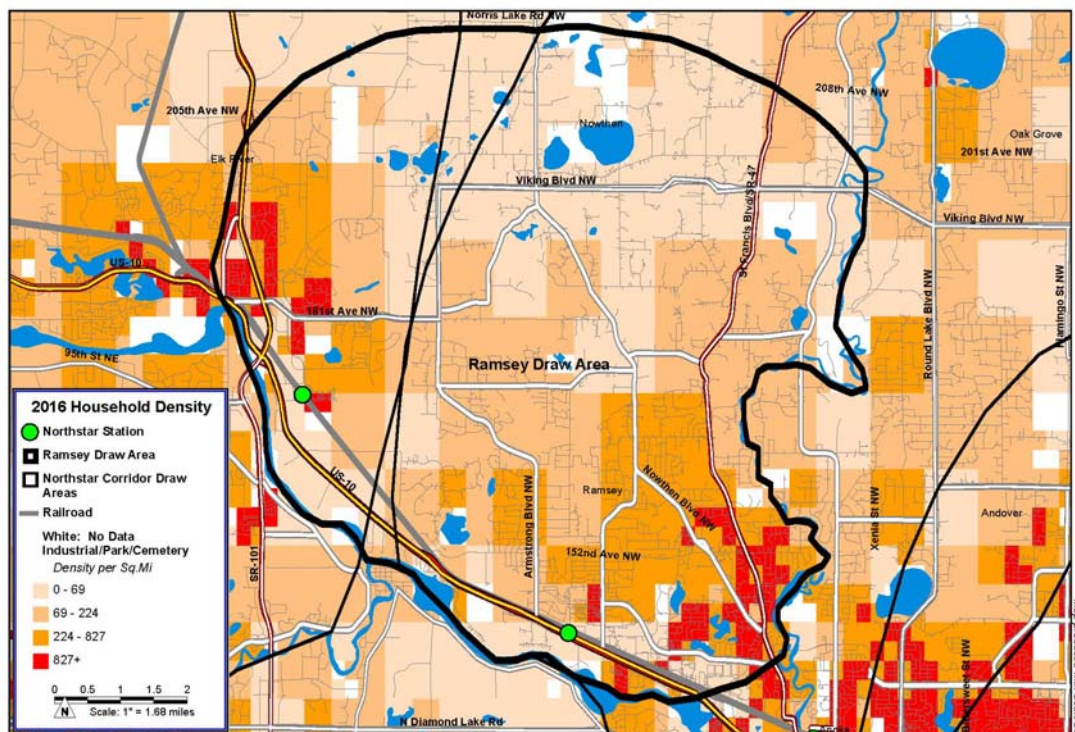
	Ramsey Station Draw Area	Northstar Corridor Draw Area	Metropolitan Area
Average Household Income			
2000	\$ 77,246	\$ 67,047	\$ 68,484
2011E	80,465	72,977	79,958
2016E	89,787	81,330	87,063
Median Household Income			
2000	\$ 65,189	\$ 58,141	\$ 54,667
2011E	73,745	66,487	62,465
2016E	79,548	71,581	66,464

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



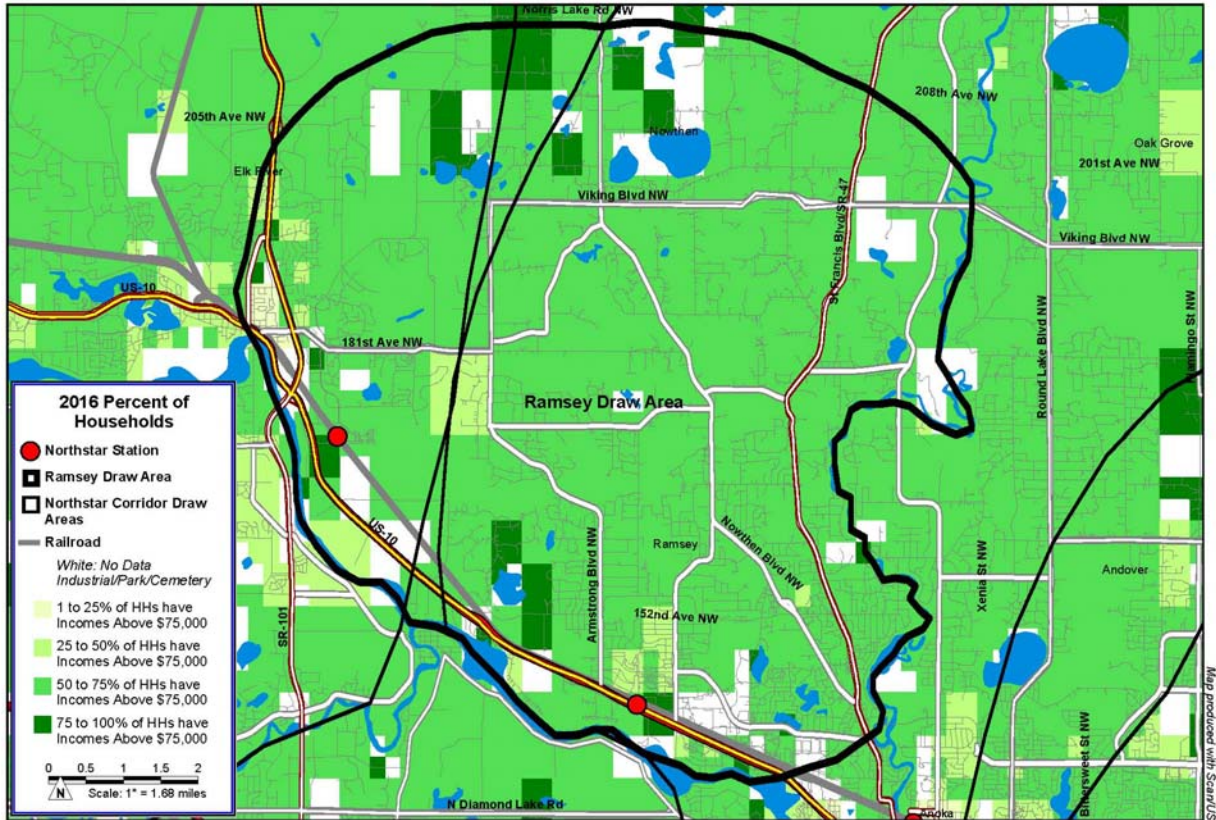
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Household Income Distribution

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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02/27/13

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, 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**

Age Cohort	2011 Estimated		2016 Estimated	
	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



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	

TRENDS	Annual Percent Change		
	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

HOUSEHOLDS BY INCOME	2000 Census		2011 Estimated		2016 Projected	
	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	2000 Census		2011 Estimated		2016 Projected	
	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	2000 Census		2011 Estimated		2016 Projected	
	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



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	

TRENDS	Annual Percent Change		
	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

HOUSEHOLDS BY INCOME	2000 Census		2011 Estimated		2016 Projected	
	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	2000 Census		2011 Estimated		2016 Projected	
	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	2000 Census		2011 Estimated		2016 Projected	
	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



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	

TRENDS	Annual Percent Change		
	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

HOUSEHOLDS BY INCOME	2000 Census		2011 Estimated		2016 Projected	
	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	2000 Census		2011 Estimated		2016 Projected	
	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	2000 Census		2011 Estimated		2016 Projected	
	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	Median	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

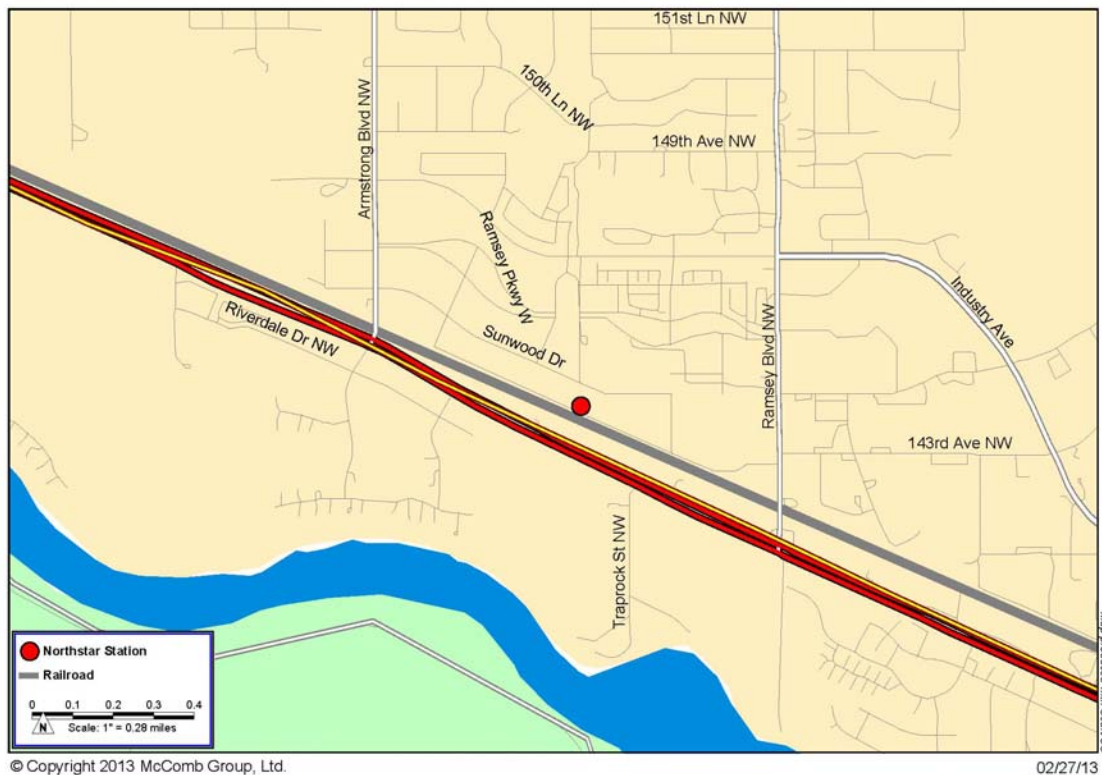
Northstar station area potential for residential, retail, and commercial development is dependent on many factors including location, convenience, and the geographic area served by the station. The amount and type of retail and commercial development that can be supported at each station area will depend 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

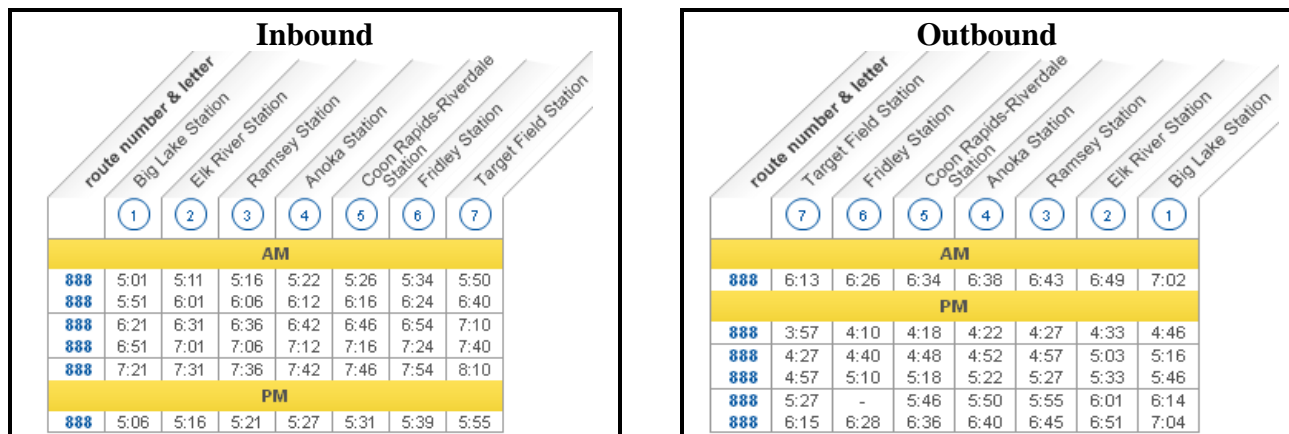
Station	Weekday		Weekend	
	Inbound	Outbound	Inbound	Outbound
Big Lake	360	290	200	200
Elk River	370	340	130	125
Ramsey	129	129	19	17
Anoka	250	250	90	85
Coon Rapids	250	230	120	115
Fridley	100	90	80	75

Source: NCD 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



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

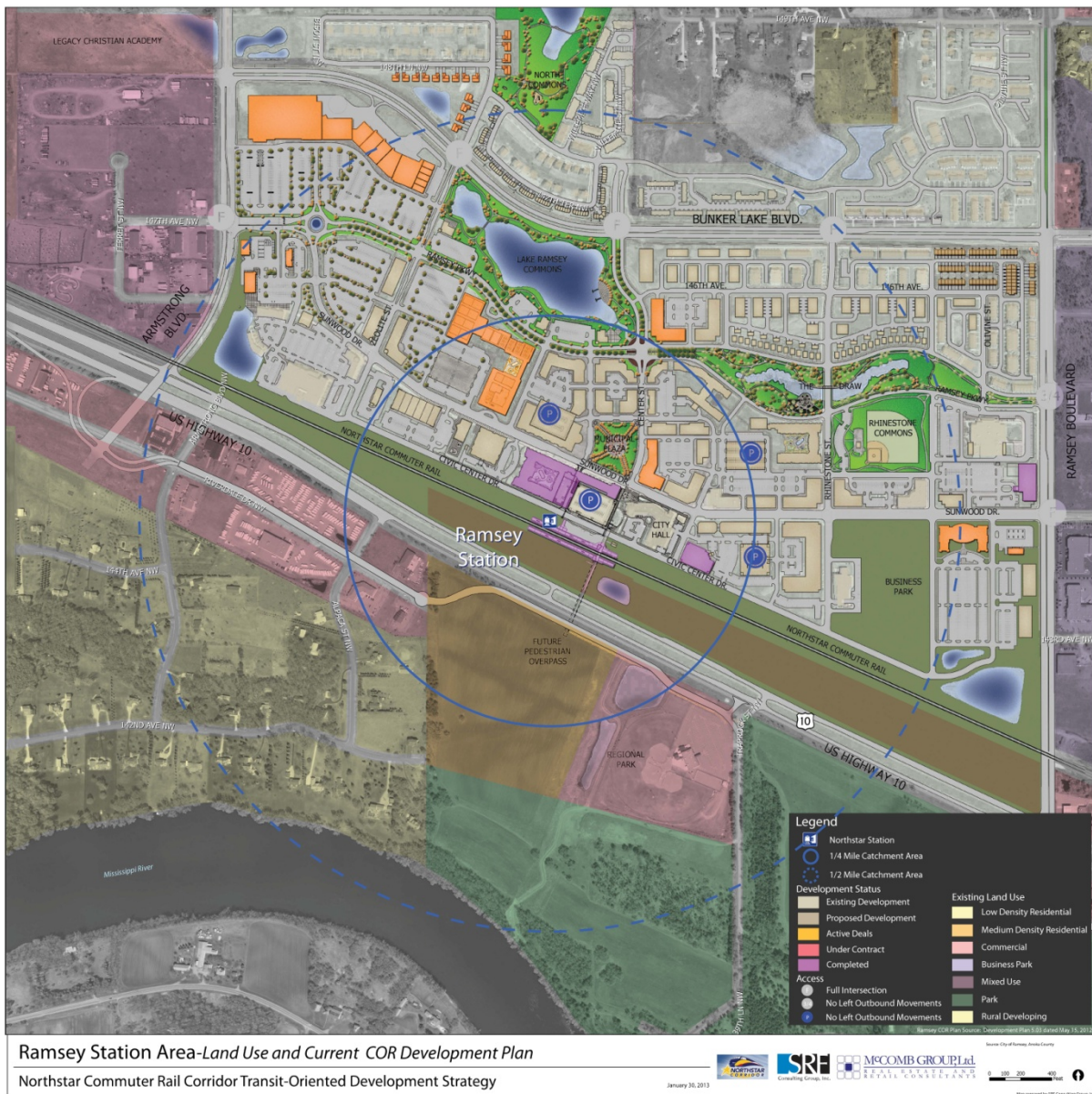
Location	Traffic Count
TH-10	
East of Ramsey Blvd	40,000
Between Ramsey and Armstrong Blvds	37,500
West of Armstrong Blvd	34,000
Ramsey Boulevard	
North of TH-10	7,000
Armstrong Boulevard	
North of TH-10	6,400
Sunwood Drive	
West of Ramsey Blvd	2,400

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 149th 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 Hovanian 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; Wisser 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**

<u>Trade Area / Year</u>	<u>Population</u>		<u>Households</u>	
	<u>Number</u>	<u>Rate of Change</u>	<u>Number</u>	<u>Rate of Change</u>
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

<u>Income Type / Year</u>	<u>Ramsey Station Draw Area</u>	<u>Northstar Corridor Draw Area</u>	<u>Seven- County Metro Area</u>
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**

Attainment	2000		2011 E		2016 E	
	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

Ethnicity	2000		2011 E		2016 E	
	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		2011 E		2016 E	
	Number	Percent	Number	Percent	Number	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

Ethnicity	2000		2011 E		2016 E	
	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	Median	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 & Garder	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	Median	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**

Category	2016	2020	Store Size		
			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	Supportable	Store Size		
	Sales Potential	Per Sq. Ft.	Square Feet	Low	Median	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	Supportable	Store Size		
	Sales Potential	Per Sq. Ft.	Square Feet	Low	Median	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	Supportable	Store Size		
	Sales Potential	Per Sq. Ft.	Square Feet	Low	Median	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	Supportable	Store Size		
	Sales Potential	Per Sq. Ft.	Square Feet	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	Median	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	Median	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 Service:						
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.

Meeting Date: 09/24/2013

Submitted For: Patrick Brama,

By:

Patrick Brama, Administrative Services

Information

Title:

Potential Future Business Park Land (Update Only)

Background:

In 2012, the Ramsey Economic Development Authority (EDA) and City Council identified a shortage existed in property available for development by businesses in Ramsey (outside of The COR). As a result, the Ramsey EDA and Council identified securing a future "Business Park" location as a strategic priority in early 2013.

Beginning in May 2013, the EDA began reviewing potential future Business Park locations. In August 2013, the Ramsey EDA crafted a recommendation to be considered first by the Planning Commission and subsequently the City Council. Before said case is brought before the City Council, the EDA would like to conduct and review a feasibility study. Additionally, the Planning Commission would like to conduct a public open house to gather input regarding potential future land use changes.

For reference purposes, attached to this case is the recommendation made by the EDA in August. Staff anticipates a detailed case (final product) to be brought to the City Council in January 2014. The purpose of this case is to update the Council on EDA efforts regarding a future Business Park; and for Staff to take general comments and guidance from the Council (no action required).

Observations:

BAttached to this case are three important documents:

- (1) Reference Map: Outlines which properties have been considered and reviewed by the EDA
- (2) Comparison Chart: Outlines detailed information regarding each potential future business park
- (3) EDA Recommendation: Outlines preliminary direction from the EDA

NOTE: due to location and economics, the EDA did not focus as much research time into properties #4, #5 and #6 (in comparison to #1, #2 and #3. This is reflected in the comparison chart.

Proposed Timeline:

09/24/13 CCWS Update
10/31/13 Engineering Estimations Complete
11/07/13 Planning Commission Review
11/14/13 EDA Review
12/2013 TBD date, Public Open House
01/02/14 Planning Commission Review of Public Open House; and final Recommendation
01/09/14 EDA Review of Public Open House; and final Recommendation
01/14/14 City Council receive EDA and Planning Commission Recommendations (update)
01/28/14 City Council take action

Funding Source:

Preparation of this case is being handled as part of regular Staff duties.

Staff Recommendation:

The **purpose of this case** is to update the Council on EDA efforts regarding a future Business Park; and for Staff to take general comments and guidance from the Council (no action required).

Action:

The **purpose of this case** is to update the Council on EDA efforts regarding a future Business Park; and for Staff to take general comments and guidance from the Council (no action required).

Attachments

MAP

Comparison Chart

EDA Recommendation 082013

Pearson Farm for Sale

Hageman Holdings ref map

MPCA Land ref map

Form Review

Inbox

Kurt Ulrich

Form Started By: Patrick Brama

Final Approval Date: 09/19/2013

Reviewed By

Kurt Ulrich

Date

09/19/2013 04:37 PM

Started On: 09/19/2013 02:53 PM

Pearson Family Farm North, 87.77 Acres

Willing to change

1,000 feet away

1,000 feet away

1

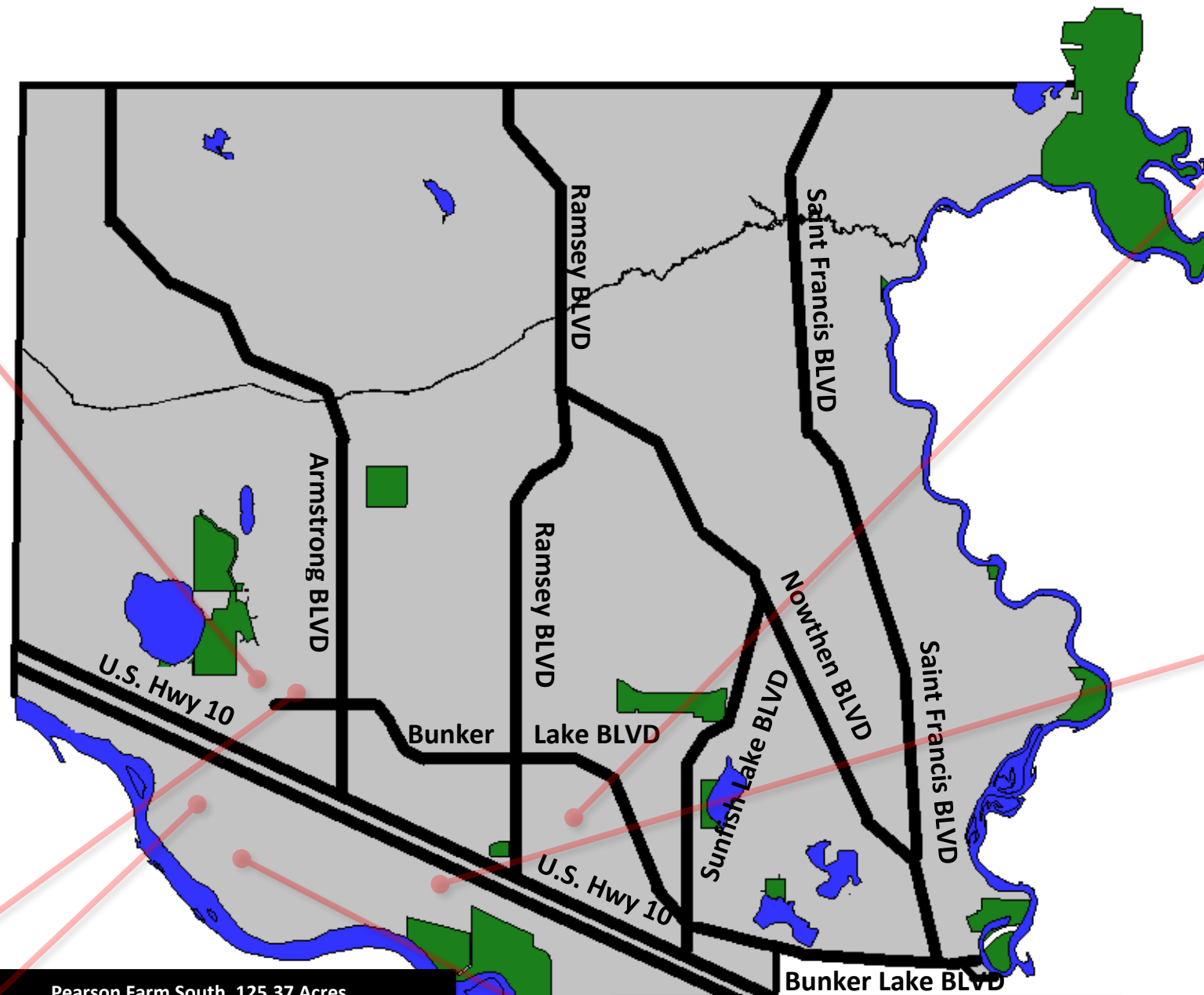
Z

\$

R

U

Zoning: Residential/Retail. Willing Seller. Utilities nearby and streets nearby



Minnesota Department of Health (Landfill), 70.01 Acres

Unwilling

3

Z

\$

R

U

Zoning: Residential/Retail. Not a willing seller. Utilities nearby and streets nearby. May be a silver lining (PW).

Jim Deal (Tooth Acres), 44.97 Acres

Uncertainty

6

Z

\$

R

U

Zoning: Retail. Willing Seller. Utilities nearby and streets nearby. Uncertainty about owner's ultimate goal (zoning).

Hageman Holdings LLC, 45.1 Acres

Willing to change

2

Z

\$

R

U

Zoning: Public, Residential & Retail. Selective seller. Utilities and streets nearby

Pearson Farm South, 125.37 Acres

Willing to change

>4,000 feet away

>4,000 feet away

4

Z

\$

R

U

Zoning: Public, Residential. Willing Seller.. Utilities and streets NOT nearby.

Nathe Trustee Joseph, 159.08 Acres

3,000 feet away

3,000 feet away

5

Z

\$

R

U

Zoning: Public, Residential. Willing Seller unknown. Utilities and streets NOT nearby.

- Z** Zoning: Proper Zoning in place today
- \$** Seller: Property owner interested in selling
- R** Road/Access: Proper road access in place
- U** Utilities: Proper sewer/water available

Property Owner	Location	Willing Seller	Zoning	Size/Land Price	Distance from Utilities/Road	Benefits	Drawbacks/Potential Issues
<p>1. Al Pearson North</p>	<p>This property is a greenfield site located on the north side of U.S. Highway 10 at the intersection of Bunker Lake Boulevard and Puma Street; between the Links at Northfork golf course and the Legacy Christian Academy.</p>	<p>Yes. Mr. Pearson is a willing seller that is interested in a partnership with the City. Mr. Pearson is willing to hold the land while the City markets and works with prospects.</p>	<p>Mix of residential and retail. Mr. Pearson has indicated he would be willing to rezone his property to allow for an Industrial Park.</p>	<p>90 acres of land. \$65,000 per acre or \$1.49 per square foot.</p>	<p>Bunker Lake Boulevard is located to the edge of this site. Puma (a temporary street) is located adjacent to this site. Utilities are located 1,000 feet from this site. It is estimated, the cost to pull utilities would range between \$500,000-\$800,000. The assignment of that cost would be a negotiation process; along with the initial funding.</p>	<ul style="list-style-type: none"> • Willing seller • Willing partner • Willing to change zoning • Utilities close by • Road close by • Large piece of land • Location <ul style="list-style-type: none"> ○ Access ○ Close to Hwy 10 ○ Far enough from Hwy 10 	<ul style="list-style-type: none"> • Uncertainty of Hageman Holdings (Bunker, Users) • Green Acres designation • Zoning change required. Potential concerns from the Links and the neighborhood to the NE.
<p>2. Hageman Holdings</p> <p><u>Background</u> Hageman Holdings owns 171.65 acres of land west of Armstrong Boulevard. The City did approve a Plat and site plan for a new campus for Legacy Christian Academy.</p> <p>Hageman Holdings has informed the City that it is no longer actively pursuing a campus for Legacy Christian Academy at this time, but still desires to develop a similar concept with a different user.</p> <p>Hageman Holdings is not willing to sell any of their property located on the north side of Bunker Lake Boulevard now, or in the near future (i.e. 2-4 years); as they still would like to see their site developed into a school campus.</p>	<p>The proposed Industrial Park portion (45 acres) of the larger Hageman Holdings property (171 acres) is located on the north side of Highway 10 west of Armstrong Boulevard; south of Bunker Lake Boulevard only.</p> <p>This site is located just south of the proposed Legacy Christian Academy.</p>	<p>Yes. Hageman Holdings has indicated <i>preliminary</i> interest in utilizing this land for an industrial park. However, no specifics or formal discussions have occurred. More information needed.</p>	<p>Retail. Hageman Holdings has preliminarily indicated they would be willing to rezone his property to allow for an Industrial Park. Follow up discussion needed.</p>	<p>45.1 acres of land. Price TBD. Estimation \$87,000-\$108,900 or \$2.00-2.50 per square foot</p>	<p>Utilities and roadway located adjacent to sight. However, per the development agreement for the Legacy Christian Academy project, any improvements to any site will trigger a mandatory expansion of Bunker Lake Boulevard the west of Armstrong Boulevard to Puma Street. This item needs to be discussed further. This would be a substantial cost (multi-million).</p>	<ul style="list-style-type: none"> • Willing seller (selective) • Willing partner (potentially) • Willing to change zoning • Utilities adjacent and nearly ready to go • Road adjacent • Location <ul style="list-style-type: none"> ○ Access ○ Close to Hwy 10 	<ul style="list-style-type: none"> • Selective seller • Development agreement/ requirements for Bunker Laker Boulevard--high cost. • For some businesses, too close to Hwy 10 • Relatively high cost per square foot • Zoning change required. Potential concerns from surrounding property owners. • Not a large piece of land (fair)
<p>3. MPCA Landfill</p> <p><u>Background</u> The MPCA controls about 270 acres of State owned land which encompasses a closed landfill in Ramsey. The MPCA regulates the closed landfill in Ramsey through Closed Landfill Program (CLP); which was granted authority from the 1994 Minnesota Landfill Clean-up Act (LCA).</p> <p>About sixty (60) acres of MPCA owned land is currently located in the E-1 Employment District on the north side of Sunwood Drive just east of Bunker Lake Boulevard.</p>	<p>The proposed industrial park portion (60 acres) of the larger MPCA owned land (270 acres) is located on the north side of Sunwood Drive just east of Bunker Lake Boulevard; on the south side of large closed landfill mound.</p>	<p>No. The MPCA showed strong initial opposition to allowing their land to be developed by the private sector (i.e. and industrial park) due to needs for managing risks associated with a closed landfill and for potential, future soil remediation. In addition, a major factor in the limited use of this site is the State bonding dollars that were used to acquire the site for the Closed Landfill Program. These acquisition dollars restrict the use to public use. Furthermore, the MPCA has stated that public use shall be also limited in scope due to the sensitive nature of the Closed Landfill. However, the MPCA did show an appetite to allow for a City owned public works campus. Staff is working with the MPCA now to provide a written response to confirm these assumption. In any scenario, it is likely this process will take several months to unfold.</p>	<p>Industrial. However, the MPCA wants the City to change the zoning designation to "closed landfill" and not allow private development.</p>	<p>Unknown</p>	<p>Adjacent to both road, sewer and water. Close to ready.</p>	<ul style="list-style-type: none"> • Utilities adjacent to site • Road adjacent to site • Proper zoning in place 	<ul style="list-style-type: none"> • Not a willing seller: <ul style="list-style-type: none"> ○ Owner wants to rezone to not allow for private development ○ Owner has various environmental restrictions on this parcel; including need for soil remediation. • Silver lining: may be an opportunity to use this site for the future public works campus; which would open up the 20 acre Bury & Carlson site for redevelopment; and put it back on the tax roles.

<i>Property Owner</i>	<i>Location</i>	<i>Willing Seller</i>	<i>Zoning</i>	<i>Size/Land Price</i>	<i>Distance from Utilities/Road</i>	<i>Benefits</i>	<i>Drawbacks/Potential Issues</i>
4. Al Pearson South	South side of U.S. Highway 10, west of the Armstrong Boulevard	Yes. However, it is likely the Al Pearson owned land on the north side of Highway 10 is much more cost effective.	Mixed.	125.37 acres. \$65,000 per acre.	Well over 4,000 feet from the site.	<ul style="list-style-type: none"> • Willing seller • Willing partner • Willing to change zoning • Large piece of land • Location 	<ul style="list-style-type: none"> • Significant cost to get utilities to the site. • Significant cost to get road access to the site. • Zoning change required. Potential concerns from surrounding property owners.
5. Joseph Nathe	South side of U.S. Highway 10, west of the Armstrong Boulevard; just southwest of Shorewood RV extending to the Mississippi River.	Unknown.	Mixed.	159.08 acres. Price unknown.	About 3,000 feet from the site.	<ul style="list-style-type: none"> • Large piece of land • Location (on the north side) 	<ul style="list-style-type: none"> • Significant cost to get utilities to the site. • Significant cost to get road access to the site. • Much of this site is ideal for residential development; due to its proximity to the Mississippi River (south side). • Zoning change required. Potential concerns from surrounding property owners.
6. Jim Deal	South side of U.S. Highway 10, east of Armstrong Boulevard; along the new extension of Riverdale Drive.	Yes. However, the owner's long term vision for the parcels (i.e. desired zoning) is not definitive.	B2 Highway Business District (retail). PSD has expressed interest in also marketing this site as an industrial park.	44.97 acres.	Adjacent to both road, sewer and water. Close to ready.	<ul style="list-style-type: none"> • Willing seller, Professional Developer • Location • Utilities adjacent to site • Road adjacent to site • This site is the closest to being "shovel ready" of all sites considered. 	<ul style="list-style-type: none"> • Zoning change required. Potential concerns from surrounding property owners. • Low amount of space; in comparison to other alternatives • Property owner is unsure which type of user they would like to see on these parcels (retail/ industrial); and has already changed the zoning recently. Until there is a clear vision from the property owner, Staff recommends putting this option on the back burner.

EDA Recommendation: August 08, 2013

(1) Pursue the Pearson Properties Site (north) as the primary industrial park for Ramsey

--Engage surrounding property owners regarding a potential zoning change (open house/public input); before submitting an application for a Comprehensive Plan and Zoning Amendment.

--Develop feasibility study, utilizing the City's Engineering Department, for full build out of an industrial park (projected revenues and expenditures)

Upon completion & EDA confirmation (later date)

--Direct staff to pursue shovel ready certification

--Direct staff to develop a memorandum of understanding with AL Pearson regarding the development of his property into an industrial park

(2) Continue to discuss the Hageman Holdings property

--Further understand implications of the required completion of Bunker Lake Boulevard.

--Further understand implications of previous assessments

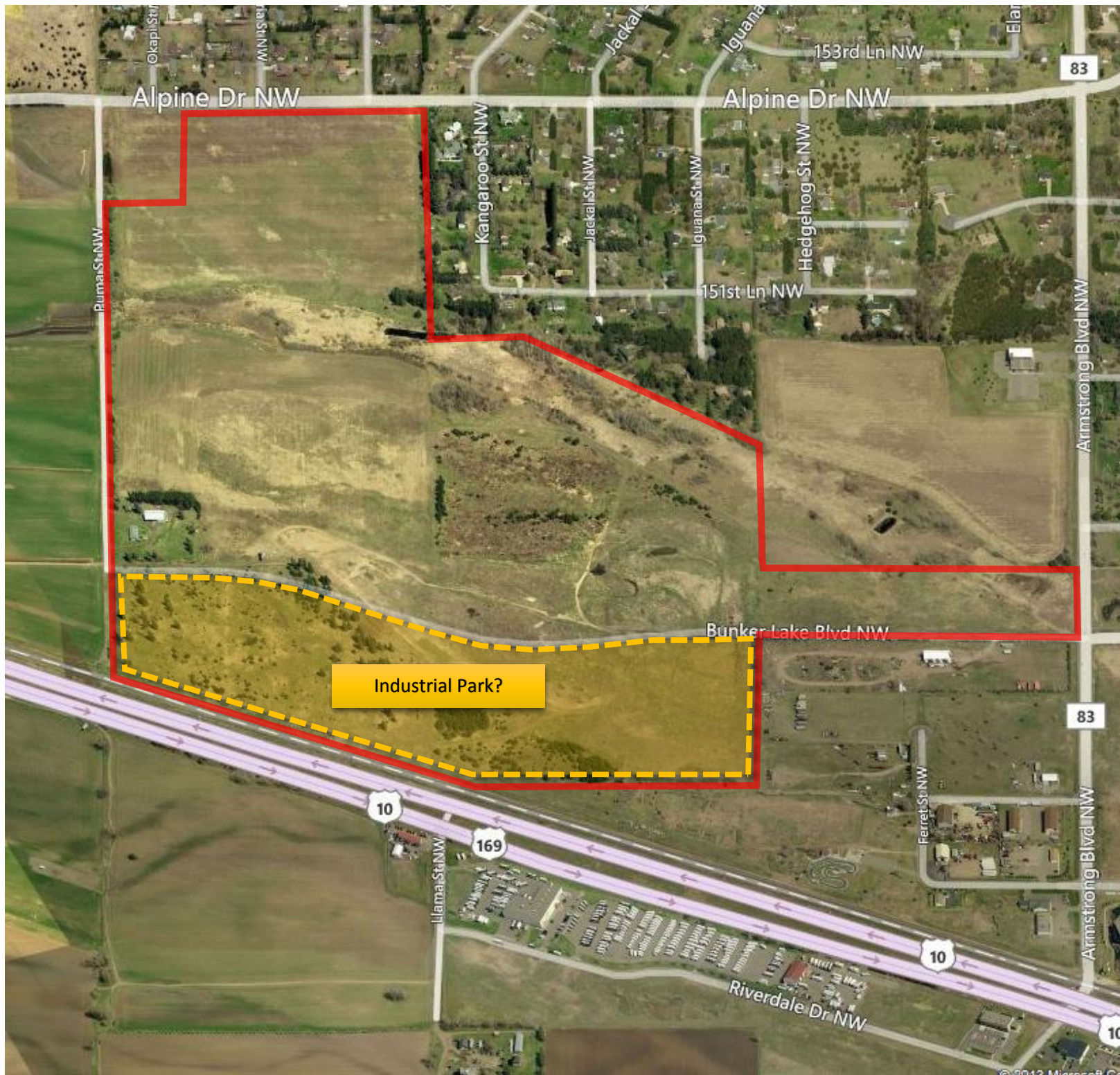
--Attain asking price

--Further understand which type of users would be allowed

(3) Continue to discuss acceptable land uses with the MPCA on the Closed Landfill property

--The likely scenario would include a public use (i.e. public works campus); which would free up tax exempt land in the existing industrial park. This discussion will likely take several months to unfold.

(4-6) Continue to monitor these potential future industrial park sites; however, do not actively pursue additional information.



Industrial Park?

83

83

10

169

10

10

CLP Methane Area of Concern: ANOKA MUNICIPAL REGIONAL LANDFILL



Minnesota Pollution Control Agency

Site Contacts

Land Manager: Jean Hanson

Engineer: Peter Tiffany

Hydrogeologist: Ingrid Verhagen

Site Features



Gas Probe



Waste Footprint



Land Management Area
Designates the property that is under the responsibility and control of the MPCA.



Methane Area of Concern
Area surrounding the landfill that may be impacted by subsurface migration of methane gas.



Created Feb 14, 2011 by CLP Engineer Peter Tiffany

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