Northstar Rail Corridor Post-Pandemic Study

Appendix A: Corridor History and Existing Conditions Technical Report

FINAL

Metropolitan Council

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Planning Context

Planning Context and Expectations

Purpose and Need

The Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS) documents for the Northstar Corridor identify five primary concerns that the project was formed to address:

- Imbalance between travel demand and travel supply
- Lack of multimodal transportation choices
- Coordination between transportation investments and land use development
- Lack of corridor-wide transit services
- Lack of non-motorized facilities

Following these concerns, the FEIS further established four principal goals for the project:

- Improve mobility and safety within the corridor
- Minimize adverse environmental impacts and foster positive environmental excellence
- Encourage transportation-supportive land use development patterns
- Provide a cost-effective and efficient transportation system

Planning Context and History

Original Studies and EIS

As initially studied, the Northstar Corridor comprises the area roughly extending from downtown Minneapolis through the northern suburbs of Hennepin and Anoka Counties and including the cities of Elk River and Big Lake in Sherburne County. The commuter line operates along the Burlington Northern Santa Fe (BNSF) Railway's mainline tracks running north/east of and roughly parallel to the Mississippi River.

Examination of commuter rail in the Twin Cities began in 1997, with the initiation of the Twin Cities Commuter Rail Feasibility Study. The study was conducted in two phases, with reports published in January 1998 and January 1999, respectively. The Northstar Corridor was included in this study.

In May 1998, the Northstar Corridor Development Authority (NCDA) undertook a Major Investment Study (MIS) to identify transportation solutions to meet future transportation needs in the Northstar Corridor. This study concluded that commuter rail service in the corridor was feasible and identified commuter rail as part of the Locally Preferred Transportation Investment Strategy (LPTIS), along with expanded feeder bus service, roadway improvements, river crossings, Intelligent Transportation Systems (ITS) initiatives, and bicycle and pedestrian improvements.

The Northstar Corridor DEIS, which evaluated potential transportation alternatives for the Northstar Corridor, was published in October 2000. As a result of actions taken through the Federal Transit Administration's (FTA) Advanced Corridor Planning Process and comments received on the DEIS, a supplemental environmental information document to the DEIS was distributed in January 2001 that evaluated the impacts of a proposed Northeast Minneapolis Station at 7th Street Northeast. Based on the analysis documented in the DEIS, supportive technical reports, and issues raised throughout the study's public involvement process, the commuter rail alternative with modifications (principally the limiting of the corridor to Big Lake Station along with slight changes to station locations) emerged as the preferred alternative and was evaluated in the FEIS published in March 2002. A Record of Decision (ROD) was issued by the FTA in December 2002 for the full system from downtown Minneapolis to the city of Rice north of Saint Cloud(approximately 81.8 miles), along with a state environmental adequacy determination issued by the Minnesota Department of Transportation (MnDOT).

After the issuance of the ROD for the Northstar Corridor in 2002, project partners made substantial changes to the preferred alternative to allow for a more cost-effective system. Foremost among these changes was the decision to limit the planned rail line to a defined Minimum Operable Segment (MOS) between downtown Minneapolis and Big Lake. This decision was made based on funding availability, transportation system user benefits, projected ridership, and cost-effectiveness. The Northstar Commuter rail line opened in 2009 along this this shortened segment of 40 miles.

Commuter Bus Service

Following the release of the DEIS in 2000, MnDOT and the NCDA initiated commuter bus service that demonstrated the viability of transit service in the Northstar Corridor. Northstar commuter coaches were operated by the NCDA and stopped during peak hours at existing park-and-ride lots at what would become the Elk River and Coon Rapids-Riverdale Stations and at the 5th Street transit station in downtown Minneapolis. The Northstar commuter bus stations at Big Lake, Elk River, and Coon Rapids were built as separate projects from and before Northstar Commuter Rail. Because these projects were programmed for or under construction, they were considered part of the no-build alternative in the FEIS. Several express bus routes served the northern suburbs prior to Northstar, including routes 850 and 852 from Anoka, route 851 from Coon Rapids, and route 856 from Ramsey. Routes 850 and 852 continue to operate today, while routes 851 and 856 were discontinued after the start of rail service.

Northstar Before-and-After Study (2013)

As required by the Federal Transit Administration a before-and-after study, funded jointly by Metro Transit and MnDOT, assessed the observed ridership and impacts of the opened Northstar line against the corridor's original expectations. Project ridership fell slightly below the original forecasts, with possible factors including longer travel times than anticipated and a decrease in overall economic activity during the 2008 recession. However, strategic changes to the fare structure yielded better results and ridership was in a state of continued growth at the time of the study's publication. The study also identified circulation and last-mile connections in downtown Minneapolis as an important consideration, but also noted high overall rider satisfaction with the quality of Northstar service.

Northstar Extension Feasibility Study (2020)

In 2020, at the direction of the Minnesota State Legislature, MnDOT conducted an assessment of the feasibility of extending the Northstar line to St. Cloud per original corridor concepts. The primary objective of this feasibility assessment was to provide decision makers with estimated capital, operating, and maintenance costs for a range of alternatives that would extend Northstar service to St. Cloud. All service alternatives were determined to be operationally feasible by the BNSF. Ridership forecasting was not conducted in this study but identified a number of possible service alternatives that could feasibly operate under BNSF-suggested time slots to minimize impacts to existing and future freight rail operations. These passenger rail service alternatives are described later in this document.

Downtown Minneapolis Council 2025 Plan

In 2011, the Downtown Minneapolis Council finalized *Intersection.2025*, a comprehensive vision plan for the continued vitality and development of downtown Minneapolis through 10 major objectives including a doubling of the downtown's residential population and a variety of efforts to make downtown Minneapolis a vibrant and popular destination for workers and residents. Crucial to the plan was substantive investment in transit options serving downtown, especially the Transportation Interchange project to serve as a major transfer point between the Target Field Northstar and LRT stations. *Intersection.2025* called for the development of the interchange into a multimodal hub hosting local, regional, and intercity transportation options integrated into downtown Minneapolis with transit circulators and easy access to major event destinations such as Target Center and the proposed Gateway Park redevelopment. The plan also called more generally for a shift away from auto-oriented infrastructure such as surface parking in favor of a transit-oriented development commuter model.

Thrive MSP 2040 – Transportation Policy Plan

Every 10 years, the Metropolitan Council conducts major updates to its Transportation Policy Plan (TPP) to support and align with the overarching policies, goals, and preferred outcomes outlined in the regional comprehensive development guide currently entitled "Thrive MSP 2040." The Council's most recent major transportation plan update, the 2040 Transportation Policy Plan, was adopted in

2015 and included an increased emphasis on equity and sustainability when considering future transportation investments. Improvements to the Northstar Commuter rail line were not included in the plan's increased revenue scenarios, but a greater focus on providing transit-oriented development around transit stations, including Northstar stations, was identified as a major component of the 2040 plan.

Among the concerns outlined in a 2020 update to the 2040 TPP was the impact of the COVID-19 pandemic on traditional transportation patterns and its conceivable effects on the future of regional mobility needs. While the most recent update to the original 2040 plan did not explicitly take these into account, it did discover a need to better understand these impacts for future transportation plans. Specifically noted in these updates was the significant decline in daily Northstar ridership beginning with the onset of the pandemic in early 2020.

Alternatives Previously Studied

Alternatives previously studied are summarized in Table 1 and Table 2 below.

Table 1: Alternatives Previously Studied (Draft and Final EIS)

Alternative	Termini	No. of Stations	Route Length	Trains per Day per Direction*
Locally Preferred Alternative (LPA)	Rice Station	9	81.8 Miles	6
Minimum Operating Segment (MOS)	Big Lake Station	6	40.1 Miles	6

Table 2: Alternatives Previously Studied (Draft and Final EIS)

Alternative	Termini	No. of Stations	Route Length	Trains per Day per Direction*
Minimum Service Alternative	Saint Cloud	8	67.1 Miles	6 + 1
Minimum Bi-Directional Alternative	Saint Cloud	8	67.1 Miles	6 + 2
Express Service Alternative	Saint Cloud	2	67.1 Miles	6 + 2
Bi-Directional Service Alternative	Saint Cloud	8	67.1 Miles	6 + 4

* Note: All alternatives studied in the Feasibility Assessment assumed a parallel continuation of rail service from Big Lake to Target Field at the pre-pandemic (i.e., 2019) service level. The number of trains per day per direction is listed for commuter rail service first (6 trips) followed by the number of intercity trips operated to and from Saint Cloud (1 to 4 trips). Number of stations served applies only to the intercity trips.

Northstar's Historic Performance

To better understand Northstar's performance from its opening in 2009 to present, Northstar's Annual Regional Park & Ride System Reports, the Annual Northstar Corridor Commuter Bus Reports and actual ridership data from 2009-2019 and 2020-2022 were reviewed in comparison to the original ridership forecasts. The following performance measures were applied to establish the basis for evaluating future service modifications to Northstar:

- Weekday, weekend, and special event ridership
- Trip origin/destination and purpose by rider demographics

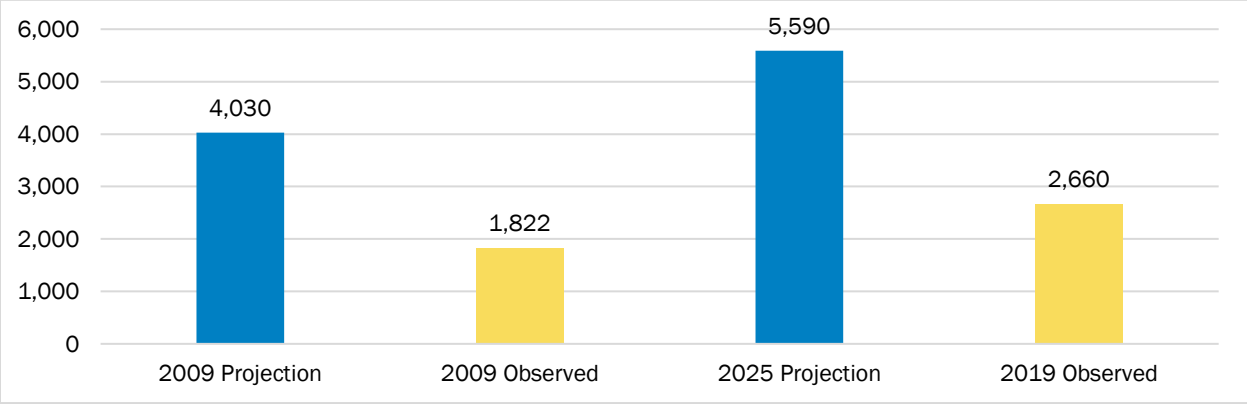
Forthcoming analysis in this section will be added once the relevant financial data is received from Metro Transit. Data are expected to include the following:

- Existing operating costs
- Average fare revenue by weekday, weekend, and per service trip
- Total and per passenger operations subsidies

Forecasted and Observed Ridership

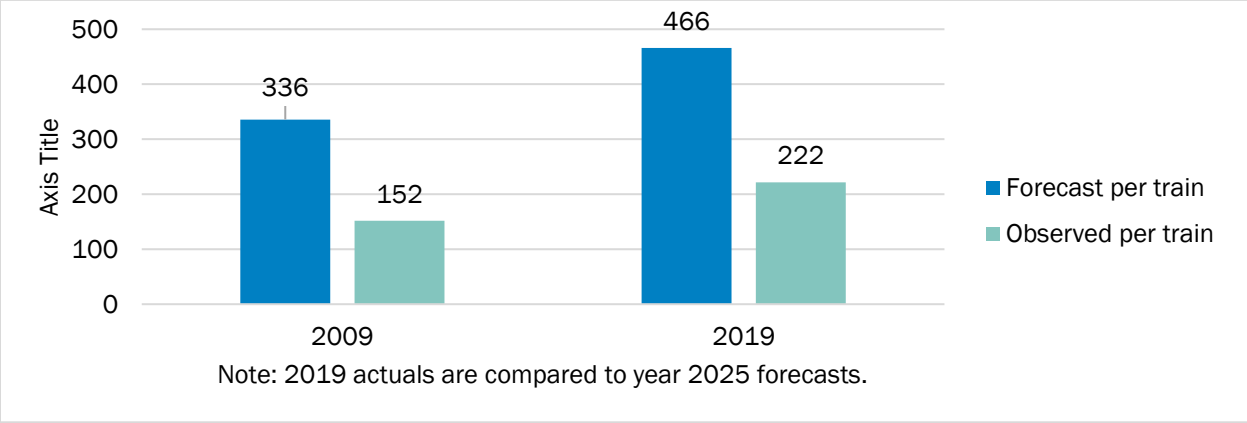
The Northstar FEIS projected about 4,000 average weekday boardings for its opening year of 2009, higher than the 1,800 average observed for that period. A principal reason for this difference is that the service plan assumed in the original forecasts was changed substantially before the line opened, including a reduction from 18 to 12 trains per day. No forecasts were conducted using this revised service plan, making it difficult to accurately assess system performance against expectations. Figure 1 shows forecasted and observed ridership figures for 2009 and 2025 (compared to 2019 to represent pre-pandemic peak). To normalize these values, ridership values were divided by the number of trains operating each day. Ridership by train is shown in Figure 2.

Figure 1. Forecasted and Observed Average Weekday Ridership



Note: 2009 and 2019 observed week day averages include weekday special event service.

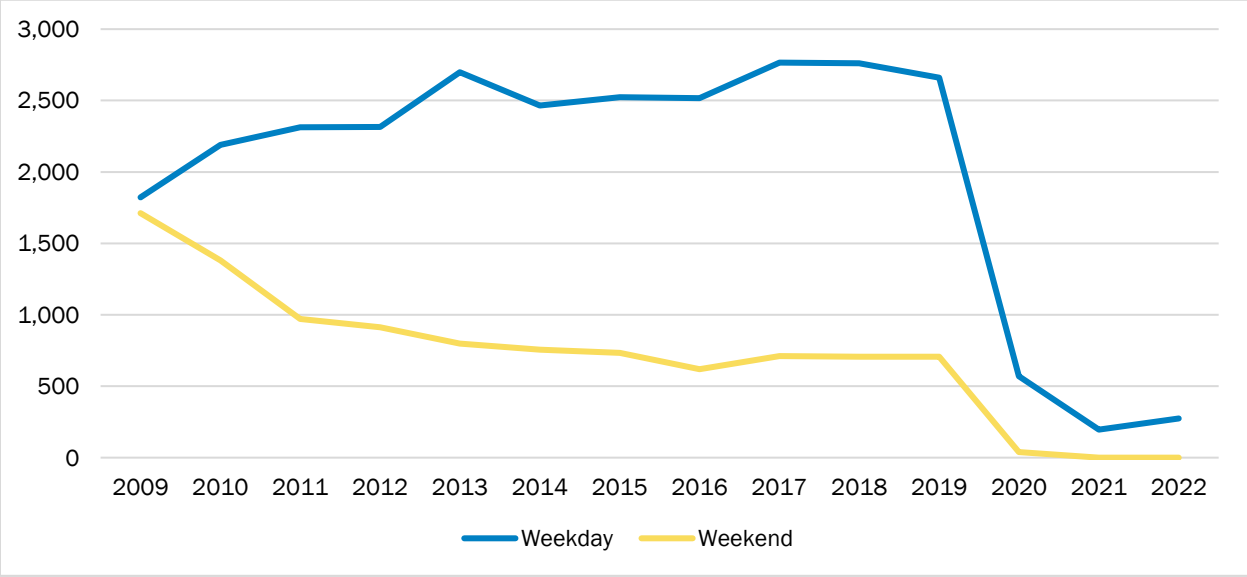
Figure 2: Forecast and Observed Passengers per Train, 2009 and 2019



Weekday, Weekend, and Special Event Ridership

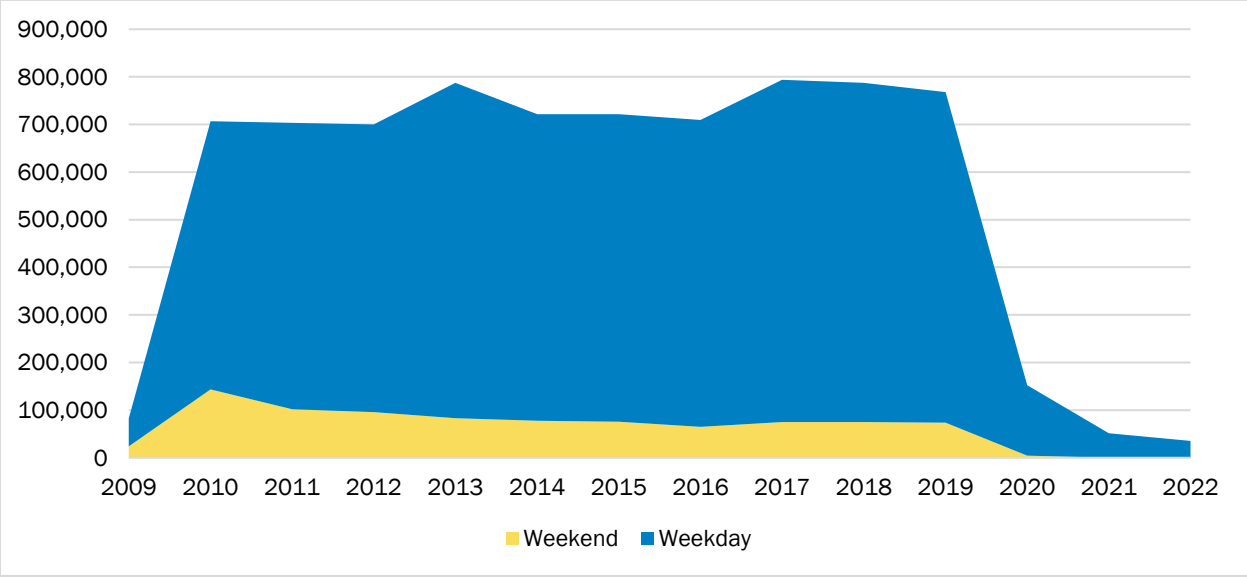
Since opening day, Northstar ridership followed a varied though generally increasing pattern through 2019, but then fell substantially starting in 2020 due to the COVID-19 pandemic. Growth primarily occurred in weekday ridership, with an average of 2,660 in 2019. Weekend ridership declined in the early years of the corridor but leveled out in 2016 until weekend service was eliminated in 2020 (Figure 3). Weekday ridership makes up a considerable majority of annual total ridership, which has varied between 700,000 and 800,000 rides since 2010 (Figure 4).

Figure 3. Average Daily Ridership by Schedule



Note: Observed weekday and weekend averages include special event service.

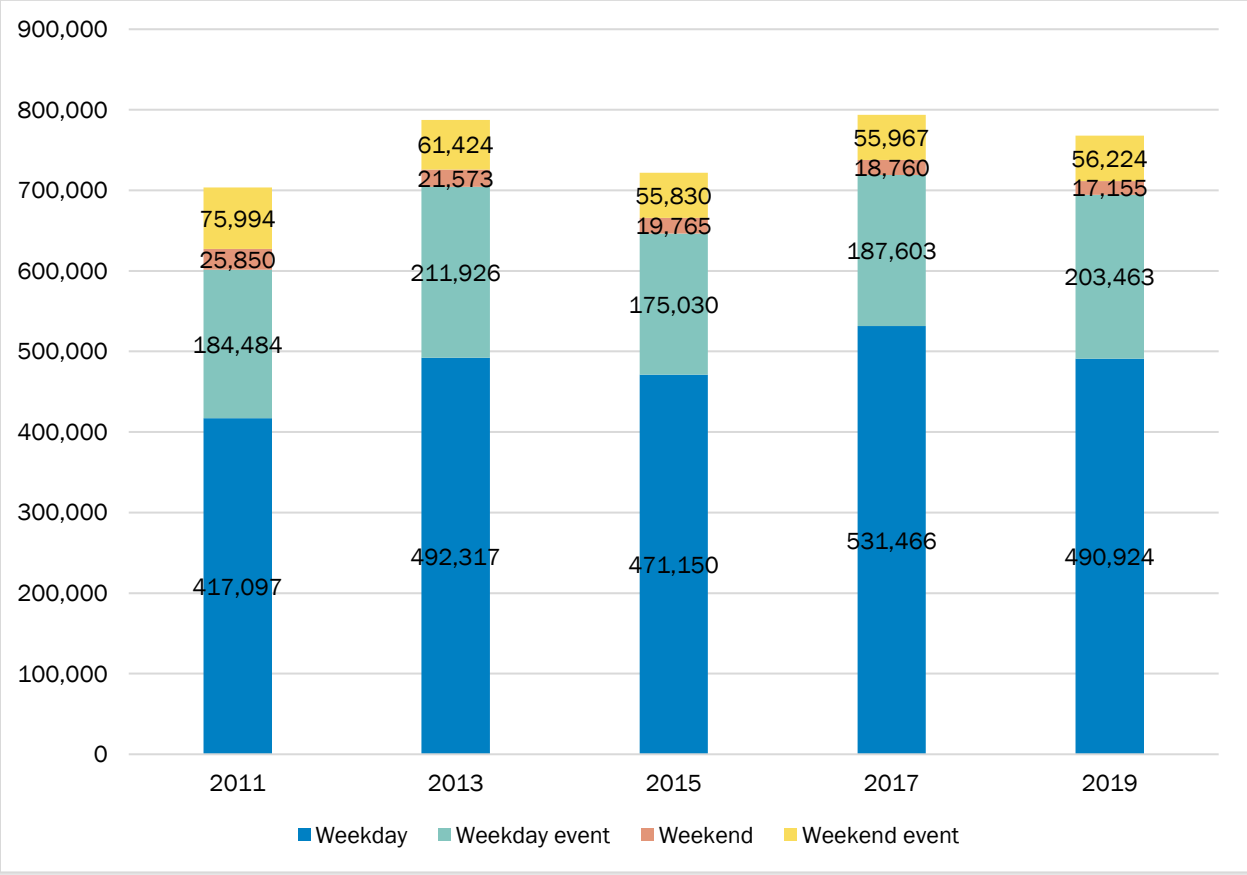
Figure 4. Total Annual Ridership by Schedule



Note: Observed weekday and weekend totals include special event service.

A significant portion of Northstar ridership takes place on days with special events such as professional sports games, concerts, and holidays. Event day rides comprise 31 to 37 percent of total annual boardings (Figure 5) and have trended upwards since 2015 (excluding 2020-2022 due to pandemic).

Figure 5. Total Annual Boardings by Day Type Prior to Pandemic



Note: Event day ridership data only available for odd-numbered years.

In order to discern the proportion of event day rides that are induced by the event itself, Figure 6 compares average daily ridership based on event status and schedules for 2019 and 2022. Events on weekdays add around 1,000 extra rides compared to non-event weekday ridership. Weekend ridership is significantly higher on event days, with an additional 1,400 rides compared to non-event weekends. The most recent estimates for 2022 weekday ridership comprise approximately 11 percent of 2019's weekday average, although ridership is gradually recovering from early pandemic levels.

Event day ridership does not vary considerably between event types, as shown in Figure 7. Event day ridership also does not vary considerably between events at Target Field and those at U.S. Bank, despite the extra distance required to access the latter.

Figure 6. Average Daily Rides 2019 vs. 2022

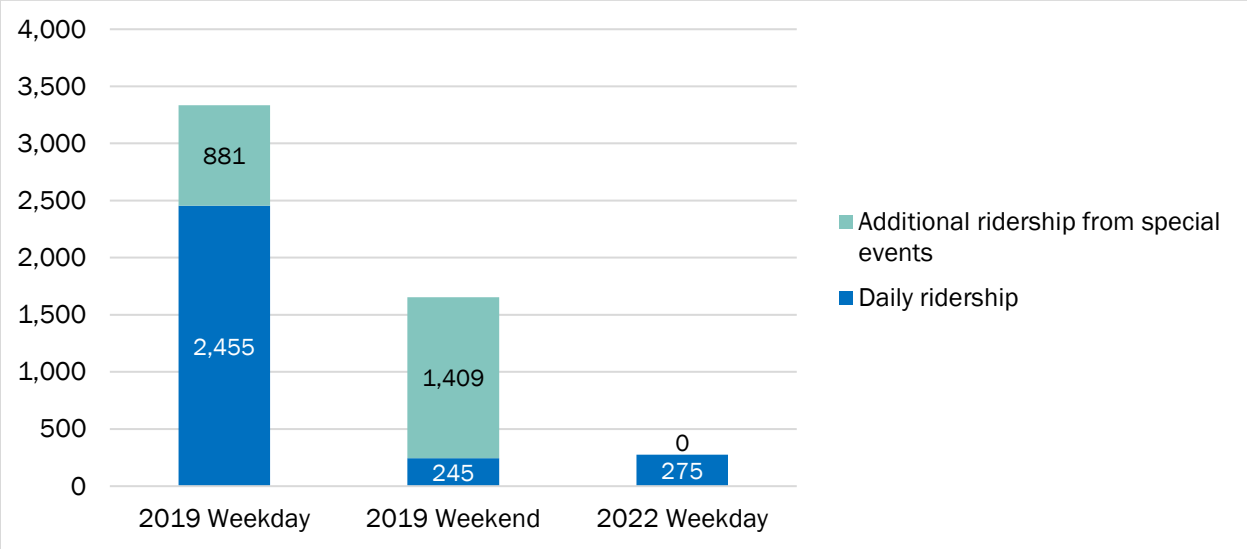
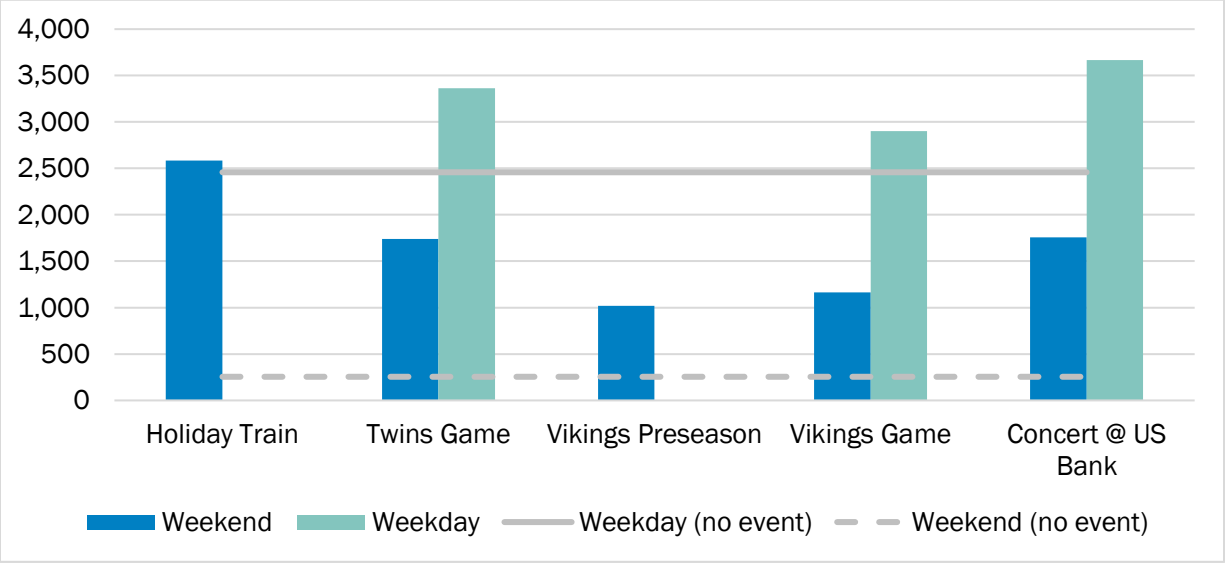


Figure 7. Average Event Day Ridership by Event Type (2019)



Trip Origin/Destination and Purpose by Rider Demographics

Metro Transit's 2016 On-Board Survey (OBS) offers a breakdown of Northstar riders by demographic and trip characteristics. Figure 8 shows unlinked Northstar trips by race, household vehicle availability, trip purpose, and trip access mode. Riders were significantly likely to be white and to have at least 1 car available in their household. 85 percent of trips on Northstar were home-based-work (HBW) trips, compared to 14 percent of home-based-other (HBO) and 1 percent of non-home-based (NHB). 81 percent of riders access Northstar used park-and-rides, while 12percent were driven to and dropped off at stations (kiss-and-ride); only about seven percent of Northstar riders walked or biked to stations. All these characteristics generally reflect the travel demand niche served by commuter rail as predominantly a peak-hour service to a central business district.

Figure 8. Ridership Demographics from 2016 On-Board Survey Data

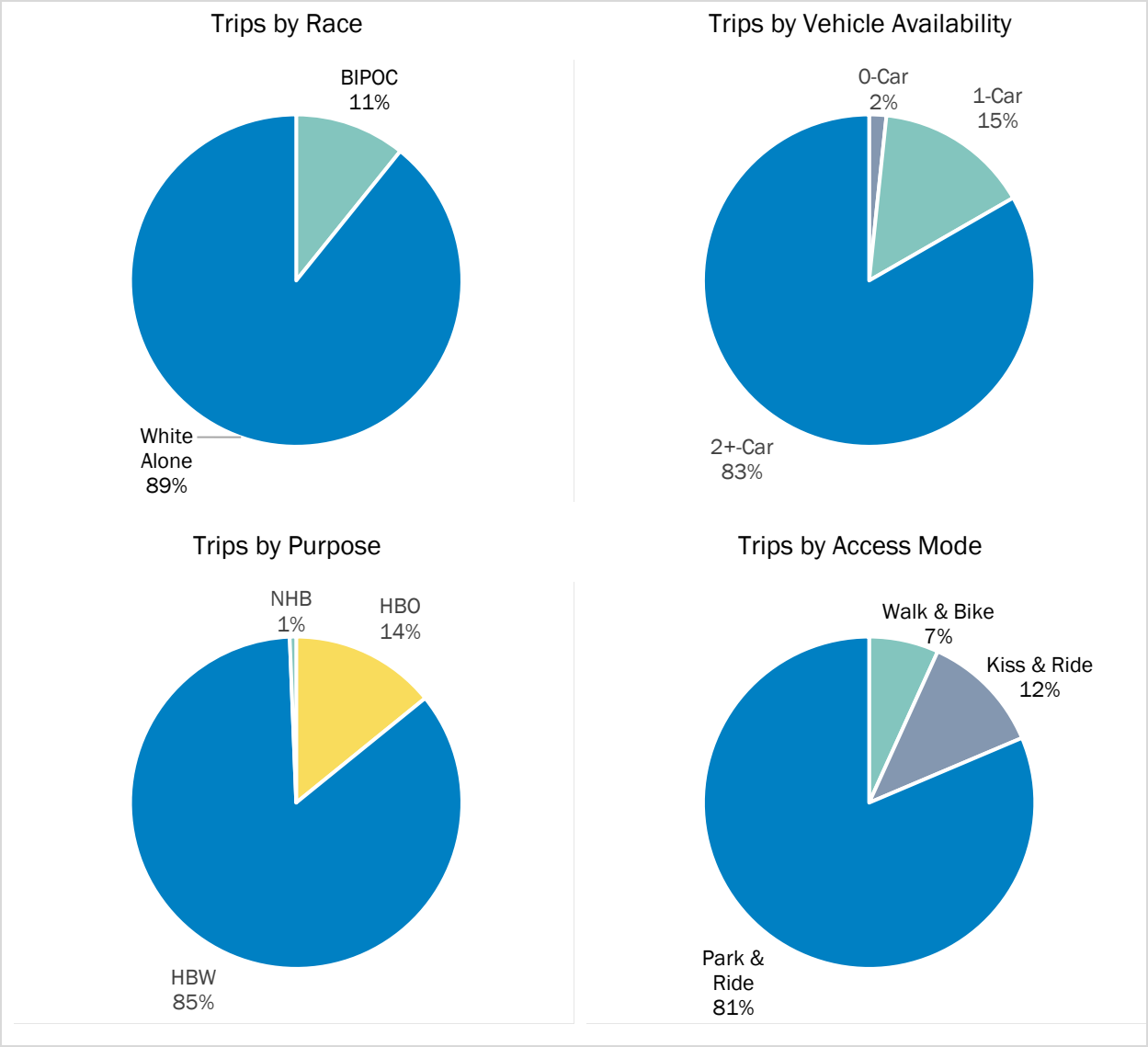


Figure 9 compares Northstar trips ending in versus outside of downtown Minneapolis by trip purpose. Home-based-work trips almost entirely comprised trips ending in downtown, while home-based-other and non-home-based trips were more likely to terminate outside of the CBD. Figure 10 compares trip destinations based on household vehicle availability. While destinations are well distributed between categories, riders from zero-car households were more likely to terminate outside of downtown.

Figure 9. Trip Destinations by Trip Purpose (2016)

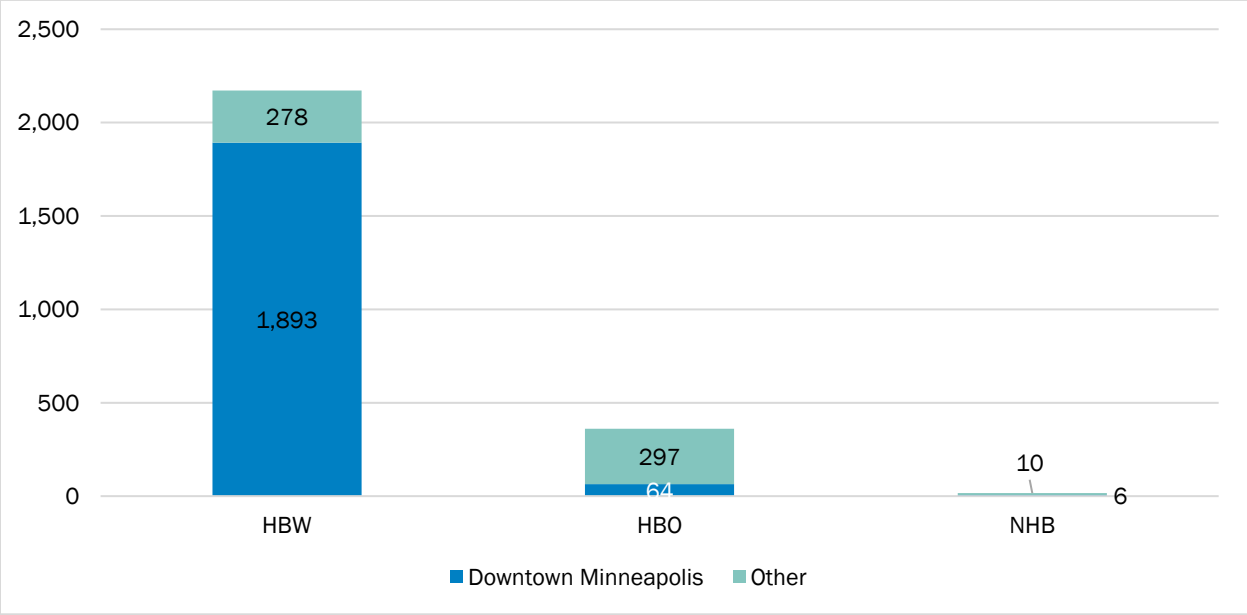
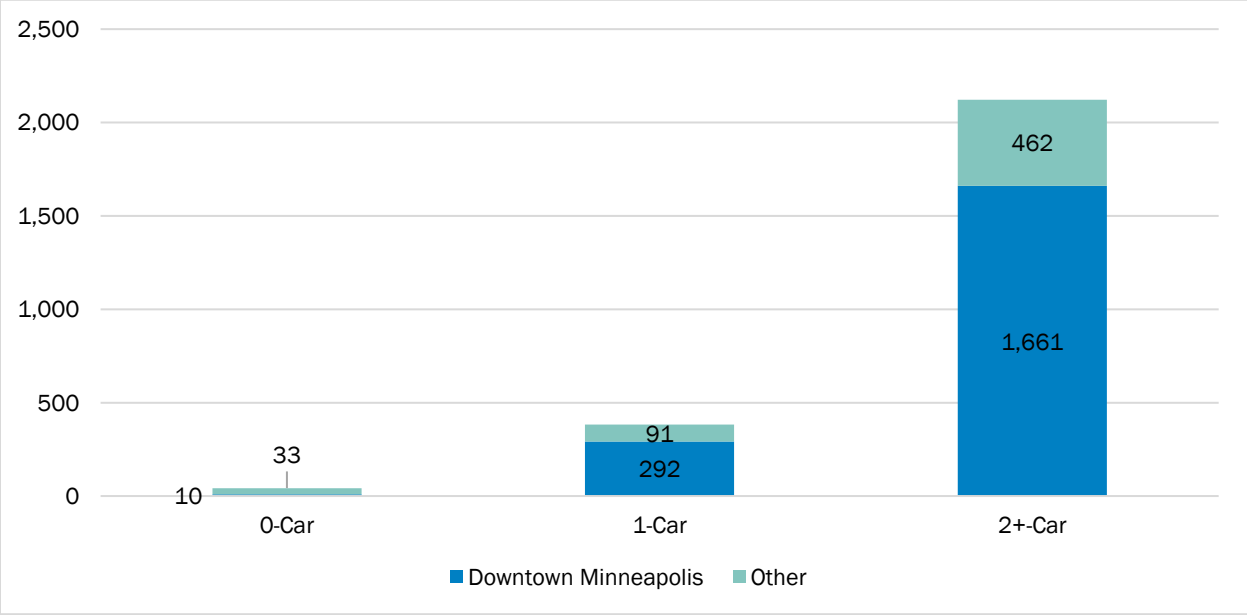


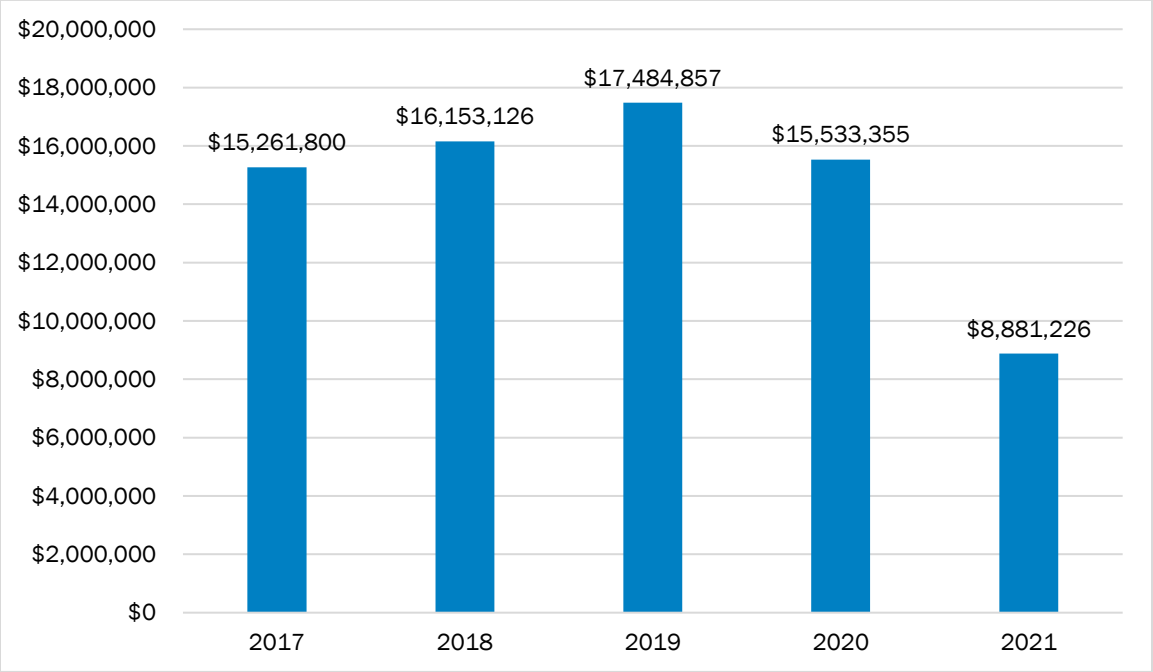
Figure 10. Trip Destinations by Household Vehicle Availability (2016)



Existing Operating Costs

Figure 11 shows the five-year trend of Northstar operating expenses from 2017 through 2021. Operating costs remained similar for the first four years due to minimal change in service schedule. Costs fell in 2021 as Northstar service was reduced considerably in response to low pandemic ridership.

Figure 11. Northstar Operating Expenses 2017-2021



Fare Revenue

Figure 12 shows the five-year trend of total Northstar fare revenue from 2017 to 2021. Fare revenue remained similar between 2017 and 2019 but fell sharply at the beginning of the pandemic in 2020 and continuing to decline after pandemic service reduction in 2021.

Figure 12. Northstar Total Fare Revenue 2017-2021

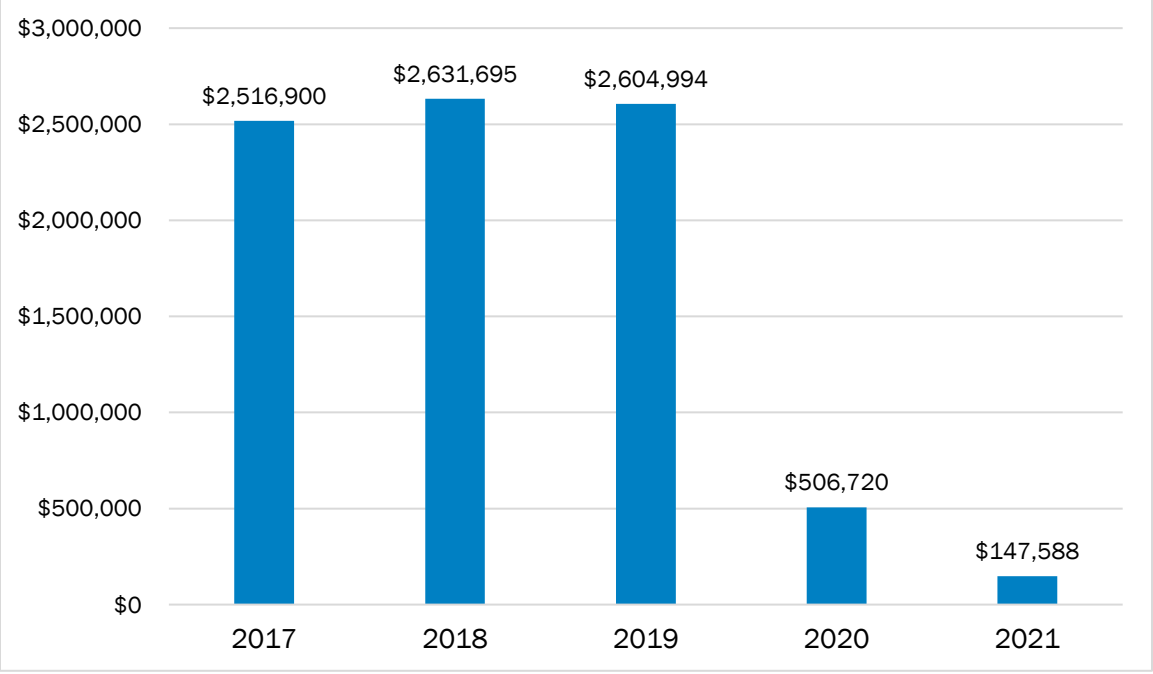
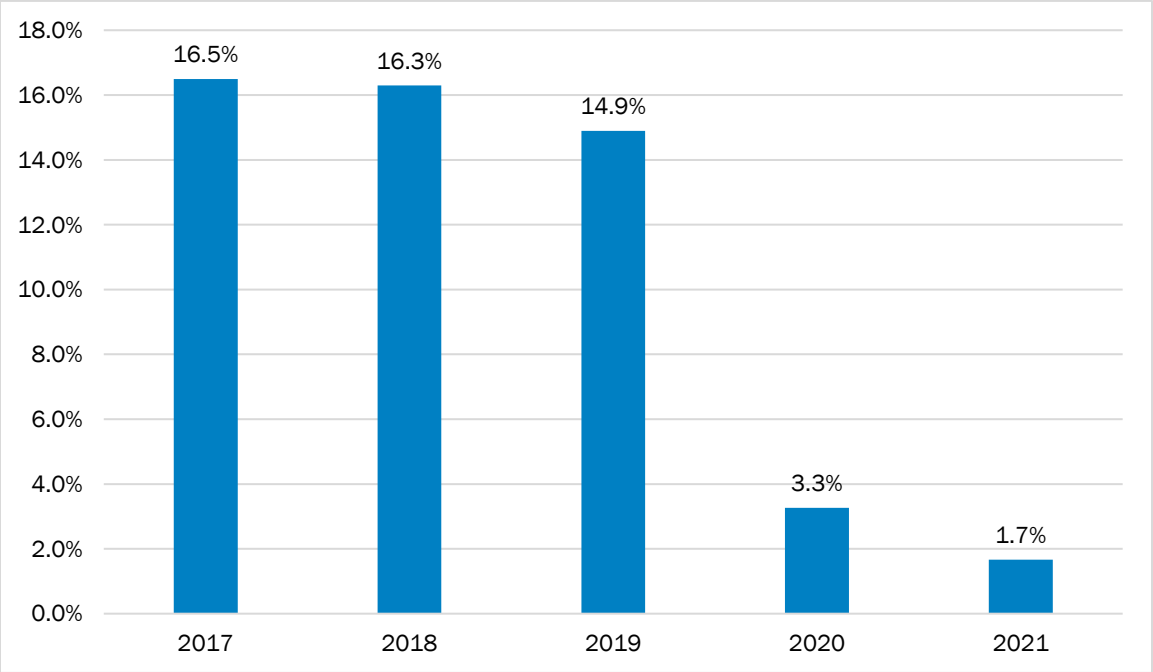


Figure 13 shows the five-year trend of total Northstar farebox recovery from 2017 to 2021. Farebox recovery trended slightly downwards from 2017 to 2019 but fell sharply from the start of the pandemic in 2020, continuing to fall in 2021 after service reductions.

Figure 13. Northstar Farebox Recovery 2017-2021



Total and Per-Passenger Subsidies

Figure 14 shows the five-year trend of total Northstar fare revenue and subsidy from 2017 to 2021. Total subsidy increased during the pandemic to almost 99% of Northstar's operating revenue. Figure 15 shows the per-passenger subsidy from 2017 to 2021, showing considerable growth from $16 in 2017 to $173 in 2021.

Figure 14. Northstar Total Fare Revenue v. Subsidy 2017-2021

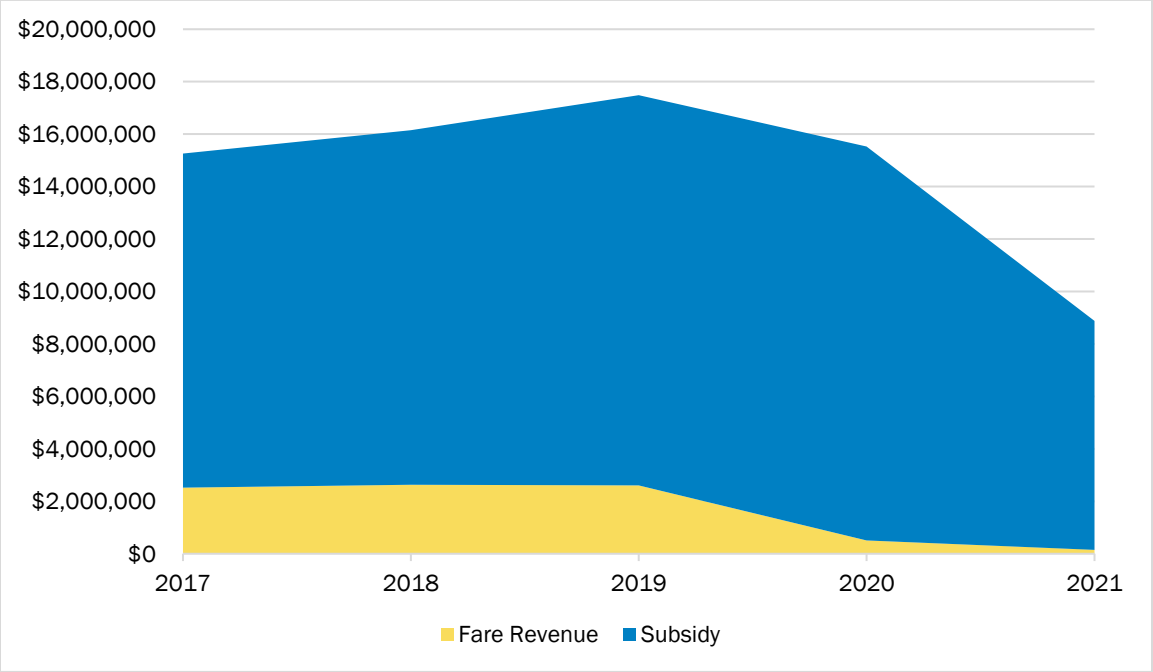
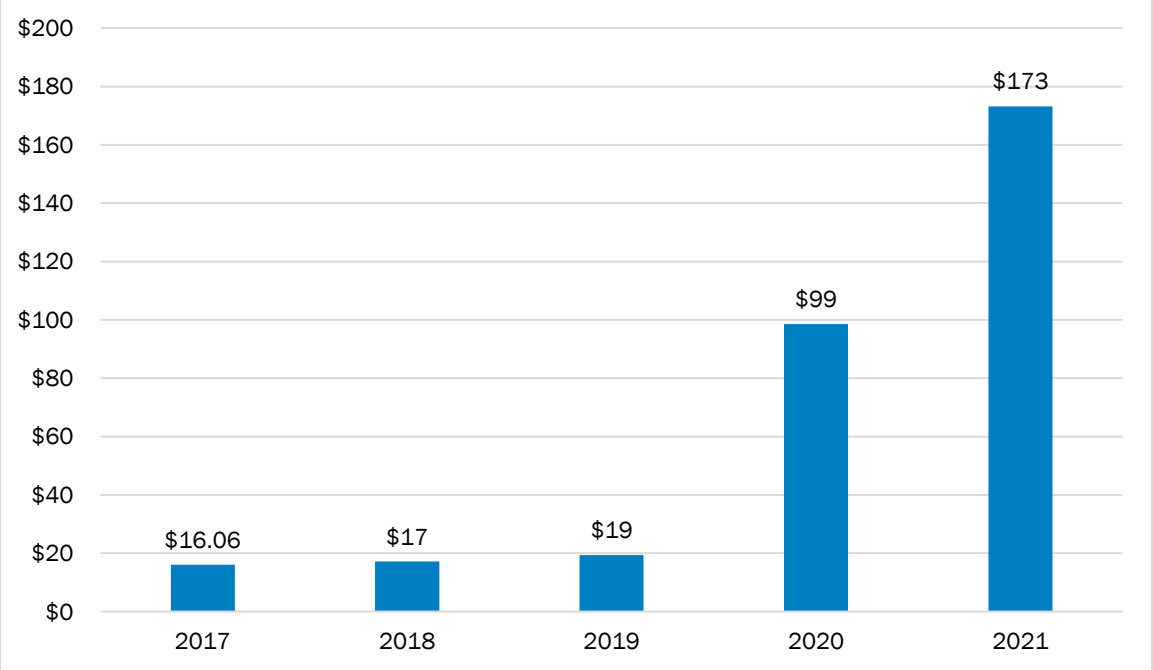


Figure 15. Northstar Per-Passenger Subsidy 2017-2021



Northstar Corridor Land Use

Overview

This chapter evaluates land use and development in the Northstar station areas within the cities of Big Lake, Elk River, Anoka, Coon Rapids, Fridley, and Minneapolis since Northstar opened in 2009. The analysis of planned land use is based on comprehensive plans and station area plans adopted by the cities. This review includes an analysis of planned land use changes by category in the one-half mile station areas between 2010 and 2020. The purpose of this land use analysis is to establish what these cities envisioned land use and development to look like near Northstar stations.

This review of planned land use is accompanied by an analysis of development that has taken place within one-half mile of each station between 2009 and 2022. This is based on information that each city provided and includes information about the project type (i.e., commercial, office, housing), square footage or number of units, and either the year built or an estimated construction timeframe. Comparing planned land uses against actual development can be helpful in determining whether development within the station areas aligns with the goals set out in each city's comprehensive plan.

Big Lake Station

Big Lake Station is the northernmost station on the Northstar Commuter rail line. The station is in the City of Big Lake in Sherburne County and is approximately 40 miles from downtown Minneapolis.

Planned Land Use

In 2008, the City of Big Lake adopted a transit-oriented development (TOD) ordinance defining permitted uses and design standards in the station area and produced a design manual for TOD. Shortly after Northstar opened, the city published a Big Lake TOD Area Master Plan that planned for TOD southeast of the Big Lake Station (Figure 16). This plan called for an intensive, mixed use and walkable pattern of development which created three zones near the station – office and retail, residential and restaurants, and manufacturing and offices.

The City of Big Lake's 2040 Comprehensive Plan from 2018 indicates that the city wants to amend this previous TOD plan to allow for more housing and less retail and office space near the station. Big Lake's Comprehensive Plan also notes that the city plans to encourage housing development near the Big Lake Station that meet the needs of a broad range of ages and incomes and provides a variety of housing types, sizes, and costs. The plan also notes that the city wants to create safe bicycle and pedestrian access to the station.

Figure 16. Big Lake TOD Area Master Plan (2010)

Source: City of Big Lake TOD Master Plan (2010)

Land Use Change 2010 to 2020

The Metropolitan Council's dataset for generalized land use by decade does not include data for the City of Big Lake because it is outside of the Council's seven-county jurisdiction. The City of Big Lake provided future land use data but did not provide past land use data. Therefore, the consultant team was unable to calculate how planned land use has changed over time. However, the planned land use map from 2022 in Figure 17 roughly aligns with the uses from 2010 shown in Figure 16, suggesting that land use did not change greatly between 2010 and 2020. In each of these maps, the area to the southeast of the station is designated for TOD, the area west of the station is primarily single-family residential with a few areas of multifamily residential, and the area north of the station is primarily industrial/office use.

Figure 17. Big Lake Station Area Land Use, 2022

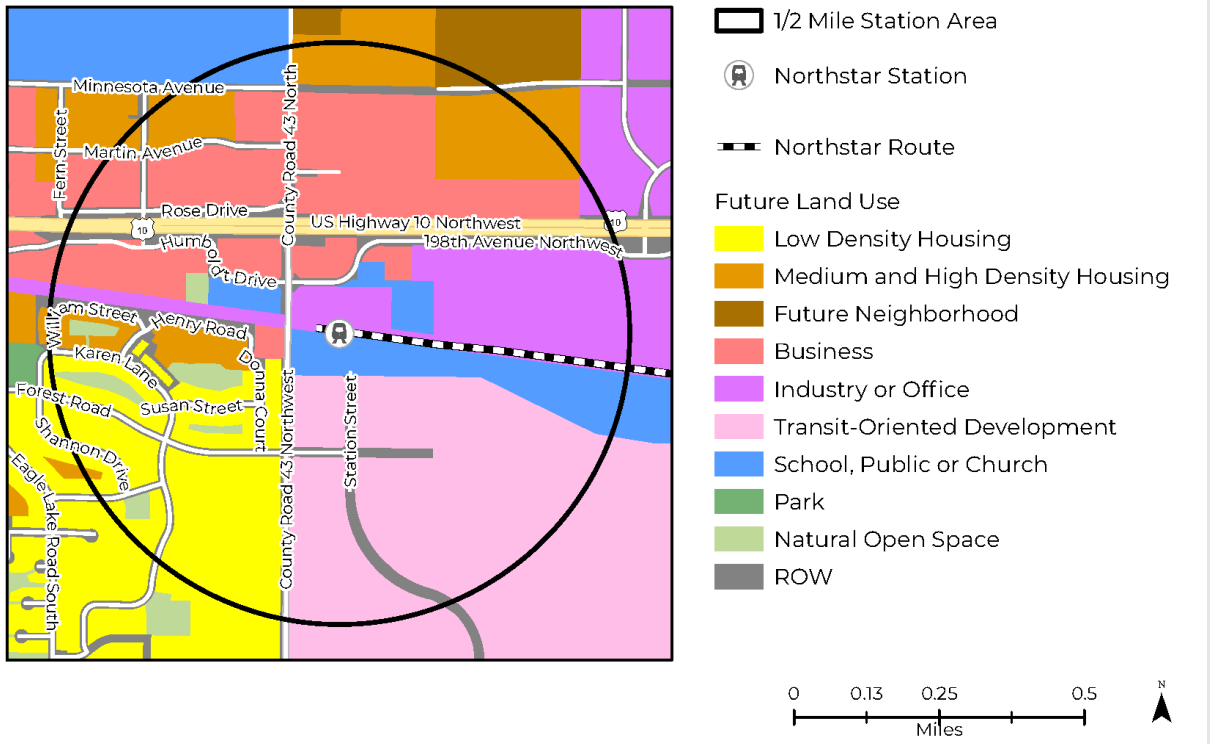


Table 3 summarizes the land use categories in the Big Lake Station area by percentage of the total station area. This table includes an assessment of whether each land use in the station area is transit supportive. Appendix 1.1 details the methodology used for defining transit-supportive land uses.

Based on the city's 2040 Comprehensive Plan, 60 percent of the Big Lake Station area is planned for transit-supportive land uses. The Transit-Oriented Development use makes up the largest land use category, at 22 percent of the total station area.

Table 3. Land Uses within One-Half Mile of Big Lake Station, 2020

Land Use	Transit-Supportive Land Use	Percent in 2020
Transit-Oriented Development	Yes	22%
Business	Yes	20%
Right-of-Way (ROW)	No	13%
Low-density housing	No	13%
Industry or Office	No	12%
Medium- and high-density housing	Yes	10%
School, Public, or Church	Yes	8%
Open Space	No	0.3%

Station Area Development

According to data provided by the city, two housing developments and one social services facility have been constructed within the one-half mile station area since the Northstar line opened. The first TOD housing development was completed in 2013 and is a mixed-income, multi-family property with 76 units. The second housing development was completed in 2020 and consists of three buildings, each with 35 units. Most recently, the Nystrom Treatment Facility was completed in 2022. Additionally, a developer is planning to build an affordable senior apartment building in Summer 2023. With this planned development, there are a total of 255 new residential units in the station area since 2009. Based on the definition of transit-supportive developments outlined in Appendix 1.1, these are all considered to be transit-supportive developments. Although the lack of mixed use/commercial development is inconsistent with the city's original plans for the area, it is consistent with the updated TOD vision from the 2040 Comprehensive Plan.

Takeaway

The City of Big Lake has consistently planned for TOD in the Big Lake Station area since Northstar opened. In the 2040 Comprehensive Plan the city planned for roughly a quarter of the land within one-half mile of the station to be used for TOD. Despite these plans, only four projects have been developed in the station area since 2009, but all four are transit-supportive developments as defined in Appendix 1.1. More recently, the city updated its TOD vision in the area to prioritize residential use over commercial or office uses. This update is more consistent with the actual development that Big Lake has had in this area.

Elk River Station

Elk River Station lies within the City of Elk River in Sherburne County. This is the second to last outbound stop on the corridor.

Planned Land Use

In 2010, Elk River completed the 171st Avenue Focused Area Study (FAST). The City conducted this study in anticipation of the area evolving from a rural highway center to a more urban environment. The city anticipated that the commuter rail station would be one catalyst for this change. As part of the FAST, the city identified a subarea around Elk River Station called "Station Area Village" (Figure 18). This subarea is defined by vertical mixed use, pedestrian enhancements, and ground level retail. The city's 2014 Comprehensive Plan incorporated the FAST study recommendations.

Figure 18. FAST Study Northstar Station Area Subarea (2010)

Station Area Village

a. Purpose. The Station Area Village subzone of the 171st Focused Area Plan provides for redevelopment toward pedestrian oriented development, urban scales, provides a mixture of housing, employment, service, and recreational opportunities immediately adjacent to the Commuter Rail station. The success of the subzone is predicated on the development of an attractive, welcoming gathering place that meets a variety of needs. Most development is less than 4 stories. Development shall be carefully considered and organized to promote internal easy, comfortable circulation and navigation. Connections between buildings, and sub areas beyond are vital to the success of area. Parking areas shall be carefully considered, and located internal to blocks, to maximize development at the street.

b. Uses. Permitted, Accessory, and Conditional uses applicable to the Station Area Village sub-zone are listed in section 30-XXX.

c. Bulk Regulations. Bulk regulations applicable to the Station Area Village sub-zone are listed in section 30-XX1.

d. Architectural Standards. Architectural Standards applicable to the Station Area Village sub-zone are outlined in section 30-938

	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	R-3	R-4	R-1 b,c,d	I-1	BP	The Pinnacle (LI, BP)	The Point (R-4)	River West Residential (R-1a)	East Elk River Gateway (C-3, BP, HDR)		The Hinge (C-2, C-4)	Station Area Village (C-1, C-2, DD)	Office Village (I-1, BP)	Hillside Heights (R-1a, c)
													Sewered	HDR	Dest. Retail				
Minimum lot size	0	0	1 acre	1 acre	0	12000	varies	varies (11-14,000)	1 acre	1 acre	1 acre	See R-4	11000	See R-4	1 acre	1 acre	0	1 acre	11000
Minimum frontage			100 feet	150 feet		80	varies	varies (80-90)	100 feet		100 feet	See R-4	80/100	See R-4	100 feet	150 feet	0	100 feet	80/100
Front Setback		15	25	25		30	30	varies 30-35 feet	30	30	30	30	30	30	25	25	0	30	30
Side setback		15	20	20		10	10	10	25	25	25	10	20	10	20	20	0	25	10
Garage setback						5		5					5						5
Rear setback		40	40	20		30	25	varies (20-30 feet)	20	20	20	25	30	25	40	20	20	20	20
Max lot coverage	100%	50%	40%	35%			30%	25%	40%	40%	40%	40%	25%	40%	40%	35%	50%	40%	25%
Max Height	45	40	45	30		3 floors or 40 feet	3 floors or 40 feet	3 floors or 40 feet	45	50	3 floors or 45 feet	4 floors or 50 feet	3 floors or 40 feet	4 floors or 50 feet	45	30	40	50 feet	3 floors or 40 feet

Wild and scenic will impact lot coverage, and setbacks

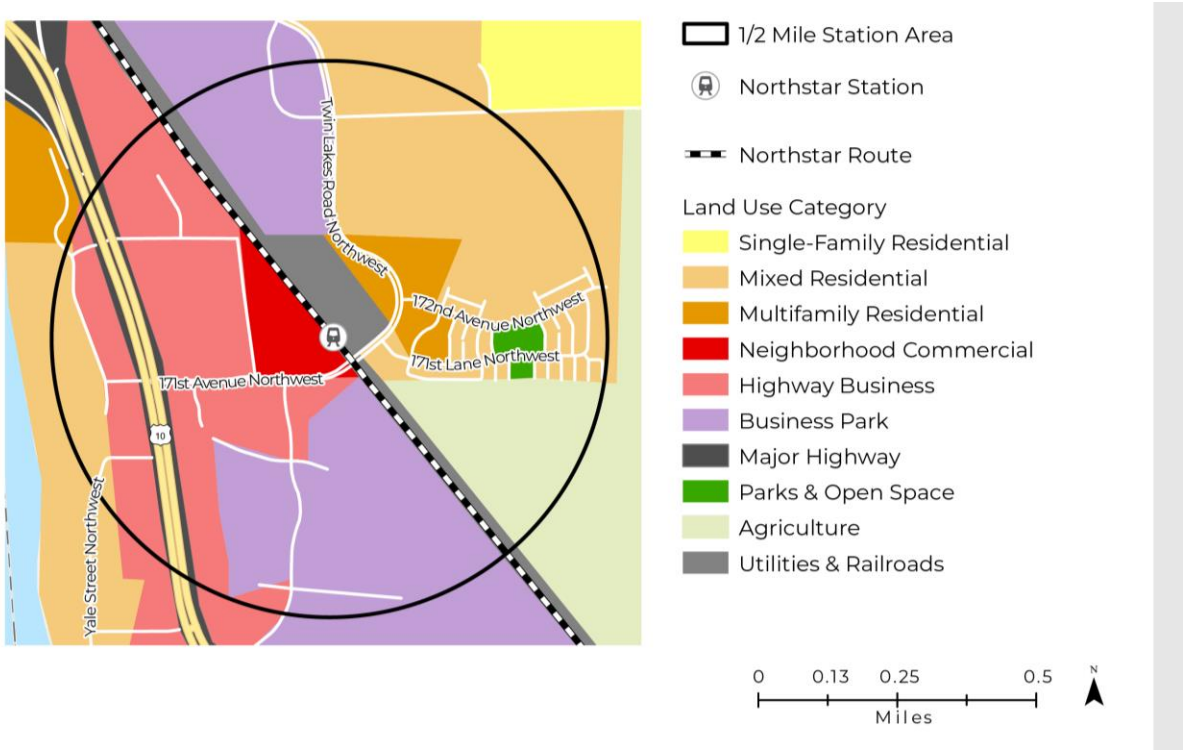
Source: City of Elk River FAST Study

The 2022 update to Elk River's Comprehensive Plan identifies the area surrounding the Elk RiverStation as mixed-use residential with multi-family housing directly adjacent to the station. To the north of the station, the city plans for lower density housing. The city plans to encourage new housing development that complements existing housing and encourages commercial uses adjacent to the station, either as part of mixed-use development or as stand-alone projects. The Highway 10/169 commercial area near the Elk River Station was originally planned for TOD in the FAST study, but it has developed with primarily industrial and commercial uses with a focus on auto dealerships.

Land Use Change 2010 to 2020

Like Big Lake, Elk River is outside of the Metropolitan Council's jurisdiction and therefore, land use data are not tracked by the Council. The project consultant team mapped the Elk River Station area land use based on the city's Future Land Use map but was unable to map land use from 2010 (Figure 19). Therefore, the consultant team was unable to calculate how planned land use has changed over time.

Figure 19. City of Elk River Land Use Map (2022)



Source: City of Elk River Comprehensive Plan Update (2022)

Table 4 summarizes the land use categories in the Elk River Station area by percentage of the total station area. Based on the city's 2040 Comprehensive Plan, 33 percent of the Elk River Station area is planned for transit-supportive land uses. The Mixed Residential use, which allows for a variety of housing types from single-family detached to multifamily, makes up the largest land use category at 26 percent of the total station area.

Table 4. Elk River Station Land Use, 2022

Land Use	Transit-Supportive Land Use	Percent in 2022
Mixed Residential	Yes	26%
Business Park	No	25%
Highway Business	No	22%
Agriculture	No	8%
Utilities & Railroads	No	6%
Major Highway	No	5%
Multifamily Residential	Yes	4%
Neighborhood Commercial	Yes	3%
Parks & Open Space	No	1%

Station Area Development

According to the City of Elk River, 288,140 square feet of non-transit-supportive commercial/industrial development and 158 residential units in transit-supportive developments have been developed within the Elk River Station area since 2009. Between 2009 and 2014, two affordable housing rental developments were built. A third market-rate apartment building with 52 units is currently being developed. All other development that has occurred in the station area has been auto-oriented commercial or manufacturing development.

Takeaway

The City of Elk River has adopted plans that support TOD in the station area. Apart from a few multifamily residential developments, development data suggest that actual development patterns around the station have not realized those plans and that most development has been auto-centric.

Ramsey Station

Ramsey Station lies within the City of Ramsey in Anoka County.

Planned Land Use

Ramsey Station is centrally located in a 320-acre master-planned community called TheCOR. The City of Ramsey 2040 plan identified goals for the COR, including creating an identity for the community, a destination for retail to support the local community, walkability, and uses that are supportive of commuter rail transit (Figure 20). The city purchased a large portion of the land in the COR in 2009 and has been facilitating development.

Ramsey has an evolving COR Development Plan and will continue to implement urban design and land use policies that are supportive of transit use within the COR, including compact, mixed use development patterns and convenient multimodal connections to Ramsey Station. The plan will allow higher-density housing options near the COR center and Ramsey Station to prioritize a mix of housing and retail in the area and to allow greater flexibility in regulations for multi-family or senior living developments. Residential development within one-half mile of Ramsey Station is guided as mixed use and will be developed at a net minimum average density of 15 units per acre.

Figure 20. Center of Ramsey Development Map (2021)

Source: City of Ramsey, The COR webpage (2021)

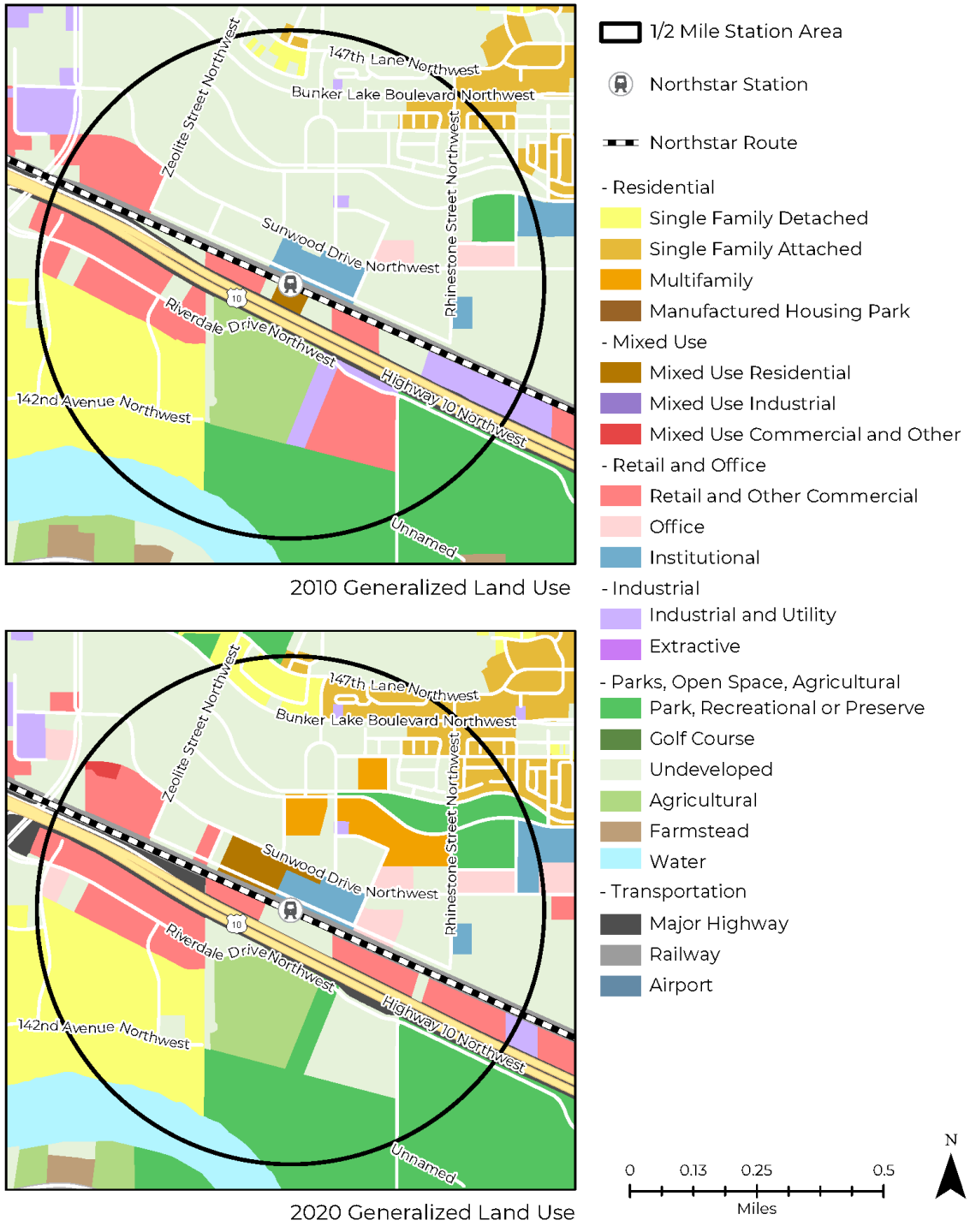
Land Use Change 2010 to 2020

From 2010 to 2020, there was a 24 percent decrease in the amount of land that was categorized as undeveloped (Table 5). Land uses that saw noticeable increases in land cover are park, recreational, or preserve/single family attached/multifamily and apartments. Undeveloped remained the largest category for land use, comprising one-third of the station area, followed by park/recreational/preserve, retail/other commercial, and single family detached. The percentage of the station area zoned for multifamily residential increased from zero to four percent. The station area land use maps below (Figure 21) show that mixed-use residential was added directly adjacent to the station area with additional multifamily housing and park/recreational/preserve to the north and retail/other commercial to the south. Land use data for the area have not yet been updated to reflect recent commercial developments in the area, including a salon and an auto parts store. **Error! Reference source not found.** also shows that much of these land use changes occurred north of the station.

Table 5. Land Uses within One-Half Mile of Ramsey Station, 2010 to 2020

Land Use	Percent in 2010	Percent in 2020	Percent Change
Undeveloped	42%	32%	-24%
Park, Recreational, or Preserve	12%	15%	25%
Retail and Other Commercial	11%	10%	-9%
Single Family Detached	11%	11%	0%
Major Highway	6%	6%	0%
Agricultural	5%	5%	0%
Single Family Attached	2%	5%	150%
Multifamily	0%	4%	N/A
Industrial and Utility; Institutional; Mixed Use Residential; Office; Railway; Single Family Attached; Water	All less than 3 %	All less than 3%	N/A

Figure 21. Ramsey Station Area Generalized Land Use, 2010 and 2020



Station Area Development

There has been a large amount of development around the Ramsey Station since 2009. Developments have ranged from housing projects to commercial and retail spaces, aligning with their goal to create more transit supportive, mixed-use development. From 2009 to 2019, the city completed station area developments including an 800-stall parking ramp, three medical facilities, a 453-unit mixed-use housing and dental building, two 47 and 57-unit affordable housing buildings as well as a 121-unit market rate apartment, 145-unit townhome development, and 174-unit amenity-rich senior housing. Recent developments include:

- **2020** – 118-unit market rate apartment
- **2022** – 40-unit townhome development, O'Reilly Auto Parts, Gigi's Salon and Spa
- **2023** – Mixed-use building with retail and restaurant on ground floor with 2 upper apartments, 7,200 square foot multi-tenant retail, 98 Unit Hotel, 22,000 SF Grocer

Takeaway

The City of Ramsey has ambitious plans for the Center of Ramsey development next to Ramsey Station. Between 2009 and 2022, there has been steady development in the station area that aligns with the city's TOD goals.

Anoka Station

Anoka Station lies within the City of Anoka in Anoka County.

Planned Land Use

The City of Anoka's 2040 Comprehensive Plan addresses TOD in the Anoka Station area. The plan includes a TOD land use category for the area surrounding Anoka Station. Anoka intends for this land use category to encourage a mixture of residential, commercial, and civic uses at densities that support transit use. One of the plan's specific TOD goals is to develop the Commuter Rail Transit Village as a planned unit development of about 130 acres of public and privately-owned land centered on the Northstar Commuter Rail Station (Figure 22). This planned unit development is a tax-increment financing (TIF) district. A few of the goals for this area include:

- Provide a compatible mix of land uses that support and complement transit-oriented development near the station area,
- Encourage a mix of commercial, office and light industrial uses, and
- Encourage development of higher-density housing options.

Figure 22. Proposed Land Uses for Commuter Rail Transit Village in Anoka

Source: 2040 Comprehensive Plan Update

Land Use Change 2010 to 2020

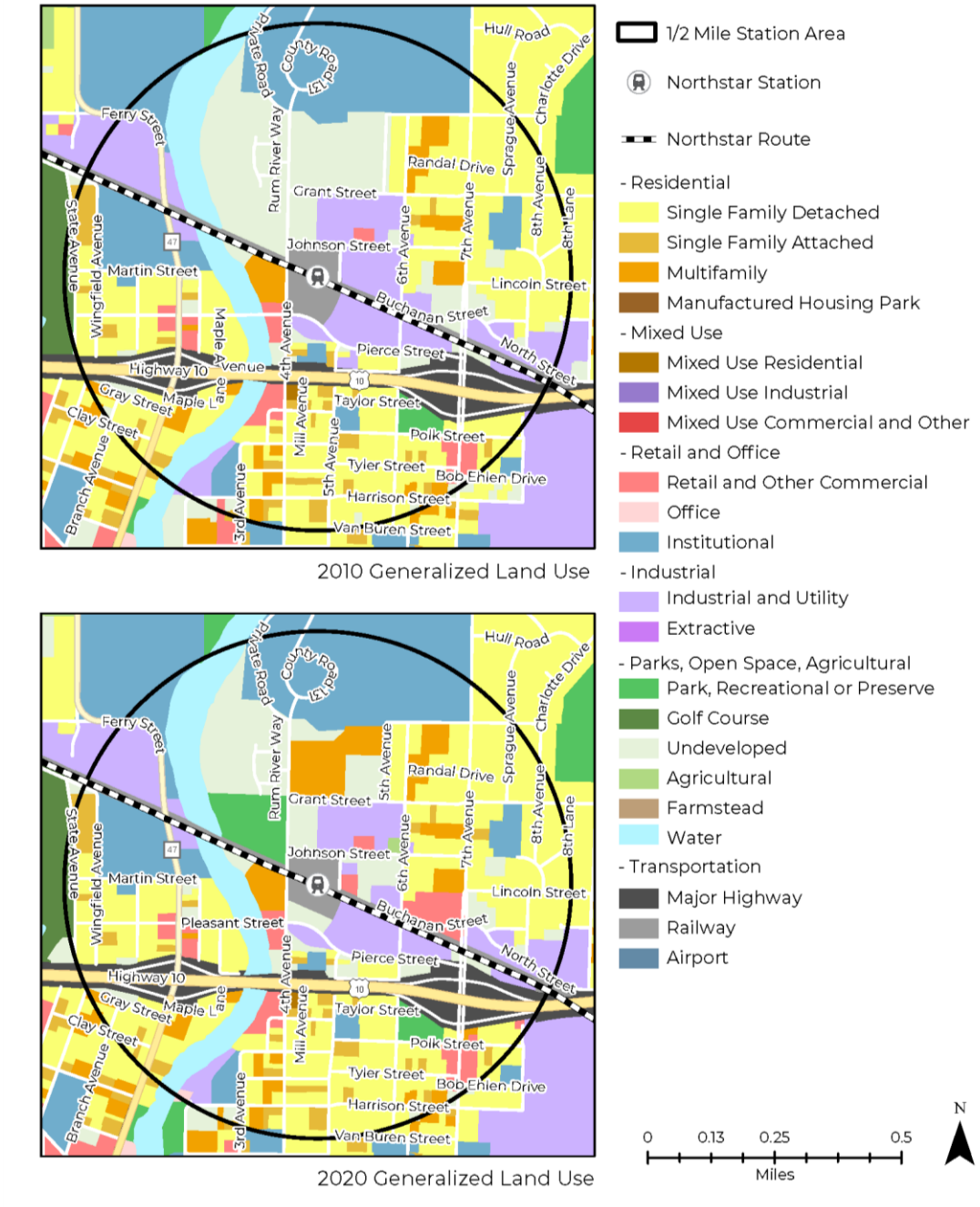
Land use around the Anoka Station showed limited change between 2010 and 2020, as shown in Table 6 and Figure 23. The top three station area land uses in both 2010 and 2020 were single family detached, institutional, and undeveloped. There was a 33 percent decrease in the undeveloped land use category in the station area during this period. Multifamily housing increased slightly from 4 to 6 percent. The most visible changes on the land use maps in Figure 23 are the addition of a large area designated as park, recreational, or preserve directly northwest of the station and the addition of multifamily use north of the station.

Table 6. Land Uses within One-Half Mile of Anoka Station, 2010 to 2020

Land Use	Transit-Supportive Land Use	Percent in 2010	Percent in 2020	Percent Change
Single Family Detached	No	31%	31%	0%
Institutional	Yes	15%	15%	0%
Undeveloped	No	15%	10%	-33%
Industrial and Utility	No	11%	10%	-9%
Major Highway	No	8%	8%	0%
Water	No	6%	6%	0%
Multifamily	Yes	4%	6%	50%
Railway	No	4%	4%	0%
Retail and Other Commercial	Yes	2%	4%	100%

Land Use	Transit-Supportive Land Use	Percent in 2010	Percent in 2020	Percent Change
Single Family Attached; Park, Recreational, or Preserve, Golf Course; Mixed Use Residential; Agricultural; Office	No	All Less than 3%	All Less than 3%	N/A

Figure 23. Anoka Station Area Generalized Land Use, 2010 and 2020



Station Area Development

Recent developments near the Anoka Station have been mostly multifamily residential with one non-transit-supportive commercial project, a Kwik Trip convenience store/gas station. Recent housing projects include a four-phase senior housing project. Phases 1 and 2 were completed in 2011 and 2015 with 321 units combined. Phase 3 is planned to start construction in Fall of 2022 and will include 80 affordable units. Upcoming projects include a 57-unit townhome development that is currently under construction, an 80- to 100-unit multi-family development planned for 2023, and a remodel to create a 60-unit non-profit housing development for homeless veterans. While multifamily housing does align with the TOD plan to create higher density housing, there has not been additional commercial retail or office development to further support the city's TOD goals.

Takeaway

The City of Anoka has TOD plans for the Anoka Station, including a TOD zoning district with a TIF district. The city has seen residential development in the station area that aligns with its TOD goals for higher density housing; however, there has not been transit-supportive commercial retail or office development to further support the city's TOD goals.

Coon Rapids/Riverdale Station

The Coon Rapids/Riverdale Station lies within the City of Coon Rapids in Anoka County.

Planned Land Use

In 2007, Coon Rapids adopted the Riverdale Station Area Transit-Oriented Development Design Guidelines, which planned for vacant property near the station be mixed-use residential development with moderate or high-density residential development.

Much of the discussion about Northstar in the Coon Rapids 2040 Comprehensive Plan is about increasing and promoting ridership of the commuter rail line. Coon Rapids wants to ensure that development near the Coon Rapids/Riverdale Station is transit-supportive in its density and design. If Federal Cartridge vacates its site in the Northstar Business Park, the city envisions an office development with a campus-like setting, combining corporate and administrative offices, research, and development facilities, overnight accommodations, and meeting spaces. The city has determined that continued industrial use is appropriate for this area in the short and medium-term.

Land Use Change 2010 to 2020

Land use near the Coon Rapids/Riverdale Station remained largely the same from 2010 from 2020 (Table 7). Over half of the land within one-half mile of the station is intended for single family detached uses, followed by around 20 percent retail and other commercial and 13 percent park, recreational, or preserve. During this period, multifamily use increased from 0 to 2 percent. This addition of multifamily housing is visible on the station area map in

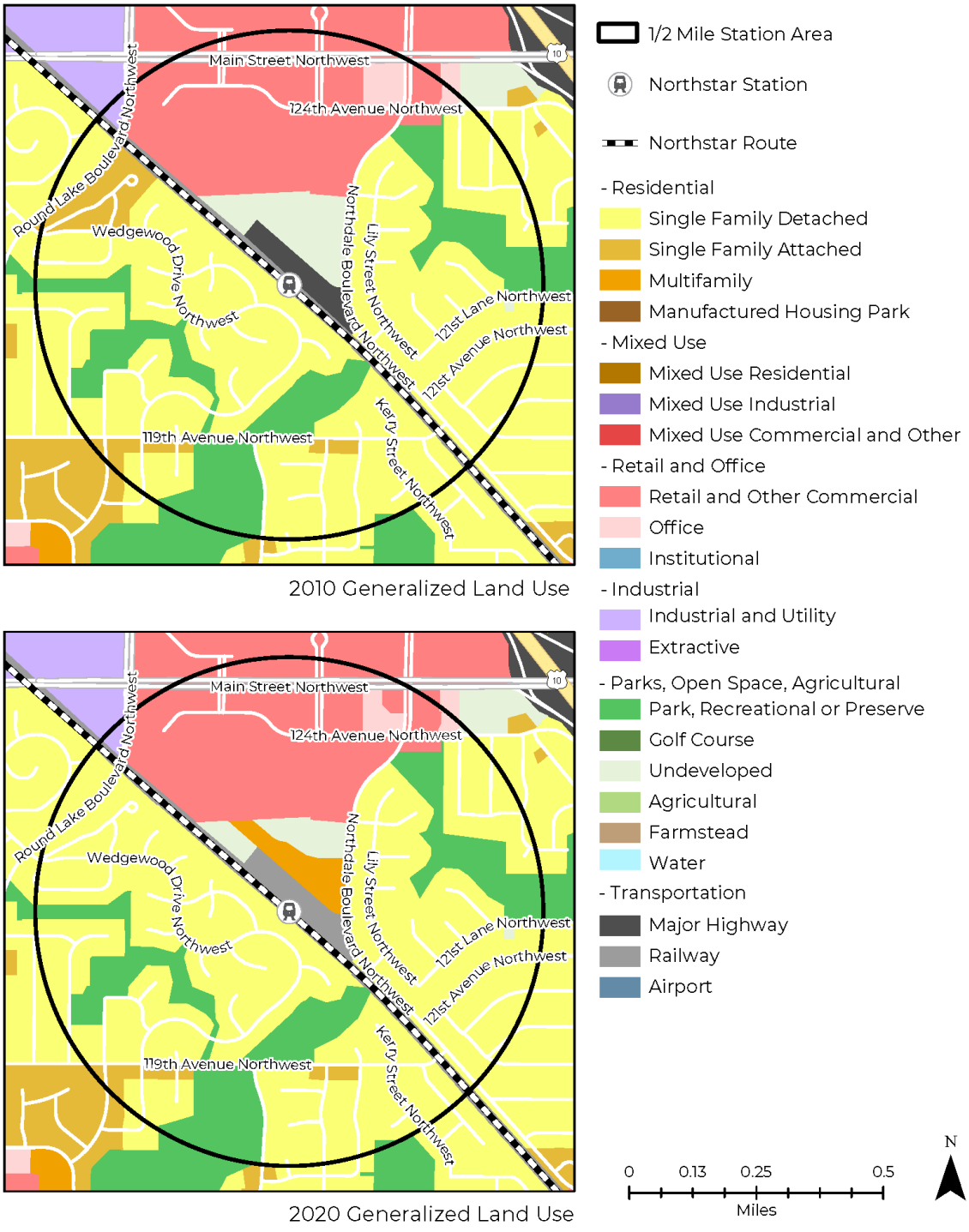
Figure 24 as the small patch of orange added north of the station.

Table 7. Land Use with One-Half Mile of Coon Rapids/Riverdale Station

Land Use	Transit-Supportive Land Use	Percent in 2010	Percent in 2020	Percent Change
Single Family Detached	No	58%*	58%	0%*
Retail and Other Commercial	Yes	18%	19%	6%
Park, Recreational, or Preserve	No	13%	13%	0%
Single Family Attached	Yes	1%*	1%	0%*
Undeveloped	No	4%	2%	-50%
Railway	No	3%	4%	33%
Multifamily	Yes	0%	2%	N/A
Major Highway; Office; Industrial and Utility	No	All less than 3%	All less than 3%	N/A

* Prior versions of this analysis showed a higher proportion of Coon Rapids' station area land use as transit-supportive in 2010, resulting in a decline between 2010 and 2020. This is due to an error in classification of a single parcel, which was classified in the 2010 dataset as single-family attached (townhomes). The percentage has been corrected to show the appropriate classification of single-family detached, a non-transit-supportive land use.

Figure 24. Coon Rapids Station Generalized Land Use, 2010 and 2020



Station Area Development

Developments near the Coon Rapids station since 2009 have been a mixture of multifamily apartments and commercial properties. This aligns with the city's vision in the comprehensive plan to promote transit-supportive development near the station. Commercial properties include restaurants, vet clinics, a bank, a salon, and other general retail. Housing developments include a 181-unit market rate apartment and a 71-unit family affordable housing building both opened in 2019 and two planned projects: a 192-unit market rate apartment building and an 81-unit senior housing development. All but one of the 14 developments that have been built in the station area since 2009 are transit-supportive developments.

Takeaway

The City of Coon Rapids has adopted TOD plans for the Coon Rapids/Riverdale Station area. While most of the station area is zoned for single-family residential, the city has seen development in the area, with several transit-supportive commercial and residential projects developed since 2009.

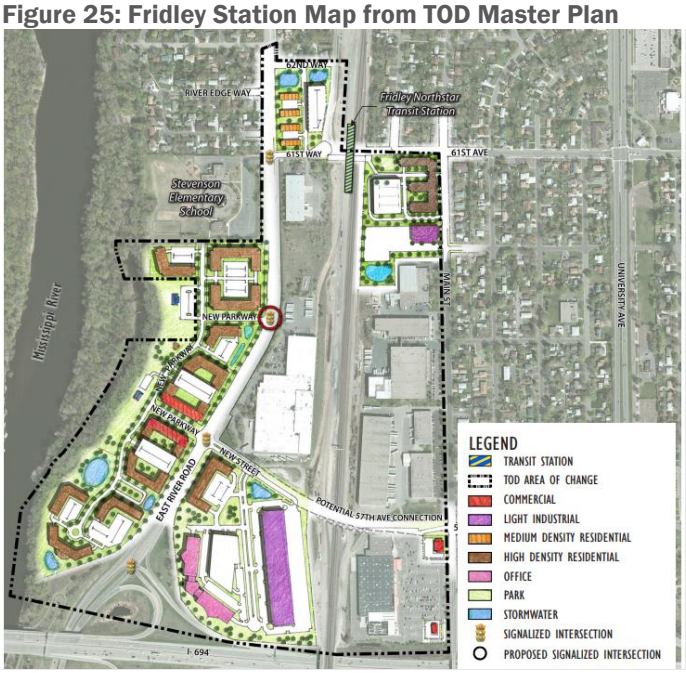
Fridley Station

Fridley Station lies within the City of Fridley in Anoka County.

Planned Land Use

According to the city's 2040 Comprehensive Plan, Fridley has a Northstar Transit Oriented Development (TOD) Overlay Zoning District and a corresponding master plan for the Fridley Station area (Figure 25**Error! Reference source not found.**). The zoning district was developed to encourage dense, mixed-use, pedestrian-friendly, and affordable development within one-half mile of the rail station. The west side of the area is being guided for multifamily residential, specifically townhouses, the north side is for stormwater ponds, and the east side is leased for parking. There may be redevelopment in the east side because the City would like to reduce the number of parking stalls and construct additional multi-family housing. There are a few commercial lots to be developed within the TOD area and residents are asking for more restaurants. The City is also trying to reach the 2040 Transportation Policy Plan's target "levels of total activity" in stations areas that support effective transit services which includes sufficient residential units, jobs, students, and retail and entertainment spaces.

Figure 25: Fridley Station Map from TOD Master Plan



Source: Framing Fridley: 2040 Comprehensive Plan

Land Use Change 2010 to 2020

Land use within one-half mile of the Fridley Station remained largely the same from 2010 to 2020 (Table 8). Forty percent of the station area was guided for single family detached use in both 2010 and 2020. On the station area land use maps in

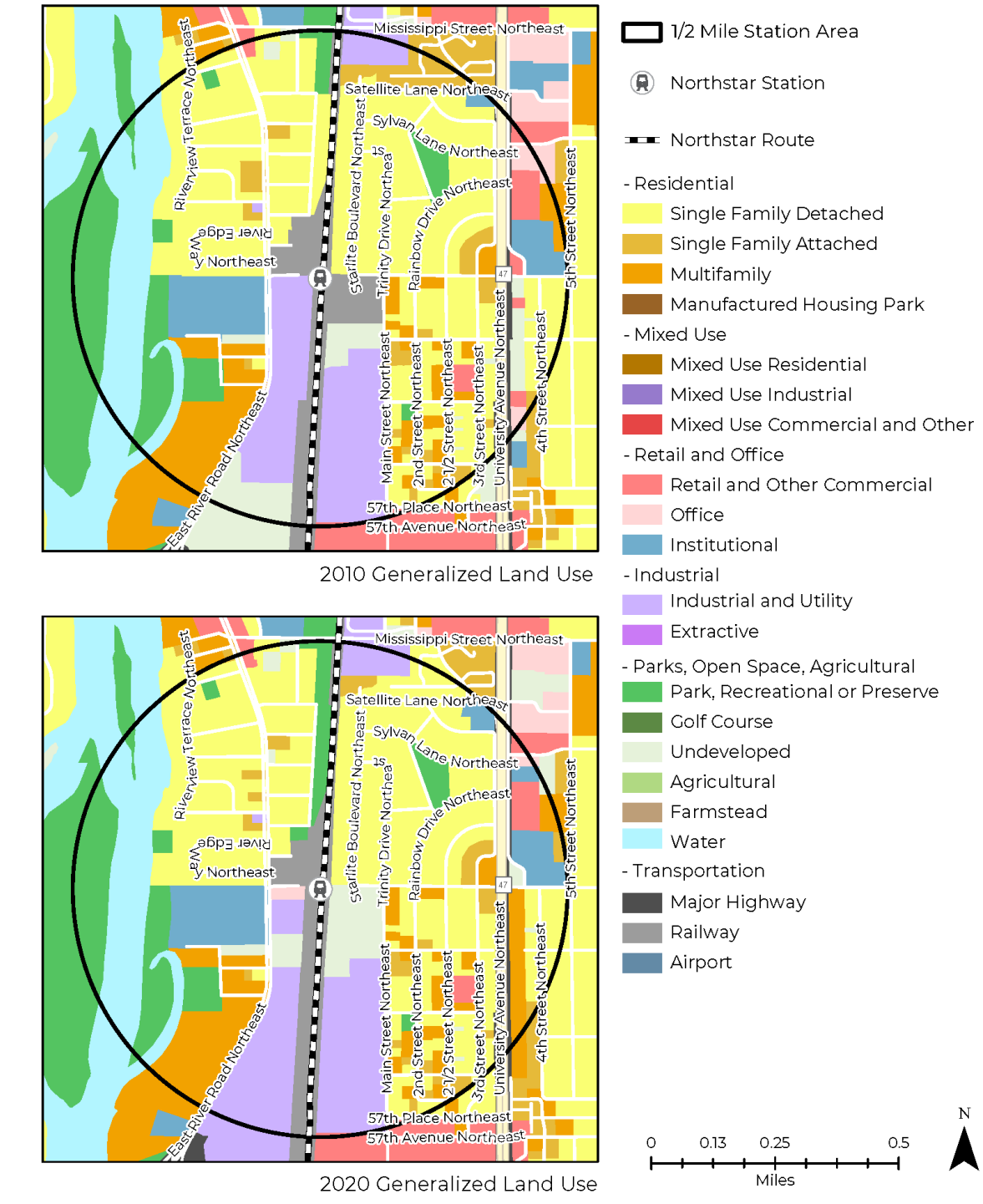
Figure 26, the most obvious changes are additional space designated as park, recreational, or preserve west of the Northstar route and additional space designated as railway for the Fridley Station itself.

Table 8. Land Use within One-Half Mile of Fridley Station, 2010 and 2020

Land Use	Transit-Supportive Land Use	Percent in 2010	Percent in 2020	Percent Change
Single Family Detached	No	40%	40%	0%
Industrial and Utility	No	12%	12%	0%
Park, Recreational, or Preserve	No	8%	9%	13%
Multifamily	Yes	8%	9%	13%
Water	No	8%	8%	0%
Railway	No	7%	6%	-14%
Institutional	Yes	5%	5%	0%
Single Family Attached	Yes	4%	3%	-25%
Undeveloped	No	4%	4%	0%

Land Use	Transit-Supportive Land Use	Percent in 2010	Percent in 2020	Percent Change
Major Highway; Retail and other Commercial; and Office	No	All less than 3%	All less than 3%	N/A

Figure 26. Fridley Station Generalized Land Use, 2010 and 2020



Station Area Development

Developments near the Fridley Station since 2009 have been a combination of multifamily developments and industrial developments. Over 2.3 million square feet of non-transit-supportive industrial development has been developed in the station area since Northstar opened. However, there has been a large amount of transit-supportive residential development during this period. Two of the buildings offer affordable units and one is for residents ages 55 and over. A large focus of Fridley's TOD plans is to create more multifamily housing near the station which has been reflected in the recent developments.

Takeaway

Compared to some of the other cities along the corridor, Fridley has seen a large amount of development since 2009 in line with its planned land use and TOD zoning overlay; however, all of the non-residential development has been industrial development that is not transit supportive.

Target Field Station

Target Field Station is in downtown Minneapolis and was constructed within the Target Field Stadium complex; it is the southern terminus for the Northstar line. This station connects to Metro Transit's light rail lines and is within walking distance of several bus routes that serve the downtown.

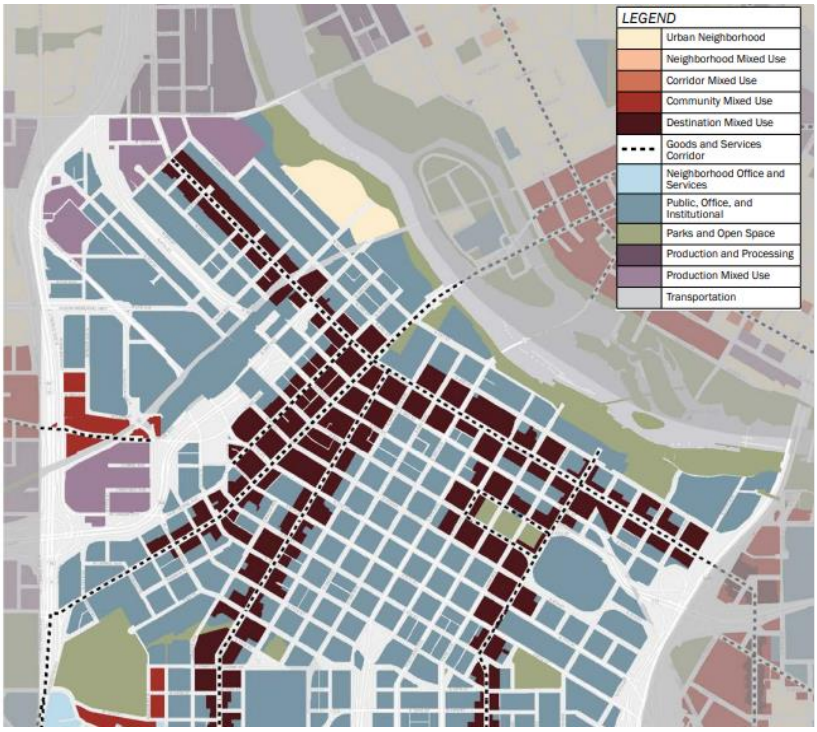
Planned Land Use

Target Field Station is in an area of downtown Minneapolis that has seen major development and change in the past few decades. Since the Target Field Station is in a growing area and is co-located with light rail transit, there is not a Northstar-specific TOD plan for this station. In the Minneapolis 2040 Comprehensive Plan, there are no direct land use planning efforts related to Northstar specifically, but there is a general focus on increasing transit-oriented development along high frequency transit routes as well as promoting the growth and retention of business office space downtown and supporting a growing downtown population. Although Northstar is not a high-frequency route, it is directly connected to high frequency light-rail service.

The Future Land Use map in Figure 27. shows that the area directly around the station is designated as public/office/institutional which accommodates major office centers, and public and semi-public uses that include museums, hospitals, civic uses, and college campuses. Multi-story residential uses are also permitted with mixed-use encouraged. Other areas near the station are designated as destination mixed-use meaning that retail uses are required at the street level and multi-story development is required to have either residential or other active uses above the ground-level retail.

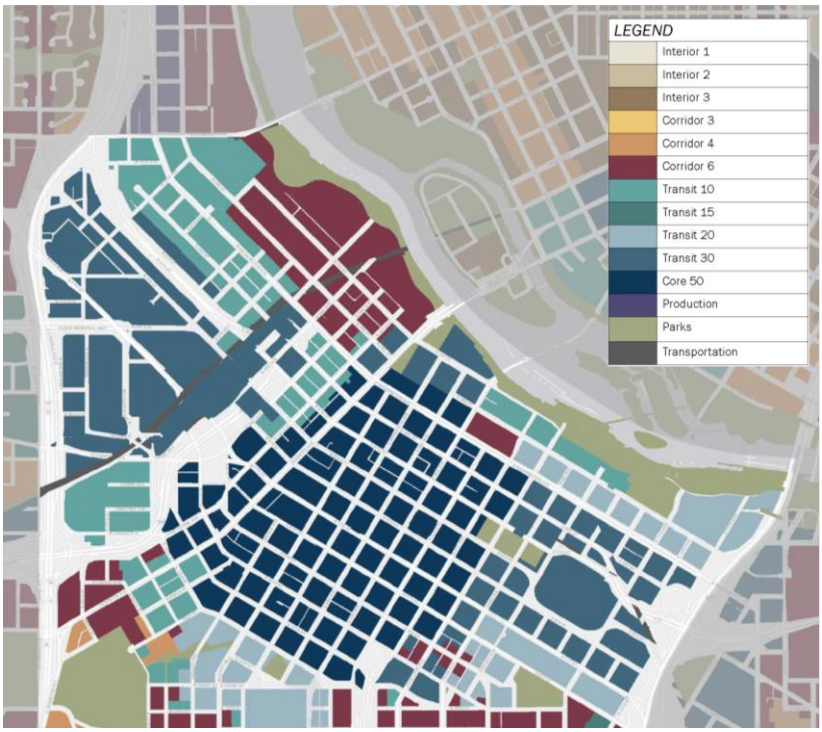
The Minneapolis Built Form overlay map in Figure 28., which determines the size and density of buildings regardless of use, designates the Target Field Station area as Transit 30 or Transit 10. These built form districts require heights of 10 to 30 stories and two to 10 stories, respectively.

Figure 27. Minneapolis Future Land Use Map - Downtown



Source: *Minneapolis 2040 Comprehensive Plan*

Figure 28. Minneapolis Built Form Map - Downtown



Source: *Minneapolis 2040 Comprehensive Plan*

Land Use Change 2010 to 2020

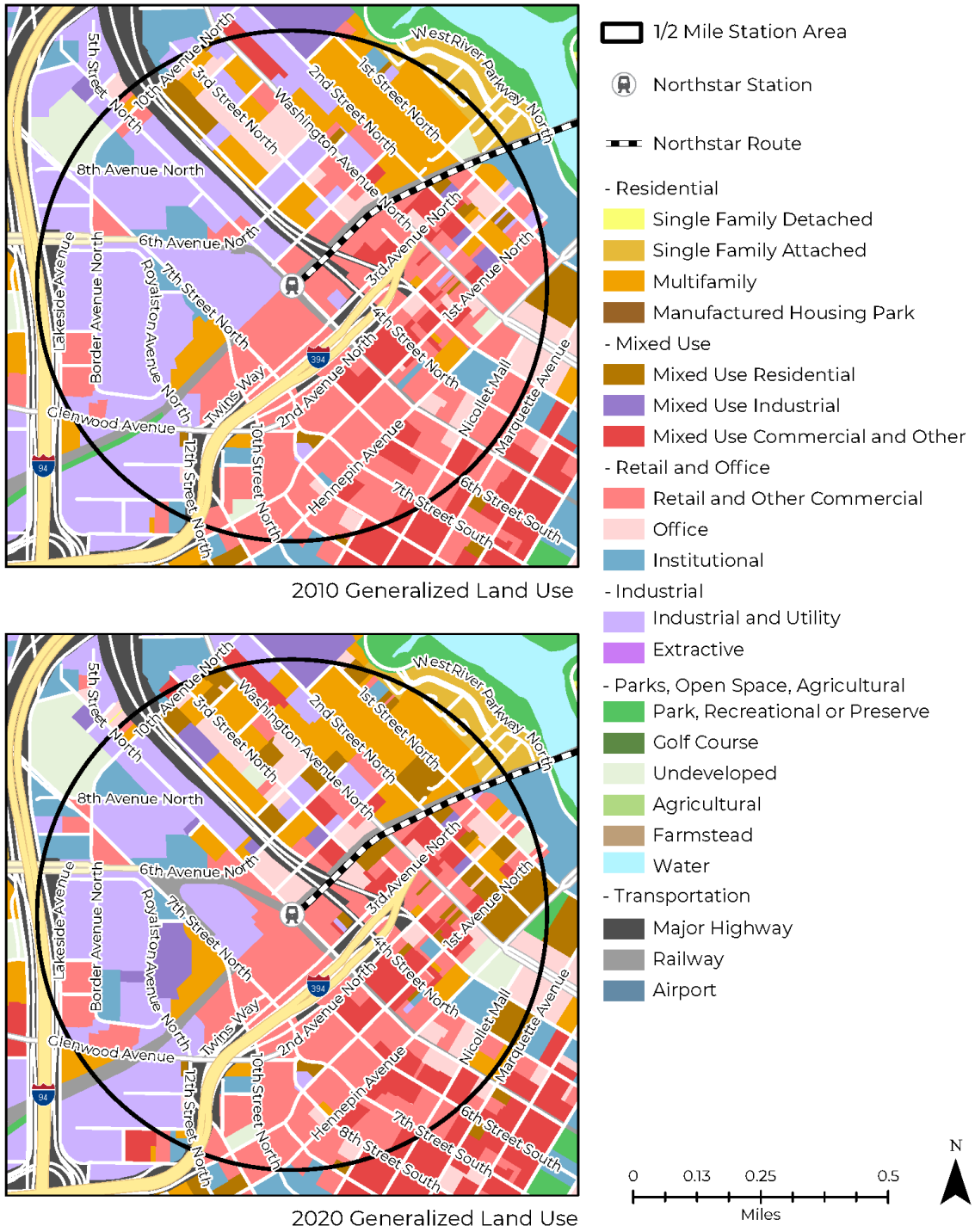
In both 2010 and 2020, the top three land uses within a one-half mile radius of Target Field Station are retail and other commercial, industrial and utility, and multifamily (Table 9, Figure 29). While those land uses remained the top three in 2020, there was a decrease in the percentage of retail and other commercial from 32 to 27 percent as well as a decrease in the percentage of industrial and utility from 26 to 17 percent.

Land uses that increased from 2010 to 2020 were multifamily (from 12 to 13 percent), mixed use commercial (from 6 to 7 percent), institutional (from 4 to 5 percent) and mixed use residential with the biggest increase (from 2 to 6 percent).

Table 9. Land Use within One-Half Mile of Target Field Station

Land Use	Transit-Supportive Land Use	Percent in 2010	Percent in 2020	Percent Change
Retail and Other Commercial	Yes	32%	27%	-16%
Industrial and Utility	No	26%	17%	-35%
Multifamily	Yes	12%	13%	8%
Major Highway	No	7%	7%	0%
Mixed Use Commercial	Yes	6%	7%	17%
Office	Yes	6%	6%	0%
Institutional	Yes	4%	5%	25%
Railway	No	3%	4%	33%
Mixed Use Residential	Yes	2%	6%	200%
Undeveloped; Mixed Use Industrial; Single Family Attached; Park, Recreational, or Reserve	No	All less than 3%	All less than 3%	N/A

Figure 29. Target Field Station Generalized Land Use, 2010 and 2020



Station Area Development

Due to the high rate of development activity in Minneapolis, the city was unable to summarize information about developments that were constructed near Target Field Station since its opening in 2009. A few upcoming mixed-use projects near the station are summarized here:

- North Loop Green - both retail and office space, hundreds of residential units, indoor parking, and a one-acre public park called "The Green."
- The Northstar Center - renovation to include office space, retail/restaurant space, hundreds of apartments, a full-service boutique hotel, a public facing meeting and events facility and indoor parking.
- 310 N 2nd Street – planned seven-story project that will include ground floor commercial space, mixed-income apartments, indoor parking and would have an emphasis on sustainability.

The focus on mixed-use developments aligns with the TOD emphasis set out in the comprehensive plan.

Key Findings

All of the cities with Northstar stations have adopted some type of TOD supportive policies or plans. Table 10 summarizes the percentages of each one-half mile station area that had transit-supportive land uses in 2010 and 2020. The City of Ramsey had the greatest increase in transit-supportive land uses in this period, followed by the City of Anoka. Transit-supportive land uses in Northstar station areas were unchanged in Coon Rapids and declined slightly in Fridley. Minneapolis consistently had the highest amount of transit-supportive land uses.

Table 10. Percent of Station Area with Transit-Supportive Land Uses, 2010 and 2020

City	Percent of Transit-Supportive Land Use, 2010	Percent of Transit-Supportive Land Use, 2020	Change in Percent of Transit-Supportive Land Use 2010 to 2020
Big Lake	N/A	60.0%	N/A
Elk River	N/A	33.1%	N/A
Ramsey	17.0%	24.4%	+43.5%
Anoka	24.0%	28.2%	+17.5%
Coon Rapids	6.1%*	6.1%	0%*
Fridley	21.6%	21.4%	-0.8%
Minneapolis	62.8%	69.8%	+11.1%

* Prior versions of this analysis showed a higher proportion of Coon Rapids' station area land use as transit-supportive in 2010, resulting in a decline between 2010 and 2020. This is due to an error in classification of a single parcel, which was classified in the 2010 dataset as single-family attached (townhomes). The percentage has been corrected to show the appropriate classification of single-family detached, a non-transit-supportive land use.

The degree to which development has aligned with the cities' plans varies greatly along the corridor. The cities of Minneapolis, Ramsey, and Fridley had the most development between 2009 and 2022. Based on the data provided by cities along the corridor, more than 3,200 residential units, 1.1 million square feet of transit-supportive commercial retail/office space, and 2.9 million square feet of non-transit supportive commercial and industrial development has been added within one-half mile of Northstar stations outside of Minneapolis since 2009.

Table 11 summarizes development in Northstar station areas as transit-supportive or not transit-supportive. This table shows that all of the residential development in the station areas was transit-supportive (i.e., no single-family detached developments). However, four of the cities had 0 square feet of transit-supportive commercial development, more of the commercial development in the station areas was non-transit supportive than transit-supportive, and nearly all of the transit-supportive commercial development was in Ramsey. This suggests that many of the cities' stated goals for TOD have not yet been realized.

Table 11. Northstar Station Area Development, 2009 to 2022

City	Number of Transit-Supportive Developments	Commercial Sq. Ft.	Residential Units	Number of Noj-Transit-Supportive Developments	Commercial Sq. Ft.	Residential Units
Big Lake	4	0	255	0	0	0
Elk River	3	0	158	7	288,140	0
Ramsey	16	1,035,347	863	3	218,526	0
Anoka	5	0	598	1	0	0
Coon Rapids	13	45,094	525	1	130,356	0
Fridley	8	0	809	3	2,275,000	0
Total	**49**	**1,080,441**	**3,208**	**15**	**2,912,022**	**0**

Appendices

Appendix A-1. Transit Supportive Land Use and Development Definitions

The definition of transit-supportive land use used in this memo is based on methodology that Metro Transit used to define transit-supportive land uses in its Network Next plan for the agency's bus network. Transit-supportive land uses are those that promote transit-oriented development (TOD). Table 12 through Table 14 summarize the land use categories as transit-supportive or not transit-supportive.

The consultant team defined a development as transit-supportive if it had a transit-supportive underlying land use. In some cases where the underlying land use did not reflect the type of development, the consultant team decided whether a development was transit supportive. In general, multifamily residential, commercial, and institutional developments were flagged as transit-supportive and industrial, auto-centric commercial developments, and storage unit commercial developments were flagged as not being transit-supportive.

Table 12. Metropolitan Council Generalized Land Use Categories, 2020

Land Use ID	Land Use Category	Transit-Supportive Land Use
100	Agricultural	No
111	Farmstead	No
112	Seasonal/Vacation	No
113	Single Family Detached	No
114	Single Family Attached	Yes
115	Multifamily	Yes
116	Manufactured Housing Park	Yes
120	Retail and Other Commercial	Yes
130	Office	Yes
141	Mixed Use Residential	Yes
142	Mixed Use Industrial	Yes
143	Mixed Use Commercial	Yes

Land Use ID	Land Use Category	Transit-Supportive Land Use
151	Industrial or Utility	No
153	Extractive	No
160	Institutional	Yes
170	Park, Recreational, or Preserve	No
173	Golf Course	No
201	Major Highway	No
202	Major Railway	No
203	Airport or Airstrip	No
210	Undeveloped	No
220	Open Water	No

Table 13. City of Elk River Land Use Categories in Northstar Station Area

Land Use	Definition (if non-standard category)	Transit Supportive Land Use
Mixed Residential	The mixed residential category consists of neighborhoods with multiple housing types, including single-family detached, townhomes, duplexes, and small-scale multi-family buildings. Mixed residential areas should include existing residential neighborhoods where a gentle increase in density is appropriate such as surrounding the downtown as well as new neighborhood subdivisions	Yes
Business Park	The business park category primarily consists of office and corporate campus development. This use is located with access to major transportation corridors in the city (Highway 169 and Highway 10) and utilizes the city's natural amenities such as its mature tree canopy and riverfront views to create attractive campuses. In addition, business park uses provide a transitional or buffer use between higher intensity industrial and lower intensity residential uses in the city.	No
Highway Business	The highway business category primarily consists of a mix of auto-oriented retail and service businesses, restaurants, and community- and regional-scale shopping centers.	No
Agriculture		No

Land Use	Definition (if non-standard category)	Transit Supportive Land Use
Utilities & Railroads		No
Major Highway		No
Multifamily Residential	The multi-family category includes higher density apartment and/or condominium complexes in a master planned setting with common open spaces and recreational amenities.	Yes
Neighborhood Commercial	The neighborhood commercial use category includes local-serving commercial that provides surrounding residents with daily goods and services like specialty food stores, daycares, or cafés.	Yes
Parks & Open Space	Standard definition	No

Table 14. City of Big Lake Land Use Categories in Northstar Station Area

Land Use	Definition (if non-standard category)	Transit Supportive Land Use
Transit-Oriented Development	Mid- or high-density housing and supportive public space design, all consistent with the principles of the Transit-Oriented Development Design Manual, 2008. See recommendations for amendments to the TOD Master Plan in this chapter.	Yes
Business	Businesses providing retail trade or services for individuals or businesses. May also include professional offices.	Yes
Right-of-Way (ROW)		No
Low-density housing	Includes single-family housing and two-family housing. Allowable densities range from approximately 2.5 to 4 housing units per gross acre, with lot sizes in the range of 8000 square feet and larger. Includes places of worship.	No
Industry or Office	Allows a wide range of assembly, fabrication, processing, research, warehouse, logistics or corporate office businesses. The type and intensity of allowed uses vary with the zoning district.	No

Land Use	Definition (if non-standard category)	Transit Supportive Land Use
Medium- and high-density housing	Included in this category are small-lot single-family houses, duplexes, townhouses, 4- to 12-unit buildings that typically have individual exterior entrances, and apartment buildings, which have interior corridors. The housing is located where there is good traffic access, between Low-Density Housing and non-residential land uses, and at high-amenity locations. The density is expected to be in the range of 4 to 8 units per gross acre for the duplex, townhouse and similar buildings and up to 25 units per gross acre for apartment buildings. Locations and site plans should conform to the guidelines in this plan. Includes places of worship.	Yes
School, Public, or Church	Includes public and private schools, City Hall and municipal public works facilities.	Yes
Open Space		No

Appendix A-2. Development Data from Corridor Cities

This appendix includes the development data tables that corridor cities provided and a map of the station area showing development sites and parcels that were redeveloped.

Development Information Provided by the City of Big Lake

Project Name	Project Type	Description	Transit-Supportive Development	Commercial Sq. Ft.	Residential Units	Opening Year
Big Lake Station Senior	Housing	Affordable senior apartments	Yes		74 units	Summer 2023
Station Street Apartments	Housing	Three buildings each with 35 units	Yes		105 units	2020
Nystrom Treatment Facility	Social Services	In-patient treatment facility	Yes		34 in-patient rooms	2022
Northern Star Apartments	Housing	Combination of market rate and affordable	Yes		76 units	2013
			TOTAL	0 sq. ft.	255 units	

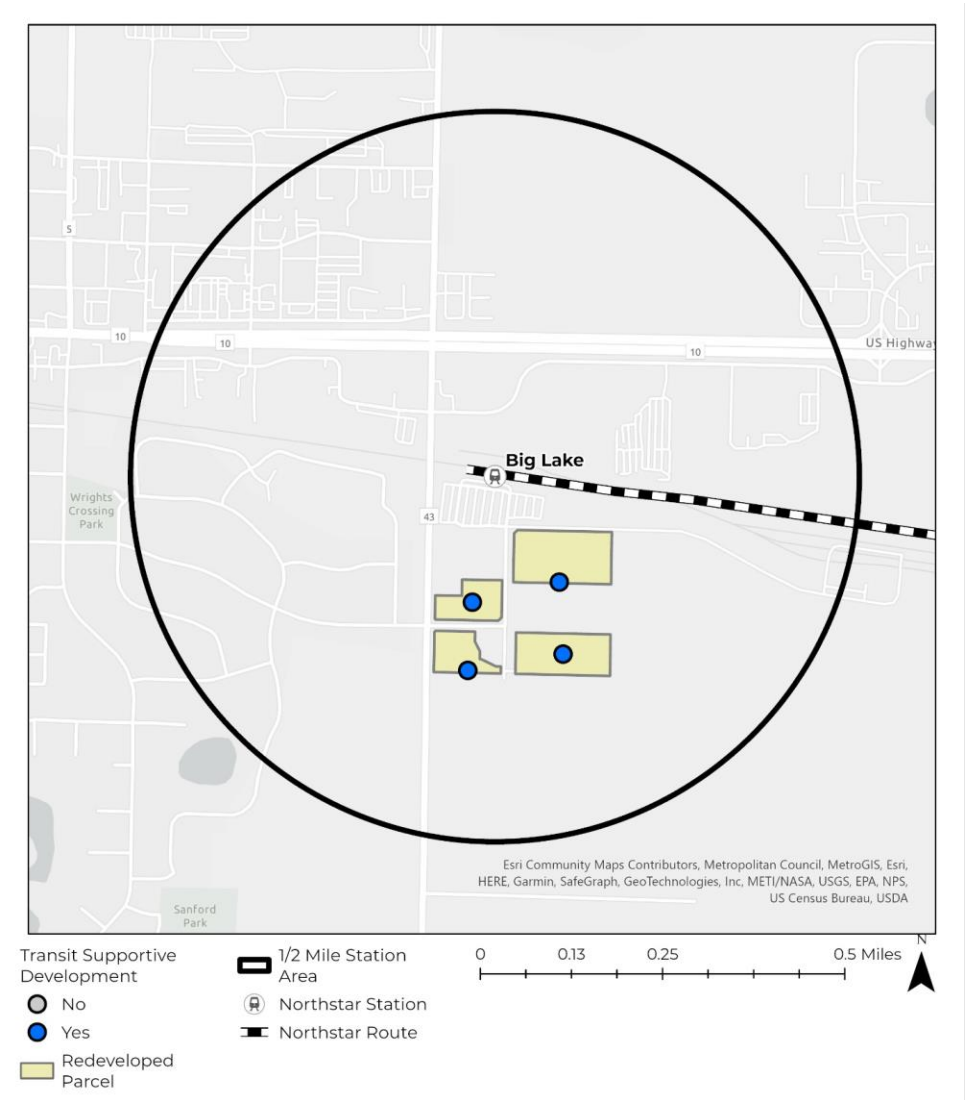


Figure 30 Areas of Change and Developments, Big Lake Station

Development Information Provided by the City of Elk River

Project Name	Project Type	Project Description	Transit-Supportive Development	Commercial Sq. Ft.	Residential Units	Opening Year
Hillside Heights	Housing	Apartments	Yes		52 units	2022-2023
Ministorage	Commercial	Ministorage facility	No	22,600 sq. ft.		2022-2023
Cornerstone Quick Lane	Commercial	Oil change facility	No	12, 500 sq. ft.		2022-2023
Moyer Properties	Industrial	Manufacturing	No	20,540 sq. ft.		2022
Morrell Trucking	Industrial	Trucking company	No	13,300 sq. ft.		2015
GATR	Industrial	Truck sales	No	43,600 sq. ft.		2015
Sportech	Industrial	Manufacturing	No	160,000 sq. ft.		2015
Coachman Ridge	Housing	State low-income tax credit apartment	Yes		53 units	2014
Cornerstone Kia	Commercial	Car dealership	No	15,600 sq. ft.		2014
Depot of Elk River	Housing	State low-income tax credit apartment	Yes		53 units	2009
			TOTAL	**288,140 sq. ft.**	**158 units**	

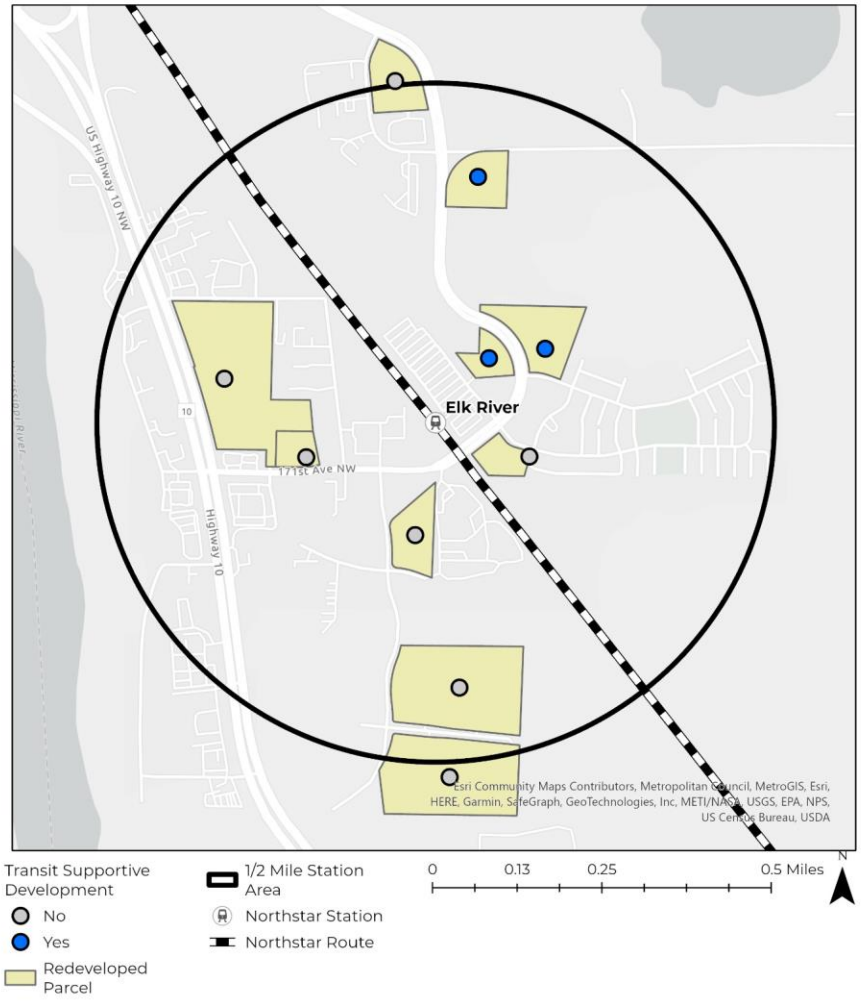


Figure 31 Areas of Change and Developments, Elk River Station

Development Information Provided by the City of Ramsey

Project Name	Project Type	Project Description	Transit-Supportive Development	Commercial Sq. Ft.	Residential Units	Opening Year
Northstar Market Place	Retail	Multi-tenant retail	Yes	7,200		2023
Stories Foundation	Mixed Use	Mixed-use (retail and restaurant on first floor with 2 apartments above)	Yes	6,892	2 units	2023
Gigi's Salon and Spa	Retail	Aveda salon and spa	Yes	9,706		2022
O'Reilly Auto Parts	Commercial	Auto parts retailer	No	7,458		2022
Cottages at COR	Housing	Townhomes	Yes		40 units	2022
Sapphire Apartments	Housing	Market rate apartments	Yes		118 units	2020
New Horizons	Childcare	Childcare center	Yes	9,110		2018
Affinity at Ramsey	Housing	Amenity-rich senior housing	Yes		174 units	2018
Greenway Terrace	Housing	Affordable apartments	Yes		54 units	2018
Parkview Terrace	Housing	Market rate apartments	Yes		121 units	2016
Station	Housing	Townhomes	Yes		77 units	2016
Sunwood Village	Housing	Affordable apartments	Yes		47 units	2015
Casey's General Store	Commercial	Convenience/general store	No	4,068		2015
Northgate Church PC	Place of Worship/Commercial	Northgate Church and Performance Center	Yes	15,242		2013
VA Clinic	Medical	VA outpatient clinic	Yes	44,000		2011
Residence at the COR	Mixed Use	Market rate apartments and dental clinic	Yes	254,534	230	2011

Project Name	Project Type	Project Description	Transit-Supportive Development	Commercial Sq. Ft.	Residential Units	Opening Year
Allina Clinic	Medical		Yes	28,500		2010
Midwest Medical Examiner	Commercial	Medical examiner office	Yes	17,851		2009
Municipal Parking Ramp	Commercial/Public	800 stall municipal/Northstar parking structure	No	207,000		2009
			TOTAL	1,253,873	863	

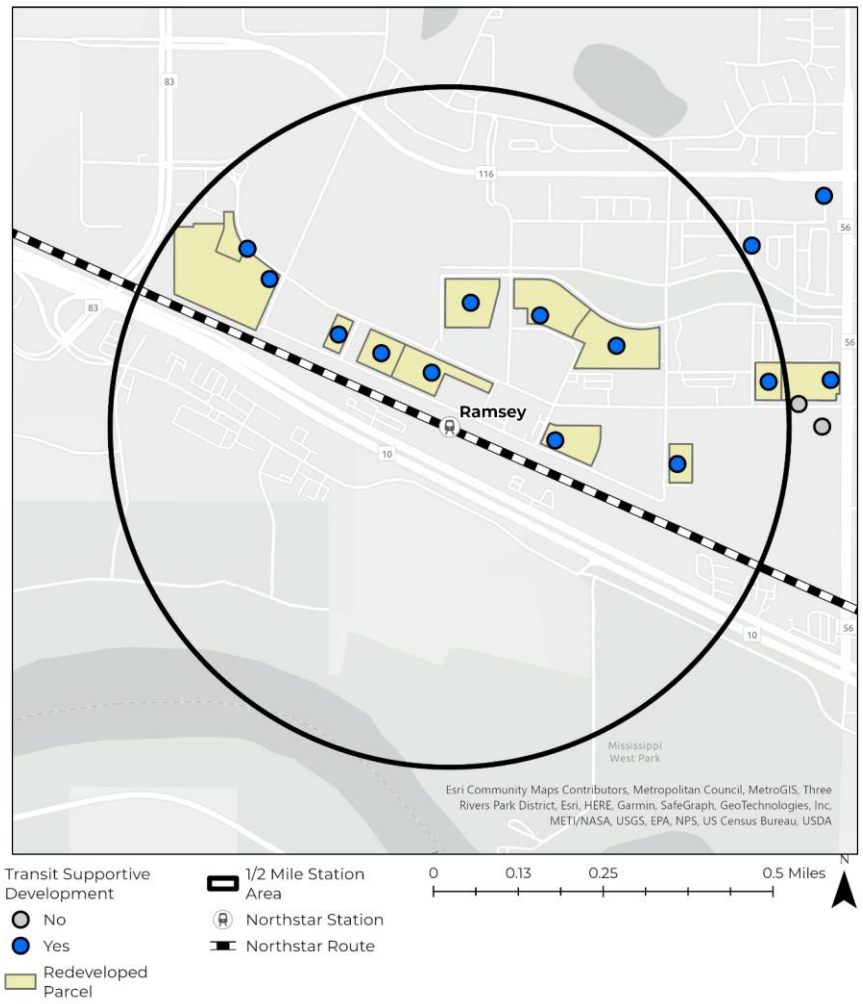


Figure 32 Areas of Change and Developments, Ramsey Station

Development Information Provided by the City of Anoka

Project Name	Project Type	Project Description	Transit-Supportive Development	Commercial Sq. Ft.	Residential Units	Opening Year
Haven for Heroes	Housing	Homeless veterans non-profit housing	Yes		60	Ongoing remodel
4th/Johnson City Site	Housing	Potential market rate housing	Yes		80 - 100	Possible start 2023
VOA Homestead of Anoka	Housing	Senior affordable rental housing	Yes		80	Construction to begin fall 2022
Riverside Townhomes	Housing	Detached townhomes	Yes		57	Construction started 2020
Kwik Trip	Commercial	Convenience store/gas station	No	9,210		2019
VOA Homestead of Anoka	Housing	Senior rental housing	Yes		321	2015
			TOTAL	9,210	598 units	

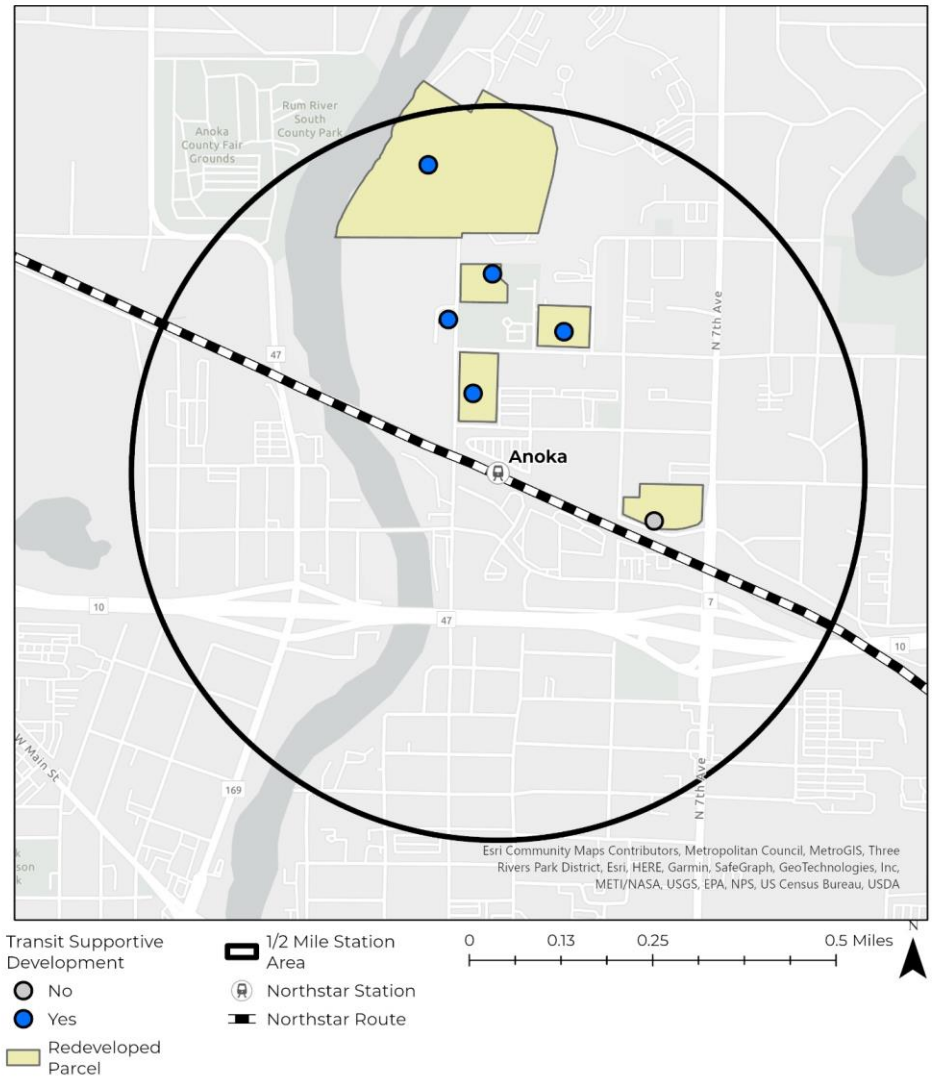


Figure 33 Areas of Change and Developments, Anoka Station

Development Information Provided by the City of Coon Rapids

Project Name	Project Type	Project Description	Transit-Supportive Development	Commercial Sq. Ft.	Residential Units	Opening Year
Riverdale TOD (Name TBD)	Housing	Senior apartments	Yes		81	2023 - 2025
Riverdale TOD (Name TBD)	Housing	Market rate apartments	Yes		192	2021 - 2023
Bank of America	Commercial	Bank	Yes	4,000		2022
Banfield Pet Hospital; Famous Daves Quick-Q	Commercial	Vet clinic and restaurant	Yes	4,000		2022
Metro Self Storage	Commercial	Indoor self-storage	No	130,356		2020
Starbucks; Sleep Number Mattress	Commercial	Restaurant and retail	Yes	5,988		2020
Well Haven Pet Clinic	Commercial	Vet clinic	Yes	3,050		2019
Lyra Apartments	Housing	Market rate apartments	Yes		181	2019
Nova Apartments	Housing	Family affordable apartments (LIHTC)	Yes		71	2019
Kyoto Sushi	Commercial	Restaurant and vacant space	Yes	7,480		2017
Pelo Salon Spa	Commercial	Salon and 2 vacant spaces	Yes	8,400		2017
Mattress Firm; Aspen Dental	Commercial	General retail and dental office	Yes	3,200		2014
Chick-fil-A	Commercial	Restaurant	Yes	4,876		2013
Panera Bread	Commercial	Restaurant	Yes	4,100		2013
			TOTAL	175,450	525	

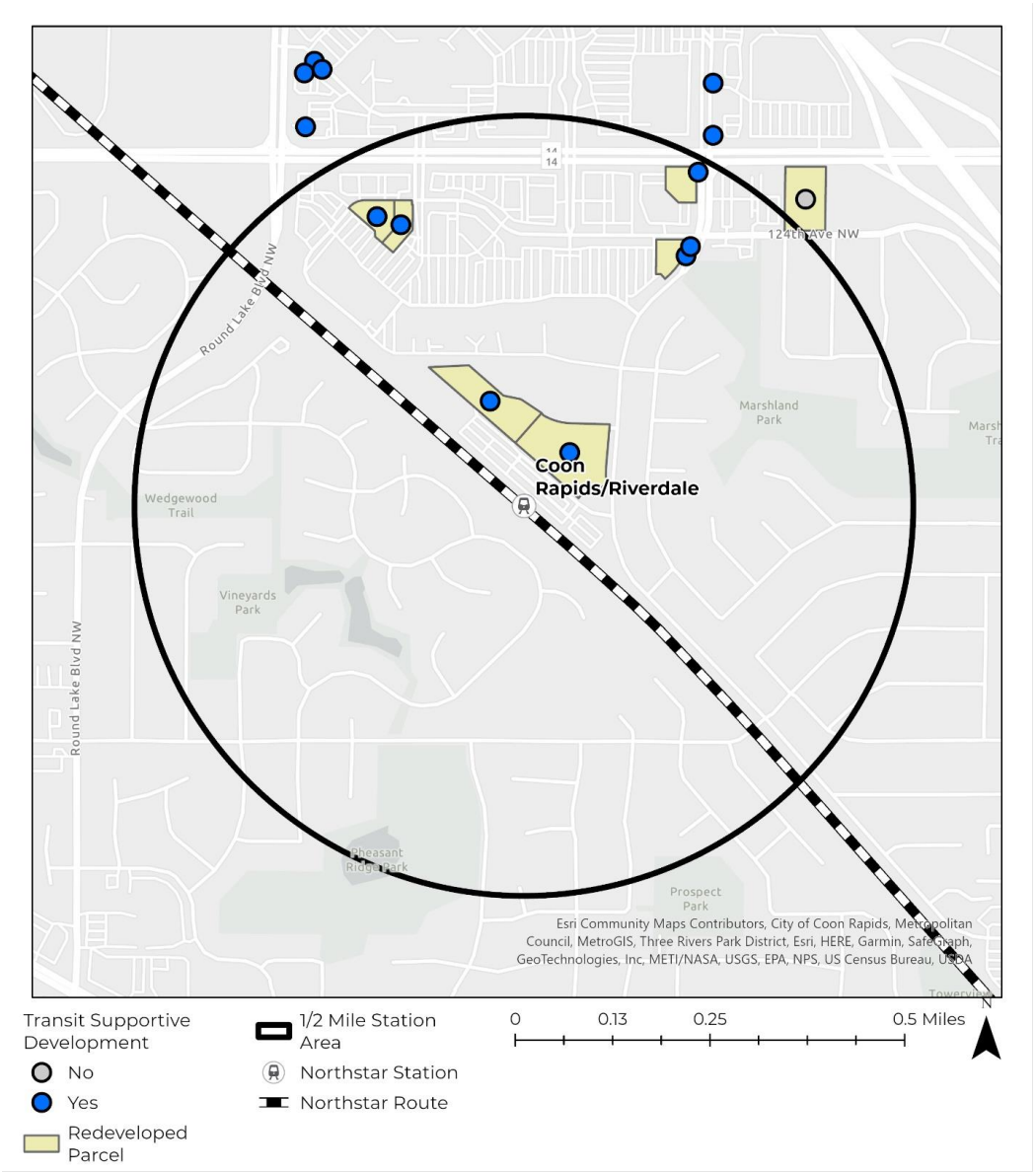


Figure 34 Areas of Change and Developments, Coon Rapids/Riverdale Station

Development Information Provided by the City of Fridley

Project Name	Project Type	Project Description	Transit-Supportive Development	Commercial Sq. Ft.	Residential Units	Opening Year
Development at 5951 University Ave	Housing	Market rate apartments	Yes		100	2022
Development at 6031 Main St NE	Housing	Affordable apartments (60% area median income)	Yes		71	2022
Development at 5851 University Ave	Housing	Market rate apartments	Yes		65	2019
Cielo Apartments	Housing	Market rate apartments	Yes		100	2016
Northern Stacks Industrial Park	Industrial	Multi-tenant industrial, 3,000 employees	No	1,700,000		
Development at 6060 Main St NE	Housing	Market rate apartments	Yes		95	N/A
Development at 6000 Main St NE	Housing	Senior apartments	Yes		107	N/A
Development at 6530 University Ave NE	Housing	Affordable apartments (80% area median income)	Yes		262	N/A
Development at 105 58th St	Housing	Market rate apartments	Yes		9	N/A
Stacks VIII	Industrial	Multi-tenant industrial, 200 employees	No	169,000		N/A
Parks of Commerce	Industrial	Multi-tenant industrial, 450 employees	No	406,000		
			TOTAL	2,275,000	809	

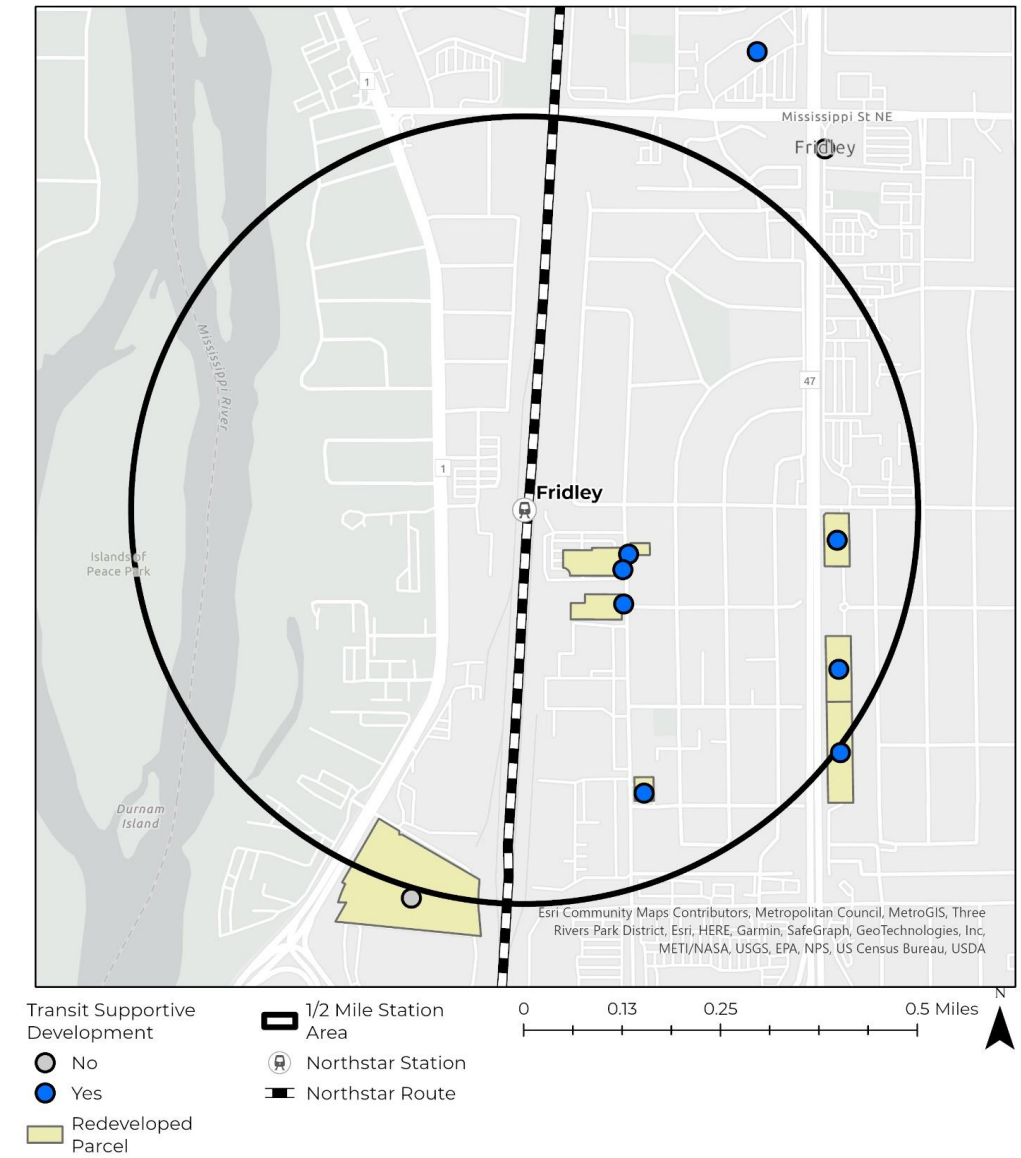


Figure 35 Areas of Change and Developments, Fridley Station