Transit-Oriented Development Portfolio

City of Oak Creek Appendix

TRANSIT ORIENTED DEVELOPMENT

Stakeholder Interviews

TRANSIT ORIENTED DEVELOPMENT
Stakeholder Interviews

City of Oak Creek: Stakeholder Interviews Summary

Below is a summary of comments received during Stakeholder Interviews conducted in the City of Oak Creek on May 9, 2006. A listing of interviewees is included at the end of summary.

What are the areas assets and advantages?

- Bender Park, a county owned park on Lake Michigan
- Available or vacant land in the area
- Lake Michigan lakefront
- New single family homes in the Carolville neighborhood
- Potential WISpark monetary donation for economic development in the area
- Recently improved roadway infrastructure including widening of State Highway 100 and State Highway 32
- Clean up of the former El Paso factory site

What are the areas weaknesses and challenges ?

- Station area is disjointed from the rest of Oak Creek
- Significant brownfield sites along lakefront on former industrial sites
- Proposed golf course in Bender Park no longer viable
- Commercial focus along 27th Street corridor instead of in the station area
- No funding mechanism in place to spearhead redevelopment

How has the area changed over time?

- Improved State Highway 100 and State Highway 32
- Industrial properties are now abandoned
- Bender Park is a relatively new county park

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Stakeholder Interviews

What types of businesses are needed in the area?

- Need for a mix of uses including retail, entertainment, office
- Wants to create a "walk-in", pedestrian friendly community

What public uses and/or recreational uses are needed?

- Bender Park should be more of a destination with a major recreational attraction
- State Highway 100 needs to be extended to East Ryan Road to improve circulation to the neighborhood and the lakefront
- Need to connect Interstate-94 to the station area with a bus connection between the park n' ride and the station area

What type(s) of housing are needed?

- Quality single family homes
- Condominiums

Are there any physical or urban design issues or opportunities?

- Any improvements to the area should be pedestrian friendly and support a town center

Please identify any planned or recommended improvements in the area within the next 10 years.

- Extension of State Highway 100 to East Ryan Road
- Expansion of the WEBCO power plant

City of Oak Creek Interviewees

1. Dimity Grabowski, Alderman
2. Mike Toman, Alderman
3. Doug Seymour, City of Oak Creek
4. Wayne St. John, City of Oak Creek
5. David Boerke, Property Owner
6. Dave Schmidt, Property Owner
7. Mark Verhalen, Oak Creek Citizens Action Group

TRANSIT ORIENTED DEVELOPMENT

Community Area Workshops

TRANSIT ORIENTED DEVELOPMENT

Community Area Workshops

Oak Creek Station Area: Issues and Opportunities Workshop

Oak Creek Civic Center

Common Council Chambers

8640 S. Howell

Wednesday, May 10, 2006

5:00-7:00 pm

Summary Workshop

(13 completed questionnaires received)

Note: Numbers in parentheses indicate multiple responses for a particular response.

1) List the five most important problems/ issues confronting the station area:

General

- Cost of project; funding of project
- Lack of money to develop Bender Park
- Smell from waste water treatment plan
- Safety and security
- Noise
- Support for existing homeowners
- Gas prices are increasing

Station / Service

- Future parking at the station/no long term parking
- Amenities at station including ticket agent, food vendor, bicycle racks, etc.
- Type of station facility
- Frequency of service
- Effectiveness of service/use of service

- Cost of ticket

Land Use / Development

- How will area be developed/ what uses will be in area?
- Current development pattern is too spread out; no sense of community
- Brownfield sites/contaminated soil in station area
- Lack of businesses or people in area currently
- Can this area handle future business uses given space and zoning issues?
- Desirability of businesses in the area
- Mixing of retail with residential
- Green space/environmental issues/wetlands
- Jobs for local people
- Bender Park
- Water plant
- New housing
- Existing households
- Blend new development with existing development

Transportation

- Road traffic/congestion
- No at grade railroad crossings
- Bicycle and pedestrian access to the station
- Vehicular access to station
- Impact of expansion and extension of State Highway 100 on station area
- Access to Bender Park
- State Highway 32 cannot handle an increase in traffic
- Access to lakefront
- Enhance local roadway infrastructure

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Community Area Workshops

2) List the three most important issues mentioned thus far

The issues are ranked in order of importance. Since there was a tie, more than three issues are listed.

1. Expansion of State Highway 100 (7)
2. Enhance roadway infrastructure (7)
3. Contaminated soil (4)
4. Sensitivity to parkland (4)
5. Traffic congestion (4)
6. Noise (4)

Other Responses

- Blend new development with existing development (3)
- Cost of infrastructure (3)
- Relocation/displacement of homeowners (2)
- Usage/cost of ride (2)
- Concern for bicycle traffic
- Access to Bender Park
- Gas prices/demand for transit
- Grade crossing issues
- Desire to encourage business development

3) List three projects/ improvements would like to see made in the station area

General

- Provide for civic programs/community center/meeting spaces
- Capitalize on lakefront
- Clean up polluted sites
- Cooperation between City and County regarding Bender Park
- WISPARK investment into area

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Community Area Workshops

- Security improvements including lighting and fencing
- Screening of noise from trains
- Preserve wildlife/environmental area

Station / Service

- Lakeview for station

Land Use/ Development

- Townhouses
- High rise condominiums along lakefront
- Blend retail development into area with adequate open space
- Provide expansion and improvements to Bender Park
- Improvement to land along 5th Avenue
- Park-like improvements
- Upscale businesses; no fast food

Transportation

- Bicycle access
- Increased bus service
- Sidewalks and lighting for pedestrian access and safety
- Widen State Highway 32
- Improve access to Bender Park
- Extend State Highway 100 to East Ryan Road
- Discontinue East Ryan Road over the tracks
- Improve local road infrastructure

TRANSIT ORIENTED DEVELOPMENT
Community Area Workshops

4) List the primary assets and advantages of the station area

General

- Lake Michigan

Station/Service

- Transit decreases pollution
- No need for a car
- New access to Chicago and Milwaukee
- New job transportation to jobs

Land Use/ Development

- Minimal relocation
- Bender Park
- New station and development would clean up brownfield sties
- New jobs would be created
- Country like living without city problems and developments
- Environmental/natural areas
- Excellent potential for development

Transportation

- Proximity to State Highway 100, State Highway 32, and Ryan Road

TRANSIT ORIENTED DEVELOPMENT

Community Area Workshops

Oak Creek: Preliminary Station Area Plans

Fire Station No. 3

7000 S. 6th Street

Thursday, July 27, 2006

5:00 – 7:00 pm

Workshop Summary

(1 group comment sheets received)

After a project presentation, the audience was asked to form small groups to discuss and make comments on the preliminary station area plans for future land use, access and circulation, and urban design. The following summarizes all group comments, which will be used to refine the preliminary station area plans.

Preliminary Future Land Use

- Station area plan may need to reflect future land use changes along lakefront
- Proposed station location on Department of Water property may not be appropriate as Department of Water may expand onto site
- Proposed station should be in the center of a "town center"
- Station area may have impacts on wetlands in the area

Preliminary Future Access and Circulation Pattern

- Parking is important in station area
- Extending State Highway 100 to Ryan Road is an important project to open up access to the lakefront

Preliminary Future Urban Design Framework

- Streetscape improvements to the station area are important
- Retaining critical open space is key to station area development

TRANSIT ORIENTED DEVELOPMENT

Market Assessment Reports

Table of Contents

		Page
I.	EXECUTIVE SUMMARY	3
	Station Area Land Uses and Business Activity	3
	Demographic and Economic Trends and Projections	3
	Residential Development Potential	4
	Retail Development Potential	4
	Office Development Potential	5
	Summary of Demand	6
II.	METHODOLOGY	7
	Residential Demand	7
	Retail Demand	7
	Office Demand	8
III.	STATION AREA LAND USES AND BUSINESS ACTIVITY	9
	Proposed Station Location	9
	Half-Mile Study Area	9
	Development Opportunity Sites	15
IV.	DEMOGRAPHIC TRENDS AND FORECASTS	16
	Cudahy Population and Household Trends	16
	Employment Trends	16
	Population and Household Projections – Half-Mile Station Area	18
V.	RESIDENTIAL MARKET CONDITIONS AND STATION AREA OPPORTUNITIES	19
	Housing Market Trends	19
	Condominiums and Townhouses Planned in Oak Creek	22
	Residential Land Prices	24

V. RESIDENTIAL MARKET CONDITIONS AND STATION AREA OPPORTUNITIES
Rental Apartment Market 24
Opportunities for Residential Development in the Station Area 24

VI. RETAIL MARKET CONDITIONS AND STATION AREA OPPORTUNITIES 28
Retail Sales and Sales Per Household 28
Expenditure Potential in 2005 28
Shopping Concentrations in Oak Creek 28
Retail Lease Rates 29
Future Retail Demand in the Station Area 29

VII. OFFICE MARKET CONDITIONS AND STATION AREA OPPORTUNITIES 31
Office Market Conditions 31
Office Rental Rates 31
Office Demand 31

VIII. APPENDIX 33

I. EXECUTIVE SUMMARY

Station Area Land Uses and Business Activity

- The station area is characterized by a very low population, relatively high median age, and high share of the population over 65 years of age. In addition, 66.5% of housing units are owner-occupied, approximately half of the population aged 25 and older has at least some college, and the median household income is $49,131, indicative of a middle income area. There are only 286 residents and 66 employees in the half-mile station area.

- The area immediately adjacent to the proposed station is vacant. A large portion of the half-mile station area is vacant or parkland. Bender Park is to the southeast; vacant industrial land is to the east and northeast. There are scattered houses in the station area, with the largest concentration at the north end in the Carrollville neighborhood.

- The 2020 Vision – Comprehensive Plan for the City of Oak Creek proposed the development and redevelopment of the station area and adjoining Carollville neighborhood into a Lakeview Village Mixed Use District. A significant portion of this area was previously devoted to industrial uses. Some of the industrial sites will require further remediation to make them developable.

Demographic and Economic Trends and Projections

- As of 2000, the City of Oak Creek had a population of 28,456 in 11,239 households. The 2005 population estimate by the State Department of Administration indicates an almost 11% increase over the past five years.

- Projections to 2025 by the State Department of Administration show a 45.8% increase in population and a 63.6% increase in the number of households over the next 20 years. This equals 7,148 new households for the community.

- The Oak Creek zip code had 590 employers in 2003 with over 16,000 employees. The employment base primarily consists of construction, manufacturing, retail trade, and

accommodations and food service. Office-prone employers such as professional and financial services, real estate and health care are growing in number.

Residential Development Potential

- The City issued 2,210 residential building permits between 2000 and 2005 for an annual average of 368 units. Of these, 1,099 units were for single-family and 825 were for multi-family construction. A number of multi-family dwellings are within a three mile radius of the proposed station. They range from low-income senior housing to upper middle class condominiums. Some of these are on Chicago Road (Route 32) north of Ryan Road. There are 27 single-family subdivisions with 1,250 units under construction or planned in the city. Three of them are within 1-2 miles of the station.

- The median price for condominiums sold in Oak Creek through Realtors and reported in the Multiple Listing Service in 2005 was $142,000, with units selling from a low of $107,000 to a high of $227,000.

- Rail service offers the potential for capturing a higher share of future housing construction within the half-mile station area. While construction in the station area has been limited to date, the momentum exists for increased residential development.

- VSKA estimates that there will be demand for 4,881 new housing units in the City of Oak Creek (325 per year on average) between 2005 and 2020. A total of 421 (28 per year on average) could be in the half-mile station area assuming commuter rail service. Without commuter rail, demand in the station area is estimated to be 167 units (11 per year on average.)

Retail Development Potential

- Oak Creek is currently well served with retail space based on 2002 Census of Retail Trade statistics for the city compared to other communities in Milwaukee County. Oak Creek is also attracting shoppers from nearby towns including South Milwaukee and Cudahy.

- Although demand for retail space will be primarily on the west side of the city along Howell Avenue and 27th Street, future retail developments within a half-mile of the station may include a grocery and drug store, as well as some small store space. A future location for new retail development could be on the north side of Ryan Road between the railroad tracks and 5th Avenue. The potential for restaurant and entertainment uses exists near the lake as part of larger mixed-use projects.

- Therefore, VSKA estimates demand for 105,000-125,000 square feet of new retail space in the half-mile station area over the next 15 years. This is dependent on residential development in the area, especially redevelopment of some or all of the vacant industrial sites along the lake. Retail development is not likely prior to 2010.

Office Development Potential

- There is limited demand for office space in the station area. A small amount of space could be absorbed in small free-standing single or multi-tenant office buildings, or as part of a mixed-use building to serve small tenants such as doctors and professional services firms.

- Depending on the future of the Lakeview Village Mixed Use District, an office building could be part of this development area. The Redevelopment District #1 Plan recommends a corporate campus or headquarters office building east of 5th Avenue near the lake. While it is certainly a possibility, it is more likely that a larger company would choose a location on the west side of the city.

- VSKA estimates that the half-mile station area could attract 20,000-30,000 square feet of new office space over the next 15 years, at least some of which would be part of mixed-use buildings. Although unlikely, the location of a corporate campus or headquarters within the half-mile station area could attract 60,000-80,000 square feet of new office space over the next 15 years.

Summary of Demand

STATION AREA DEVELOPMENT DEMAND
2005-2020

	2005-2010	2010-2015	2015-2020	TOTAL
Residential units	0	158	263	421
Retail (square feet)	0	65,000-75,000	40,000-50,000	105,000-125,000
Office (square feet)				
Scenario 1	0	10,000-15,000	10,000-15,000	20,000-30,000
Scenario 2 with corporate campus or headquarters bldg.	0	10,000-15,000	50,000-65,000	60,000-80,000

II. METHODOLOGY

Residential Demand

To calculate demand for new housing units within the half-mile station area, Valerie S. Kretchmer Associates, Inc. (VSKA) started with the 2004 State of Wisconsin Department of Administration forecasts of population and households for the municipalities from 2005-2020. From this, VSKA estimated the share of new housing demand that would be within the half-mile station area without the commuter rail extension and then with the commuter rail extension. These calculations assume that expanded rail service is available around 2014. The projections assume that there will be an increase in development activity a few years prior to the opening of the rail line (2010) as people realize that the rail extension is a reality.

The demand forecast assumes a 5% residential vacancy factor, which is a conservative estimate. This is also added to the demand generated by the number of new households forecast in Oak Creek. Assumptions are also made regarding the need to replace older housing units in the community. The annual rate of replacement is based on one-half of 1% of housing units built prior to 1970, as reported in the 2000 Census.

VSKA looked at the share of development recently completed, planned and under construction within the half-mile station area. VSKA then estimated the station area's share of new development with and without the commuter rail extension given the availability of land and buildings here for new construction and rehabilitation.

Retail Demand

VSKA assessed the availability of land in the station area, retail concentrations elsewhere in the community, and overall competitiveness of the station area for retail development. VSKA identified the type and scale of retail development that would be supportable at the station by assessing population density, area demographics, retail sales, level of competition and retail market conditions. The estimates of supportable retail space were based on the strength of each location and scale of retail development that the market can support. This assessment also incorporated recommendations in the City's plans for the station area and for other competing areas in the community.

Office Demand

VSKA assessed the office potential at the station area by evaluating the existing office inventory in the community, vacancy and rental rates for office space in this area, office-prone employment trends, and the employment base in Oak Creek. VSKA also assessed the availability of land in the station area and the scale and type of development that could be supported. This assessment also incorporated recommendations in the City's plans for the station area and for other competing areas in the community.

III. STATION AREA LAND USES AND BUSINESS ACTIVITY

Proposed Station Location

The proposed station will be located on the north side of Ryan Road west of 5th Avenue. The station house and platform as well as the parking lot will be on the east side of the railroad tracks and bordered on the east by 5th Avenue. At this time, Route 100 (Ryan Road) ends at Route 32 (Chicago Road). Ryan Road then jogs to the northeast as a two-lane local road. There are plans to extend Route 100 and abandon the old section of Ryan Road east of Route 32. This improvement is in the City's five year capital plan but no design work has started. The map on the following page shows the station location.

B. Half-Mile Study Area

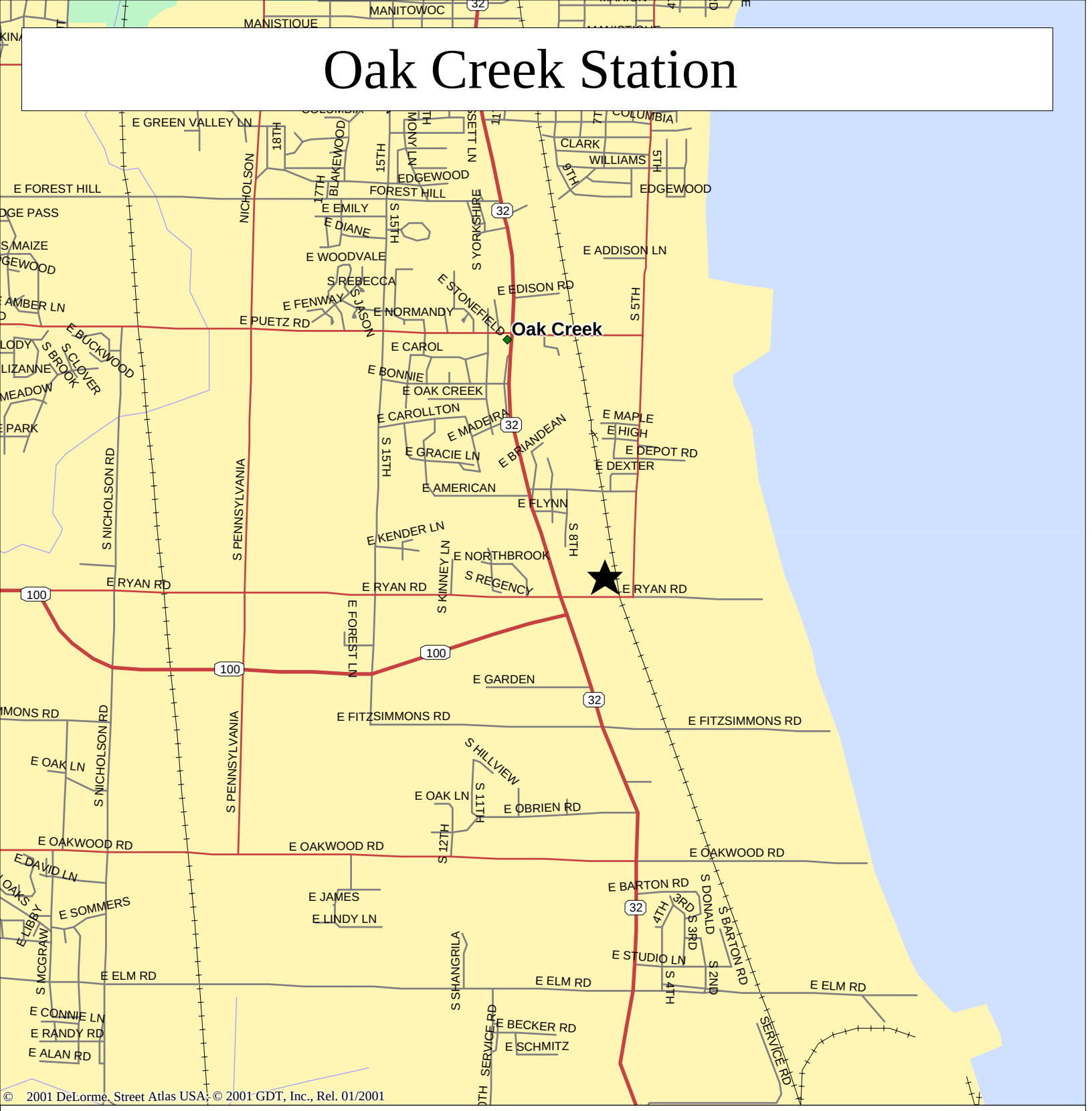
The half-mile area surrounding the train station stretches from Depot Road on the north, to the lakefront on the east, Fitzsimmons Road on the south, and Kinney Lane on the west (between Route 32 and 15th Avenue). The map that follows shows the boundaries of the half-mile station area and the larger three mile radius from the station.

1. Study Area Land Use

The half-mile study area primarily consists of vacant and residential land. The immediate vicinity has a few houses but is largely vacant. The City of Oak Creek owns some land north of Ryan Road between the railroad tracks and 5th Avenue. The City's water utility building is north of Ryan Road. A 20-acre vacant parcel is at the northeast corner of Ryan Road and 5th Avenue.

To the east of the station is Bender Park, a large Milwaukee County-owned park that is largely open space and used for passive recreation. A winding road leads down the bluff to Lake Michigan where a boat launch and beach are located, though swimming is not permitted. There were plans to build a golf course in Bender Park, but this is not likely at this time. South of Bender Park just outside of the half-mile station area is a Wisconsin Energies coal-fired power plant that will be expanded.

Oak Creek Station



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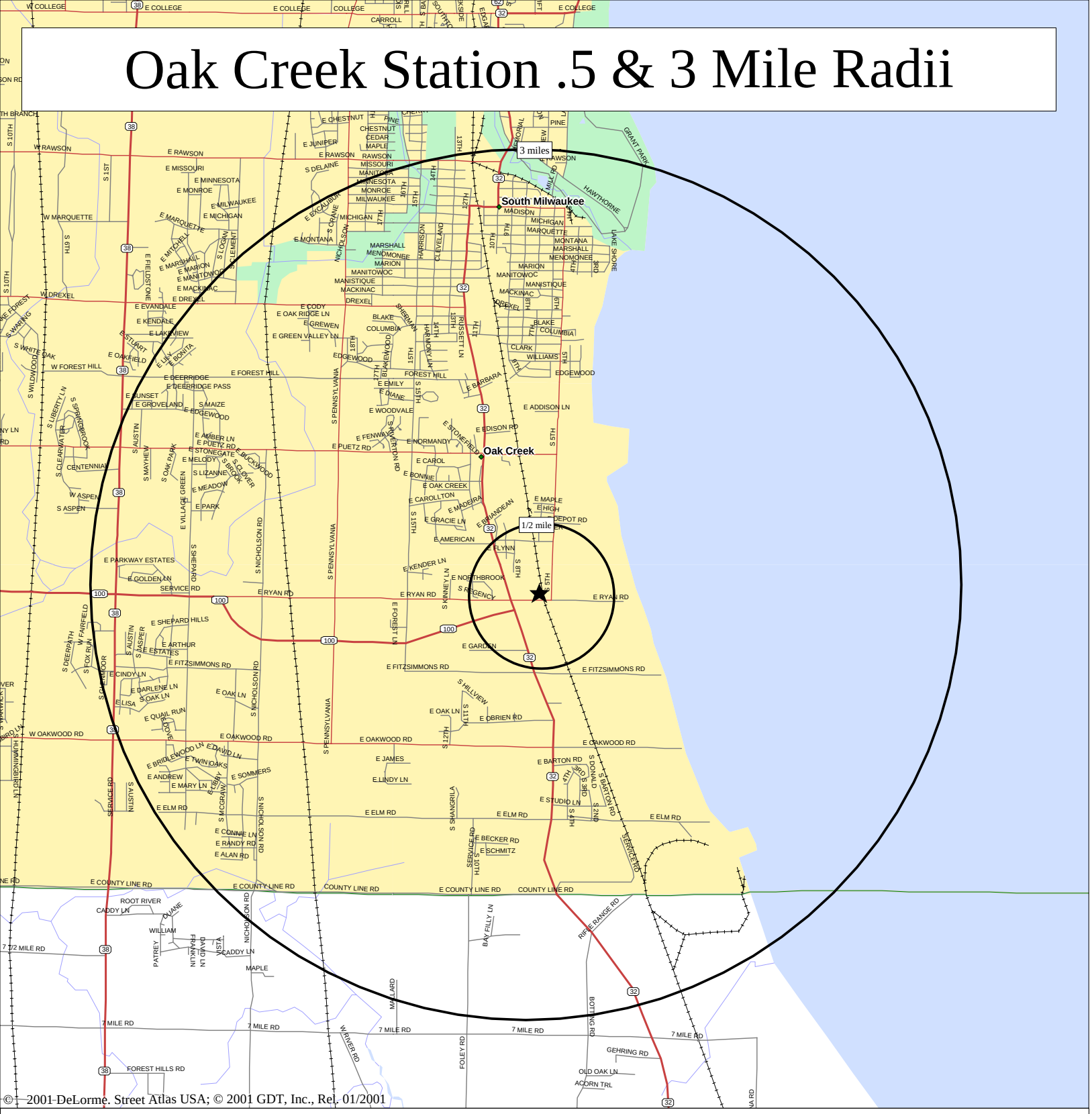
Mag 14.00
Wed Jun 28 09:40 2006
Scale 1:31,250 (at center)

2000 Feet

1000 Meters

- Local Road
- Major Connector
- State Route
- US Highway
- Railroad
- Small Town
- Population Center
- Water
- River/Canal
- City Park

Oak Creek Station .5 & 3 Mile Radii



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Scale 1:56,250 (at center)

5000 Feet

2000 Meters

- Local Road
- Major Connector
- State Route
- US Highway
- Railroad
- Small Town
- County Boundary
- Population Center
- Water
- River/Canal
- City Park

To the east and northeast of the station is Carollville, an area of old houses and vacant industrial sites in need of redevelopment. The houses were built in 1900 for workers at the nearby Peter Cooper plant. Though the factories are now closed, the housing is owned by one entity and rented out. Other former industrial plants here were owned by DuPont, El Paso Gas, and Wabash Alloys. Some of the land has been remediated.

To the south of the station is a 42-acre site east of Route 32 that can be developed. West of the station along Route 32 is a mix of apartment complexes, smaller scale commercial uses and Market Square, a small retail and office complex dating to the 1970s. The area west of Route 32 south of Ryan Road is in a flood plain, thus the future development potential is more limited here. The map on the following page shows land use in the vicinity of the station area.

2. Study Area Demographics

According to estimates provided by Demographics Now (a national demographic data vendor), shown in Table 1 below, the half-mile area has an estimated 2005 population of only 286, with a density of 364 persons per square mile. There are only 66 employees in the half-mile area.

The median age of the population is a high 36.5 years, with a relatively high 11.4% of the residents aged 65 and older. A small percentage of the households living near the train station do not have a motor vehicle (6.9%). Median household income is an estimated $49,131. The owner occupancy rate is 66.5%. Just under half of the residents aged 25 and older have at least some college education.

Table 1 compares the characteristics of the station area with a larger area within three miles. The larger area has an estimated population of 28,436, and the overall density is much higher (1,006 persons per square mile). The population of the three mile area is slightly older, better educated and slightly more affluent (its median household income is $56,934). Its homeownership rate is also higher at 74%. The same percent of its households have no access to a private vehicle.

Oak Creek Station Area Land Use

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Wed Jun 28 11:55 2006
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1000 Feet

200 Meters

- Local Road
- Major Connector
- State Route
- Railroad
- Population Center
- Water

Table 1

KEY DEMOGRAPHICS FOR 1/2 AND 3 MILE RADII
FROM THE PROPOSED OAK CREEK RAIL STATION

	1/2 Mile	3 Mile
2005		
Population	286	28,436
Households	104	10,483
Population Density/Square Mile	364.1	1,005.7
Median Age	36.5	37.3
% of Population Aged 65+	11.4%	11.2%
Median Household Income	$49,131	$56,934
% of Households with No Vehicle Available	6.9%	6.9%
% of Population 25+ with at least some College	49.9%	53.1%
Total Housing Units	110	11,113
% Vacant Housing Units	5.3%	5.7%
% Owner-Occupied Housing Units	66.5%	74.0%
Employment	66	5,737

Source: Demographics Now

Demographic maps in the Appendix show the median household income, population density and average household size by block group for the area surrounding the proposed Oak Creek station. They show that the average household size is between 2 and 3 persons; population density is mostly below 3,000 people per square mile with higher densities to the north; and that median household incomes primarily range from $50,000 to $75,000 with lower incomes near and to the north of the station in the Carollville neighborhood.

Development Opportunity Sites

Within the half-mile radius of the station are several key development sites. The first are the areas immediately adjacent to the station on the north and south sides of Ryan Road. These include:

- City-owned parcel between the railroad tracks and 5th Avenue north of Ryan Road
- 20 acres north of Ryan Road east of Route 32
- 42 acres south of Ryan Road east of Route 32
- Vacant El Paso Gas and DuPont industrial sites north of Ryan Road east of 5th Avenue
- Vacant land west of Route 32 south of Ryan Road

In addition, there are redevelopment opportunities for the Wabash Alloys and Peter Cooper industrial sites east of 5th Avenue north of the DuPont site. They are just beyond the half-mile station area. The Carrollville residential area also has redevelopment potential on the west side of 5th Avenue north and south of Depot Street.

IV. DEMOGRAPHIC TRENDS AND FORECASTS

Oak Creek Population and Household Trends

The Wisconsin Department of Administration reported an increase of 10.7% in Oak Creek's population between 2000 and 2005. It projects a 45.8% growth in total population by 2025. It also reported an 11.9% increase in the number of households between 2000 and 2005. By 2025, total households are projected to grow by 63.6%. The following table shows these trends in detail.

Table 2

OAK CREEK HOUSEHOLD AND POPULATION PROJECTIONS 2000-2025

Year	Households	Change		Population	Change	
		#	% Change		#	% Change
2000	11,239	----	----	28,456	----	----
2005	12,571	1,332	11.9%	31,497	3,041	10.7%
2010	13,963	1,392	11.1%	34,380	2,883	9.2%
2015	15,392	1,429	10.2%	37,672	3,292	9.6%
2020	16,985	1,593	10.3%	41,096	3,424	9.1%
2025	18,387	1,402	8.3%	44,094	2,998	7.3%
Change 2000-2025		7,148	63.6%		15,638	45.8%

Source: Wisconsin Department of Administration.

Employment Trends

In 2003, Oak Creek had a total of 590 establishments with 16,152 employees. Since 2001, employment has increased 7.7%. As of 2003, the largest industries, measured by total number of establishments, are construction (70), manufacturing (64), retail trade (64), accommodations & food services (52), and transportation & warehousing (48). Except for manufacturing, the number of establishments for these industries has increased since 2001. While the number of financial and professional services firms has remained steady since 2001, real estate, health care and social services have increased 33.3% and 37.9%, respectively. As the City grows in population, there will continue to be demand for more of these

services. The following table provides a summary of establishments by industry for Oak Creek between 2001 and 2003.

Table 3

2001-2003 ESTABLISHMENTS BY INDUSTRY BY YEAR
OAK CREEK ZIP CODE: 53154

Industry	Total Establishments by Year			Change	
	2003	2002	2001	#	%
Total	590	569	551	39	7.1%
Utilities	2	2	2	0	0.0%
Construction	70	64	66	4	6.1%
Manufacturing	64	63	69	(5)	-7.2%
Wholesale trade	31	37	34	(3)	-8.8%
Retail trade	64	58	58	6	10.3%
Transportation & warehousing	48	42	41	7	17.1%
Information	12	10	9	3	33.3%
Finance & insurance	32	33	32	0	0.0%
Real estate & rental & leasing	28	25	21	7	33.3%
Professional, scientific & technical services	32	31	32	0	0.0%
Management of companies & enterprises	11	9	9	2	22.2%
Admin, support, waste mgt, remediation services	24	23	29	(5)	-17.2%
Educational services	3	3	2	1	50.0%
Health care and social assistance	40	39	29	11	37.9%
Arts, entertainment & recreation	10	11	7	3	42.9%
Accommodations & food services	52	50	49	3	6.1%
Other services (except public administration	63	66	60	3	5.0%
Auxiliaries (except corporate, subsidiary, etc.)	0	2	2	(2)	-100.0%
Unclassified establishments	4	1	0	4	NA

Source: U.S. Census Bureau, "County Business Patterns."

Population and Household Projections – Half-Mile Station Area

Table 4 below presents population and household trends from 2000-2010 for the half-mile and three mile areas around the Oak Creek station, as estimated by Demographics Now. The population of the half-mile area is projected to increase 6.3% between 2005 and 2010, and the number of households by 4.8%. These projections show a slight increase in population (2.5%) and households (1.4%) within the three mile area. These projections are more pessimistic than the State's projections for the City of Oak Creek which show a 9.2% increase in population and an 11.1% increase in households during this time period. The three mile area also includes a portion of South Milwaukee. Much of the projected growth in the City of Oak Creek will occur on the west side (outside of the three mile area) where there is more vacant land.

Table 4

POPULATION AND HOUSEHOLD TRENDS
1/2 AND 3 MILE RADII FROM OAK CREEK STATION

	Population	Households
0.5 mile radius		
2000	265	97
2005	286	104
Change 2000-2005	21	7
% change 2000-2005	7.9%	7.2%
2010	304	109
Change 2005-2010	18	5
% change 2005-2010	6.3%	4.8%
3 mile radius		
2000	27,621	10,287
2005	28,436	10,483
Change 2000-2005	815	196
% change 2000-2005	3.0%	1.9%
2010	29,136	10,632
Change 2005-2010	700	149
% change 2005-2010	2.5%	1.4%

Source: Demographics Now

V. RESIDENTIAL MARKET CONDITIONS AND STATION AREA OPPORTUNITIES

Housing Market Trends

1. Building Permits and Construction Activity

Oak Creek issued a total of 2,210 building permits for residential construction between 2000 and 2005, equal to an average of 368 units per year. During this period, 1,099 single-family units were built, averaging 183 per year. The City has 27 active subdivisions with a total of 1,250 units under construction or planned. Three of them, Carollville Crossings, Willowbrook and Bluffs of Oak Creek are just outside of the half-mile station area and will have a total of 291 units when completed. The following table shows these trends.

Table 5

OAK CREEK BUILDING PERMITS 2000-2005

Year	Single-Family Units	2-4 Units	Multi-Family Units	Total Units
2000	211	18	313	542
2001	151	76	80	307
2002	214	86	416	716
2003	175	72	0	247
2004	189	30	0	219
2005	159	4	16	179
Total	**1,099**	**286**	**825**	**2,210**
Average Annual	**183**	**48**	**138**	**368**

Source: U.S. Census.

2. Condominium and Home Sales and Prices

According to data from Nicholson Realty, 29 condominiums were sold in Oak Creek in 2005 through the Multiple Listing Service. The median sales price was $142,000 with a range of

$107,000 to $227,000. Table 6 below shows a summary of the 2005 condominium sales in Oak Creek.

Table 6

OAK CREEK 2005 CONDOMINIUM SALES

Location	# of Units Sold	Price Range	Median Price
3650-3651 Barbara Ct.	7	$107,000-$135,000	$129,900
8340-8380 Chicago Rd.	5	$118,000-$131,467	$123,000
220 E. Drexel	1	$131,900	$131,900
7283-7335 King Arthurs Ct.	2	$139,900-$144,000	$141,950
210 Oakleaf Dr.	1	$142,000	$142,000
6873-6963 Rolling Meadows Ct.	6	$142,000-$174,900	$160,000
2202-2230 Excalibur Ct.	2	$145,500-$148,000	$146,750
2087 Pendragon Ct.	1	$150,000	$150,000
2317 Vista Bella	1	$152,000	$152,000
7337 Delaine Dr.	1	$145,500	$145,500
8817-8824 Knollhaven	2	$174,900-$227,000	$200,950
Total	**29**	**$107,000-227,000**	**$142,000**

Source: Nicholson Realty.

Oak Creek Condo Sales

Mag 14.00
Wed Jun 28 09:43 2006
Scale 1:37,500 (at center)
2000 Feet
1000 Meters

- Local Road
- Major Connector
- State Route
- US Highway
- Railroad
- Small Town
- Population Center
- Water
- River/Canal
- City Park

As shown on the preceding map, none of these are in the half-mile station area, though the units on Barbara Court and Chicago Road are about 1.7 miles north of the station. Most of the condominiums are in low-rise single-family attached or duplex buildings. There is little mid-rise condominium development in Oak Creek.

Table 7 on the following page provides details on the new single-family subdivisions proximate to, though not within, the station area. Much of the new single-family development is on the southwest side of the city.

Condominiums and Townhouses Planned in Oak Creek

There is one condominium project proposed on the north side of Ryan Road west of the railroad tracks and east of Route 32 in the station area. There has been neighborhood opposition to the project and the density will need to be reduced to under 8 dwelling units per acre to gain City approval.

Just outside of the half-mile station area, Kaerek Builders plans to build 50 condominiums in the Carrollville Crossing project in addition to the single-family detached houses under construction. These are on the west side of 5th Avenue south of Puetz Road.

On the far west side of the City on 27th Street west of I-94, Heartland Development has plans for Colonial Woods, a large mixed-use development that will include 160 low-rise condominiums priced at $200,000 and up. This is near the newly built campus for Northwestern Mutual Life Insurance on 27th Street north of Drexel Avenue.

Table 7

SINGLE-FAMILY SUBDIVISIONS UNDER CONSTRUCTION & PLANNED IN & NEAR THE OAK CREEK STATION AREA

Name & Location	Year Complete	Total Lots/Homes	Type (Bedroom/Bath)	Square Foot Range	Price Range
The Bluffs of Oak Creek East of Chicago Road between Fitzsimmons & Oakwood	Not started	140 lots; 80 condos	4 BR/2.5-4 BA	Ranch: 2,250+ Two-story: 2,700+	$400,000-$600,000s
Carrollville Crossings East of Chicago Rd. between Puetz & Maple	2004-present	52 lots total; 30 homes complete	3 BR/2-2.5 BA	Ranch: 1,400+ Two-story: 2,000+	$69,000-$79,000 for lots; $225,000+ for homes
Jenna Prairie East of Shepard Avenue between Ryan and Fitzsimmons	2003	38 homes complete	3 BR/2-2.5 BA	Ranch: 1,400+ Two-story: 2,000+	$250,000-$300,000
Jenna Prairie Addition No. 1 1500 E. Fitzsimmons Road	Begins August 2007	101 lots	3 BR/2-2.5 BA	Ranch: 1,700+ Two-story: 2,000+	$300,000+
Willowbrook West of Chicago Road between Oakwood & Elm	2/3 Complete; 2007	89 lots	3-5 BR/2-2.5 BA	1,750-2,880	$280,000-Low $500,000s

Source: City of Oak Creek; Valerie S. Kretchmer Associates, Inc.

Residential Land Prices

There has been little in the way of land sales in the station area. A 32-acre parcel sold two years ago for approximately $50,000 per acre for a subdivision. This price reflects the fact that entitlements were already in place. Typical land prices for condominiums in the south Milwaukee suburbs range from $25,000-40,000 per unit.

Rental Apartment Market

There are few new apartment buildings in Oak Creek and none in the half-mile station area. A newer rental property is Oak Shore Apartments on 27th Street between Ryan Road and Puetz Road. Developed between 1998 and 2000, it has 486 units and stays well occupied. Another newer development is the 240-unit Centennial Park Apartments, located on the west side of the city off of Shepard Avenue. A subsidized senior citizen apartment building, Lake Forest Apartments, was developed between 1974 and 1977. It is located just beyond the half-mile radius of the station on Chicago Road north of Puetz Road.

No rental projects are planned in Oak Creek at this time, though the City would consider new market rate rental housing in the immediate station area. Table 8 on the following page provides details on some of the representative rental properties in Oak Creek.

Opportunities for Residential Development in the Station Area

1. General Observations

The station area has significant potential for a mix of new residential types including condominiums, townhouses and apartments. There are more easily developable sites on the west side of the city that are likely to develop before the station area. However, commuter rail will be a catalyst for development here though significant development will be dependent on the implementation of the Lakeview Village Mixed Use District for the vacant industrial sites. The City has not yet adopted the TIF district plan for this area that was completed in 2001.

Table 8

REPRESENTATIVE RENTAL APARTMENTS IN OAK CREEK

Name & Location	Year Constructed	Total Units	Type (Bedroom/Bath)	Square Feet	Rent/Month	Occupancy Rate
Lake Forest Apts. 8471 S. Chicago Rd.	1974-1977	192	1 BR/1 BA	520	Senior Section 8 (30% of income)	97%
Oak Shores Apts. 2325 West Briar Lake Way	1998-2000	486	1 BR/1 BA 2 BR/1.5 BA	729-848 980-1001	$640-$715 $770-$810	100%
Springbrook Circle Apts. 8601 S Springbrook Blvd	1990-1992/ongoing	690*	1 BR/1 BA/Den 2-3 BR/2 BA/Den	900-1200 1,100+	$715-$900s $830-$1,100s	98%
Centennial Park Apts. 500 East Centennial Drive	1995-1996/2002-2003	240	2 BR/2 BA/Den 3 BR/2 BA/Den	1,162-1,235 1,465-1,555	$995-$1,250 $1,270	99%

*Number of units permitted.

Source: City of Oak Creek; Valerie S. Kretchmer Associates, Inc.

The City and the private sector will need to partner here to provide the needed resources for clean-up and infrastructure. The potential for lakefront views adds to the marketability of this location for residential use.

2. Future Demand

VSKA started with the State of Wisconsin Department of Administration forecasts of population and households for the City of Oak Creek from 2005-2020. VSKA looked at the projected demand from household growth based on the State projections and made adjustments to these to account for a 5% vacancy allowance and replacement housing demand for older housing stock built prior to 1970 (at the rate of .5% per year). This results in a demand for 4,881 new housing units between 2005 and 2020, or 325 units per year on average.

With the commuter rail station, VSKA estimates that 421 of those units (28 per year on average) could be in the half-mile station area. Without it, demand for housing in the station area is estimated to be only 167 units (11 per year on average). VSKA assumes that development will not start until 2010 as there are no projects yet under construction or approved in the station area. Table 9 below provides the details of the demand analysis.

Table 9

OAK CREEK STATION AREA RESIDENTIAL DEMAND FROM 2005-2020
Number of Housing Units

	Short term 2005-2010	Medium term 2010-2015	Long term 2015-2020	Total 15 years	Average Annual
City of Oak Creek					
Demand due to household growth (1)	1,392	1,429	1,593	4,414	294
Plus 5% vacancy allowance	70	71	80	221	15
Replacement demand (2)	82	82	82	246	16
Total City demand - baseline	1,544	1,583	1,755	4,881	325
Demand Alternatives					
Half mile station area - baseline (3)	0	79	88	167	11
Half mile station area - w/rail (4)	0	158	263	421	28

Notes:
(1) From State of Wisconsin household projections
(2) Assumes annual replacement demand equal to .5% of housing stock built prior to 1970 (as reported in the 2000 Census).
(3) Baseline allocates 5% of City demand to half mile ring without commuter rail starting in 2010.
(4) Rail alternative increases half mile ring demand to 10% in 2010 and 15% in 2015.

Source: Valerie S. Kretchmer Associates, Inc.

VI. RETAIL MARKET CONDITIONS AND STATION AREA OPPORTUNITIES

Retail Sales and Sales Per Household

The 2002 Census of Retail Trade provides insight into retail sales activity in the City of Oak Creek. A detailed table showing sales by category is included in the Appendix. The City had 65 establishments and $406.3 million in sales in 2002 (the last year data are available). The average sales per household in Milwaukee County was $23,433 while the average sales per household was considerably higher at $36,153 in Oak Creek. This means that residents of Oak Creek are remaining within the city for much of their shopping and that people from outside of the city are shopping here. The figures are likely to be much higher now since Target and Kohl's opened after 2002.

Expenditure Potential in 2005

Based on its estimated average household income of $60,972 in 2005 and its household composition and age characteristics, Demographics Now estimates that the City of Oak Creek's households have an aggregate retail expenditure potential of $303 million, or $24,660 per household. Of this, new car dealers account for 20.5% of household spending, grocery stores account for 15.2%, gasoline stations 10.1%, full service and limited service restaurants 9.6%, and department stores (including discount stores) 7.5%. The Appendix provides additional details from Demographics Now regarding spending potential by store category for Oak Creek's households.

Oak Creek's spending potential per household is 99% of the national average (a result of its income and age profile). These figures indicate that residents are served well by the city's retail establishments. Discussions with South Milwaukee and Cudahy residents revealed that Oak Creek's retailers are a significant draw.

Shopping Concentrations in Oak Creek

The major retail node in Oak Creek is on the west side along Howell Avenue in shopping centers and free-standing stores. A new center anchored by Target, Kohl's and Office Max opened on a former industrial site on Howell Avenue south of Centennial Drive. Howell Avenue is home to the area's larger

grocery and drug stores including Pick 'N Save and Walgreens and a very large Woodman's grocery store on 30 acres will be opening in 2007. Another 80 acres are available for additional retailing adjacent to Woodman's.

The next major retail area for Oak Creek is emerging along 27th Street west of I-94 between Drexel Avenue and Rawson Road on the border of Franklin. A lifestyle center is planned on the east side of 27th Street as part of a mixed-use project proximate to Northwestern Mutual's new corporate campus.

A small retail and office project known as Market Square is located at the northwest corner of Ryan Road and Route 32 in the half-mile station area. Built in the 1970s, the boutique center caters to specialty retailers and small office tenants. The design of the center does not work well for today's retailing configuration. Though the center is attractive looking, tenants have very limited visibility from the main roads and it is difficult to find individual businesses. The fact that the hub of retailing moved to the west side of the city following residential development, makes it that much more difficult to keep the center full.

Retail Lease Rates

Market Square has 2,000 square feet of retail space available at $9-12 per square foot on a gross basis, significantly lower than the rents quoted at centers along Howell Avenue. In comparison, existing centers along Howell Avenue have small shop space for lease at asking rents of $12-25 per square foot on a triple net basis (in which the tenant is responsible for its pro-rata share of real estate taxes, common area maintenance and insurance). The newest centers have asking rents in the $20-27 per square foot triple net range. A 10,336 square foot restaurant space located on 27th Street is asking $29 per square foot triple net.

Future Retail Demand in the Station Area

Retail development is likely to consist of a small amount of retail space adjacent to the station itself that could include convenience uses for commuters and nearby residents such as a convenience store, coffee shop, small restaurants or specialty foods stores, hair and nail salon, and miscellaneous services. A small bank branch would be a likely use here as well. VSKA estimates demand for approximately 15,000-20,000 square feet of convenience space near the train station starting in 2015.

The City's Redevelopment District #1 Plan for this area recommends that several large parcels of land east of 5th Avenue north of Ryan Road be used for commercial and retail development that could include stores, restaurants, entertainment, hotels and offices. VSKA sees this development as longer term. However, with an increased residential population in the half-mile station area and within one mile of the station, there is likely to be demand in the future for a grocery store and drug store, in addition to some small store space. There is also potential for more restaurants and entertainment uses especially near the lake. From 2010-2015, VSKA estimates demand for 65,000-75,000 square feet of space that would include a grocery and drug store, and another 25,000-30,000 square feet of space from 2015-2020. This is in addition to the 15,000-20,000 square feet adjacent to the station starting in 2015.

The table below shows the additional retail space that could be absorbed in the station area. Most of the retail development in Oak Creek will be on the west side of the city along Howell Avenue and 27th Street.

Table 10

2005-2010 (Square Feet)	2010-2015 (Square Feet)	2015-2020 (Square Feet)	Total (Square Feet)
0	65,000-75,000	40,00-50,000	105,000-125,000

VII. OFFICE MARKET CONDITIONS AND STATION AREA OPPORTUNITIES

Office Market Conditions

There is approximately 180,000 square feet of office space in multi-tenant office buildings in Oak Creek. The largest building has 48,000 square feet, though most have less than 30,000 square feet. The newest building with 22,000 square feet is planned to open this year on Howell Avenue and is designed for medical offices. Smaller office buildings are targeting professional offices, primarily medical tenants. Even the relatively new and better quality buildings have significant vacancies at this time.

There is very little office space near the proposed station. Market Square at Route 32 and Ryan Road is located within the half-mile station area and has small professional offices in addition to its retail space. The office space is currently full, though it is challenging to find tenants who want to be at this location versus Howell Avenue.

It is important for most large office buildings to locate near the highway. Northwestern Mutual, for example, located its corporate offices along 27th Street in Franklin approximately one half mile from I-94. Thus, Oak Creek may find it difficult to attract a large corporate headquarters to the east side near the train station.

Office Rental Rates

Asking rents for existing office space on Howell Avenue range from $10.50-15.00 triple net, with a few buildings quoting space on a gross basis (in which real estate taxes, common area maintenance and insurance are included in the rent) ranging from $19-22 per square foot.

Office Demand

There is limited demand for office space at this time in the station area. The Redevelopment District #1 Plan recommends a corporate campus or headquarters office building east of 5th Avenue near the lake. This is certainly a possibility, though it is more likely that a company seeking a headquarters location will

prefer to locate on the west side of the city on 27th Street or Howell Avenue. Similarly, a corporate campus that would include several high profile buildings is possible, though not likely.

It is more likely that a modest amount of space targeted to small tenants such as doctors, professional services firms, etc. could locate in space in a mixed-use building on the first or second floor. VSKA did not forecast any new office space from 2005-2010. By 2010, a small amount of professional office space could be possible. This could generate demand for 20,000-30,000 square feet of space starting in 2010.

VSKA also includes a second scenario that incorporates the potential of a corporate campus or headquarters building here starting in 2015.

Table 11

Scenario	2005-2010 (Square Feet)	2010-2015 (Square Feet)	2015-2020 (Square Feet)	Total (Square Feet)
Scenario 1	0	10,000-15,000	10,000-15,000	20,000-30,000
Scenario 2 with corporate campus or headquarters building	0	10,000-15,000	50,000-65,000	60,000-80,000

VIII. APPENDIX

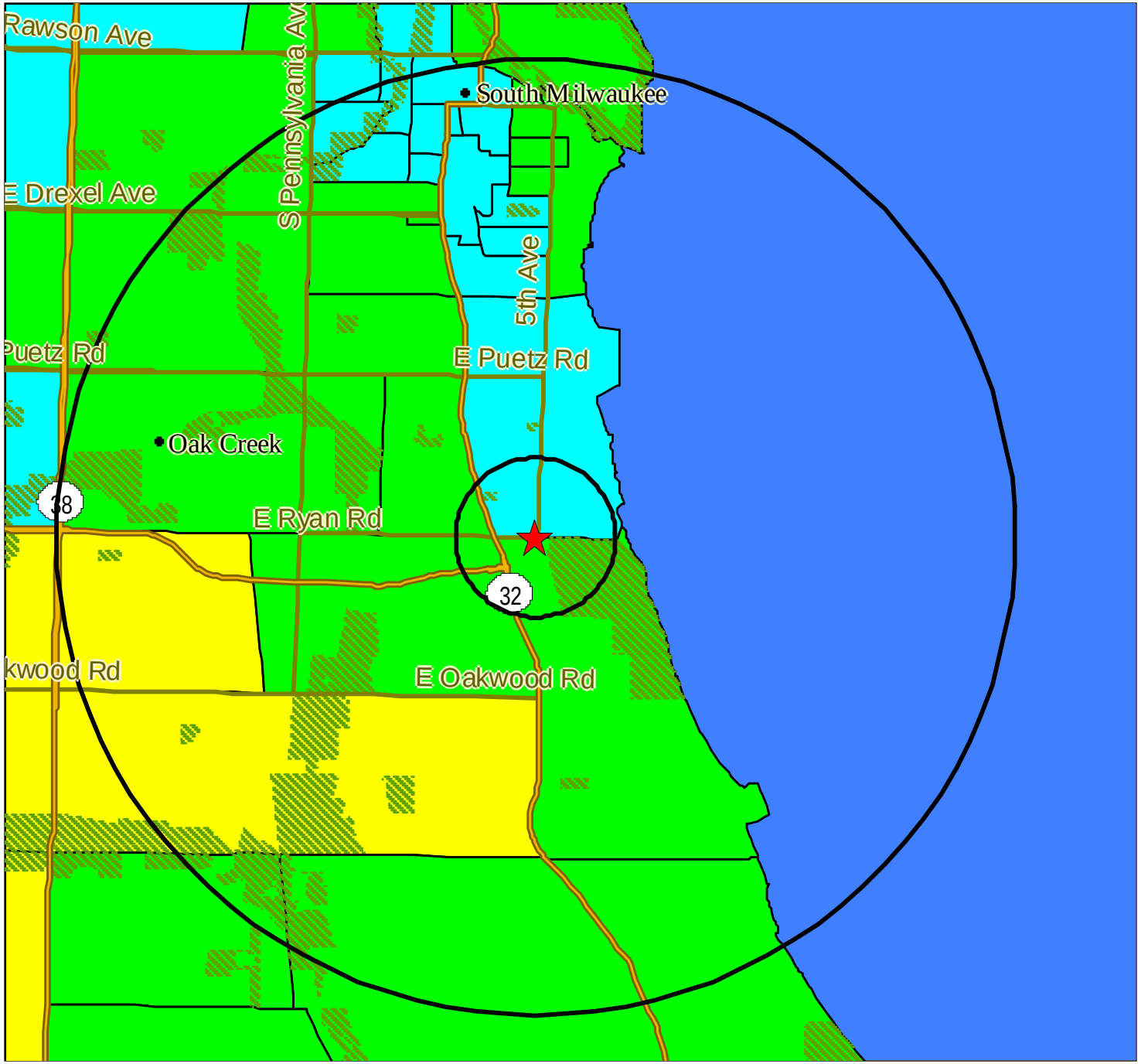
A. Demographic Maps

1. Median Household Income for ½ and 3 Mile Radii from the Proposed Station
2. Average Household Size for ½ and 3 Mile Radii from the Proposed Station
3. Population Density per Square Mile for ½ and 3 Mile Radii from the Proposed Station

B. 2002 Census of Retail Trade for Oak Creek

C. 2005 Retail Expenditure Potential for Oak Creek

2005 Median Household Income for ½ and 3 Mile Radii from Oak Creek Station



E RYAN RD & 5TH AVE, OAK CREEK, WI 53154

Legend

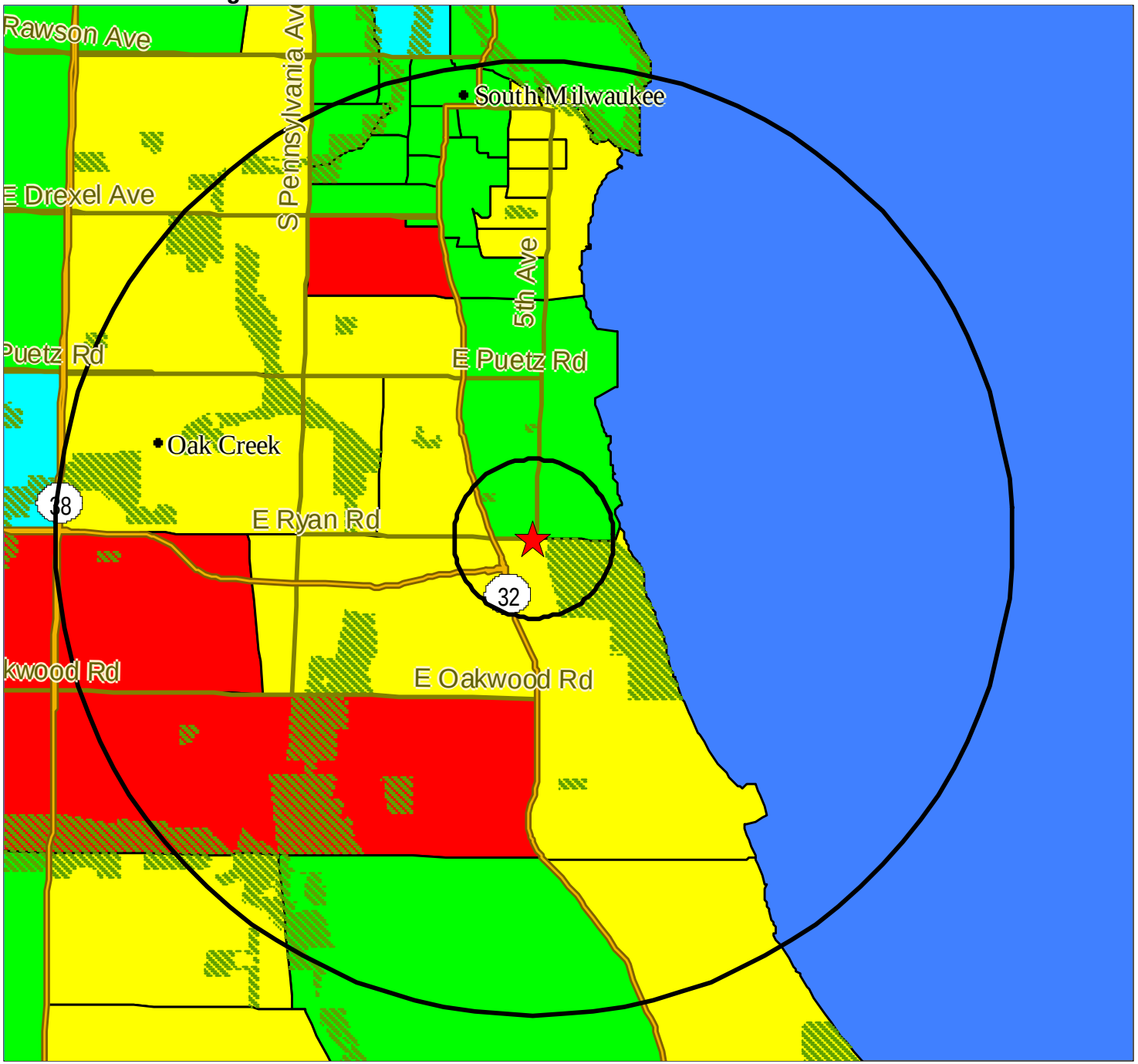
Block Groups
Basic Variables (2005) Income:Household Income: Median Household Income
- Above 100,000
- 75,000 to 100,000
- 50,000 to 75,000
- 25,000 to 50,000
- Below 25,000
- No Data

- Subject Site
- 0.5,3 mile radii
- Block Group Bndry
- Big City Ctr
- Medium City Ctr
- Small City Ctr
- Prim. Hwy
- Secd. Hwy
- Maj. Rds
- Parks
- Aerial Photo Coverage

Source: Applied Geographic Solutions © 2005. DemographicsNow is brought to you by SRC, LLC. © 2005 All Rights Reserved

Date: 05/22/06

2005 Average Household Size for ½ and 3 Mile Radii from Oak Creek Station



E RYAN RD & 5TH AVE, OAK CREEK, WI 53154

Legend

Block Groups
Basic Variables (2005) Average Household Size
- Above 3
- 2.50 to 3
- 2 to 2.50
- 1.50 to 2
- Below 1.50
- No Data

- Subject Site
- 0.5,3 mile radii
- Block Group Bndry
- Big City Ctr
- Medium City Ctr
- Small City Ctr
- Prim. Hwy
- Secd. Hwy
- Maj. Rds
- Parks
- Aerial Photo Coverage

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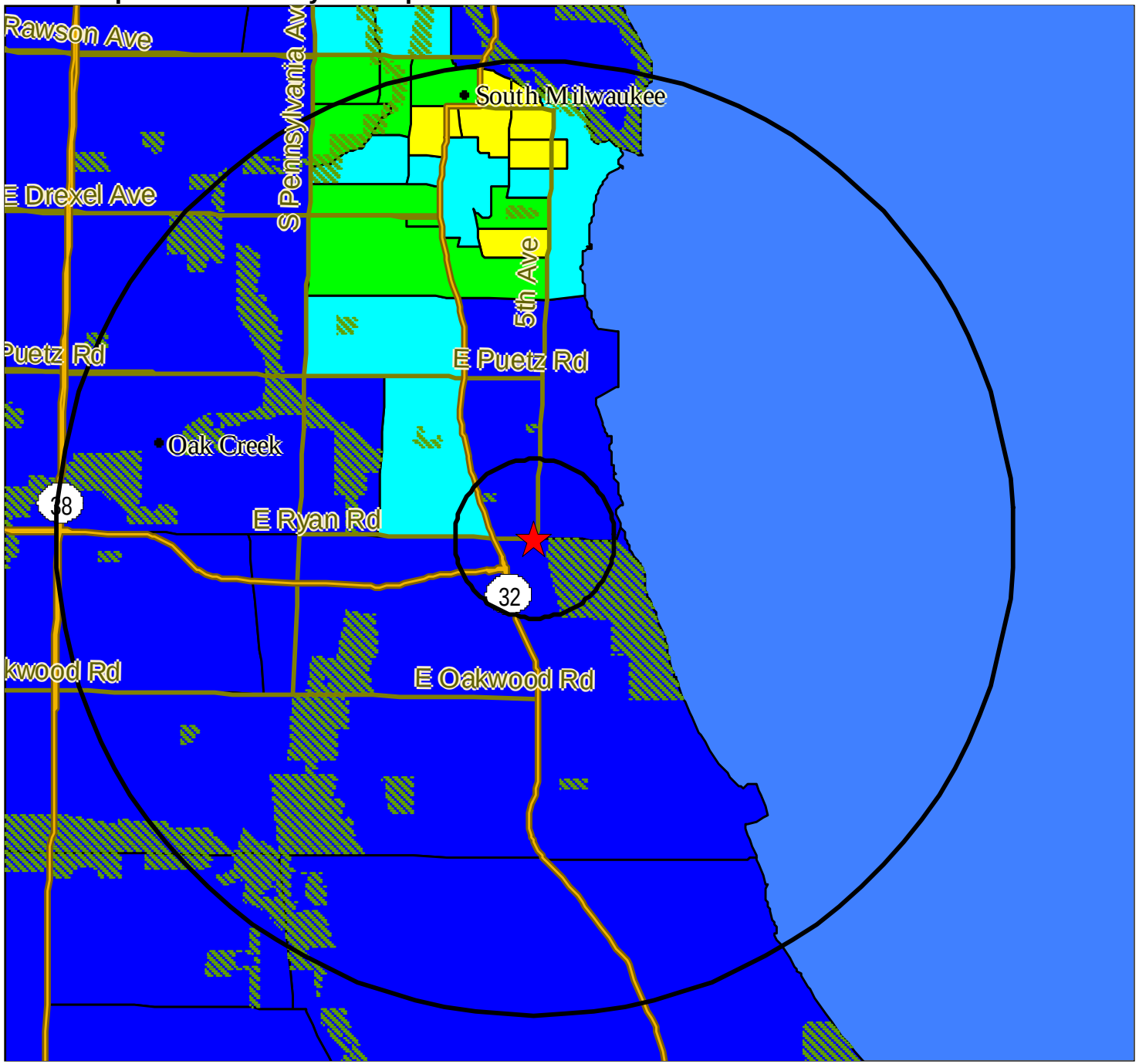
Date: 05/22/06

2005 Population Density Per Square Mile for ½ and 3 Mile Radii from Oak Creek Station



E RYAN RD & 5TH AVE, OAK CREEK, WI 53154

Legend

Block Groups
Basic Variables (2005) Population Density
- Above 10,000
- 7,500 to 10,000
- 5,000 to 7,500
- 3,000 to 5,000
- Below 3,000
- No Data

- Subject Site
- 0.5,3 mile radii
- Block Group Bndry
- Big City Ctr
- Medium City Ctr
- Small City Ctr
- Prim. Hwy
- Secd. Hwy
- Maj. Rds
- Parks
- Aerial Photo Coverage

Source: Applied Geographic Solutions © 2005. DemographicsNow is brought to you by SRC, LLC. © 2005 All Rights Reserved

Date: 05/22/06

2002 OAK CREEK RETAIL SALES AND AVERAGE SALES PER HOUSEHOLD

SIC Code	Category	Establishments #	Sales $	2000 Households	Sales/Household Oak Creek	Sales/Household Milwaukee County
	Total Households			11,239		
441	Motor Vehicle/parts dealers	5	$11,846,000		$1,054	$6,240
442	Furniture/home furnishing stores	5	NA		NA	$797
443	Electronics/appliance stores	3	NA		NA	$802
444	Building material/garden equipment/supply stores	11	$88,863,000		$7,907	$1,673
445	Food/beverage stores	10	$66,227,000		$5,893	$3,610
446	Health/personal care stores	3	NA		NA	$2,019
447	Gasoline Stations	9	$48,270,000		$4,295	$1,840
448	Clothing/clothing accessories stores	3	$2,806,000		$250	$1,302
451	Sporting goods, hobby, book, music stores	NA	NA		NA	$604
452	General Merchandise stores	3	NA		NA	$3,195
453	Miscellaneous stores	6	$4,752,000		$423	$567
4531	Florists	NA	NA		NA	$53
4532	Office supplies/stationery stores	NA	NA		NA	$238
4539	Other miscellaneous store retailers	2	NA		NA	$181
454	Non-store retailers	5	NA		NA	$783
	Total	**65**	**$406,324,000**		**$36,153**	**$23,433**

NA Not Disclosed due to small number of establishments.
Source: US Census, "2002 Census of Retail Trade"; 2000 Census.

OAK CREEK MARKET ASSESSMENT

Oak Creek Retail Sales Potential Summary Report

Index Base Average = 100 Index Base File: US

Demographic Overview

Total Population	31,255	Total Households	12,291	Median Income	$59,500
% Male Population	50.10%	Average Household Size	2.5	Per Capita Income	$24,044
% Female Population	49.90%	Household Growth from 1990 to 2000	58.70%	Average Household Income	$60,972
Median Age	35.3	% Owner Occupied Housing Units	58.30%	Employees	17,709
Population Density	1,092.30	% Renter Occupied Housing Units	33.70%	Establishments	863
		% Vacant Housing Units	8.00%		

Current Year Annual	Aggregate Dollars	Average Dollars	Percent of Total	Index
Appliances and Electronics Stores	$4,528,459	$368.44	1.50%	99
Art Dealers	$16,972	$1.38	0.00%	97
Auto Parts and Accessories	$2,994,078	$243.60	1.00%	100
Book Stores	$1,694,419	$137.86	0.60%	96
Camera and Photography Stores	$449,634	$36.58	0.10%	99
Childrens' and Infant's Clothing Stores	$946,982	$77.05	0.30%	97
Clothing Accessory Stores	$184,157	$14.98	0.10%	96
Computer Stores	$2,268,830	$184.59	0.70%	100
Convenience Stores	$2,116,219	$172.18	0.70%	98
Costmetics and Beauty Stores	$251,946	$20.50	0.10%	98
Department Stores	$22,712,486	$1,847.90	7.50%	98
Drinking Places	$1,147,485	$93.36	0.40%	97
Family Clothing Stores	$4,604,379	$374.62	1.50%	98
Fish and Seafood Markets	$140,511	$11.43	0.00%	98
Floor Covering Stores	$933,247	$75.93	0.30%	97
Florists	$249,590	$20.31	0.10%	99
Fruit and Vegetable Markets	$275,844	$22.44	0.10%	98
Fuel Dealers	$2,072,980	$168.66	0.70%	99
Full Service Restaurants	$14,510,572	$1,180.59	4.80%	99
Furniture Stores	$5,419,538	$440.94	1.80%	99
Gasoline Stations with Convenience Stores	$21,077,395	$1,714.87	7.00%	99
Gasoline Stations without Convenience Stores	$9,528,623	$775.25	3.10%	100
Gift and Souvenir Stores	$579,099	$47.12	0.20%	98
Grocery Stores	$45,984,200	$3,741.30	15.20%	98
Hardware Stores	$2,807,991	$228.46	0.90%	98
Hobby, Toy, and Game Stores	$1,357,996	$110.49	0.40%	99
Home Centers	$6,027,483	$490.40	2.00%	99
Hotels and Other Travel Accomodations	$2,125,255	$172.91	0.70%	99
Jewelry Stores	$1,417,674	$115.34	0.50%	95
Limited Service Restaurants	$14,586,656	$1,186.78	4.80%	99
Liquor Stores	$1,978,995	$161.01	0.70%	97
Luggage Stores	$154,247	$12.55	0.10%	100
Mail Order and Catalog Stores	$6,761,109	$550.09	2.20%	99
Meat Markets	$588,356	$47.87	0.20%	98
Men's Clothing Stores	$949,664	$77.27	0.30%	99
Mobile Home Dealers	$7,408	$0.60	0.00%	98
Motorcycle and Boat Dealers	$2,557,787	$208.10	0.80%	100
Musical Instrument Stores	$519,310	$42.25	0.20%	99
New Car Dealers	$62,246,616	$5,064.42	20.50%	101
Nursery and Garden Stores	$1,202,528	$97.84	0.40%	99
Office and Stationary Stores	$576,112	$46.87	0.20%	99
Optical Goods Stores	$1,414,737	$115.10	0.50%	99
Other Apparel Stores	$710,543	$57.81	0.20%	98
Other Building Materials Stores	$8,128,405	$661.33	2.70%	98
Other Direct Selling Establishments	$1,339,073	$108.95	0.40%	98
Other General Merchandise Stores	$2,665,113	$216.84	0.90%	98
Other Health and Personal Care Stores	$519,631	$42.28	0.20%	98
Other Home Furnishing Stores	$1,305,161	$106.19	0.40%	99
Other Miscellaneous Retail Stores	$609,548	$49.59	0.20%	98
Other Specialty Food Markets	$436,294	$35.50	0.10%	98
Outdoor Power Equipment Stores	$151,758	$12.35	0.10%	99

OAK CREEK MARKET ASSESSMENT

Current Year Annual	Aggregate Dollars	Average Dollars	Percent of Total	Index
Paint and Wallpaper Stores	$249,372	$20.29	0.10%	98
Pet and Pet Supply Stores	$833,118	$67.78	0.30%	100
Pharmacy and Drug Stores	$6,213,734	$505.55	2.10%	98
RV Parks	$27,330	$2.22	0.00%	98
Record, Tape, and CD Stores	$995,766	$81.02	0.30%	99
Recreational Vehicle Dealers	$76,258	$6.20	0.00%	100
Rooming and Boarding Houses	$14,957	$1.22	0.00%	99
Sewing and Needlecraft Stores	$255,967	$20.83	0.10%	98
Shoe Stores	$2,506,258	$203.91	0.80%	98
Special Food Services and Catering	$2,442,622	$198.73	0.80%	99
Sporting Goods Stores	$2,782,477	$226.38	0.90%	99
Tire Dealers	$1,360,748	$110.71	0.40%	100
Used Merchandise Stores	$496,063	$40.36	0.20%	98
User Car Dealers	$4,367,733	$355.36	1.40%	101
Vending Machines	$885,019	$72.01	0.30%	98
Warehouse Superstores	$9,097,675	$740.19	3.00%	98
Women's Clothing Stores	$2,653,787	$215.91	0.90%	97
Total Annual Retail	$303,091,980	$24,659.75	100%	99

Current year data is for the year 2005, 5 year projected data is for the year 2010. More About Our Data.

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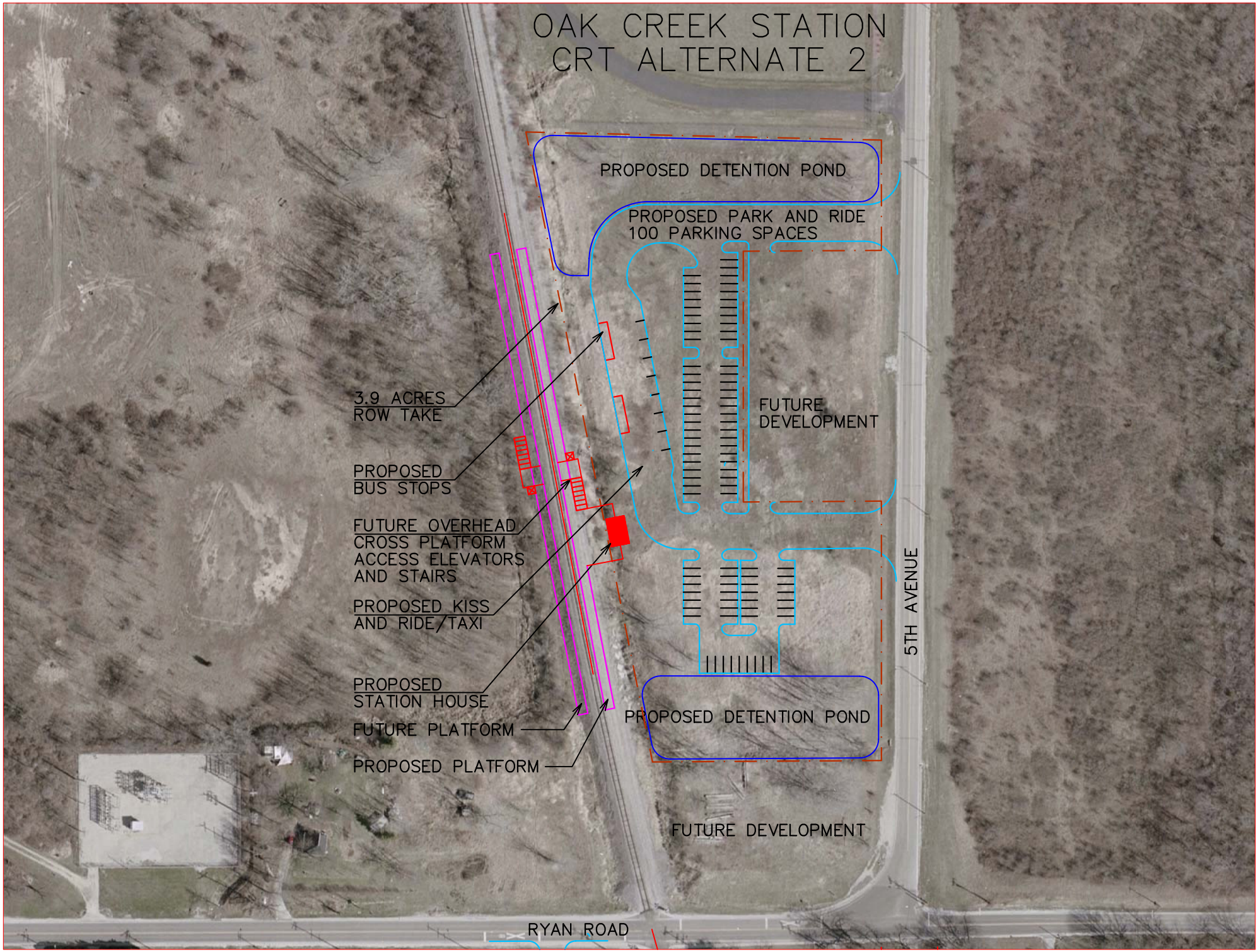
TRANSIT ORIENTED DEVELOPMENT

Station Layout Plans


OAK CREEK STATION
CRT ALTERNATE 2
PROPOSED DETENTION POND
PROPOSED PARK AND RIDE
100 PARKING SPACES
3.9 ACRES
ROW TAKE
PROPOSED
BUS STOPS
FUTURE OVERHEAD
CROSS PLATFORM
ACCESS ELEVATORS
AND STAIRS
PROPOSED KISS
AND RIDE/TAXI
PROPOSED
STATION HOUSE
FUTURE PLATFORM
PROPOSED PLATFORM
FUTURE
DEVELOPMENT
5TH AVENUE
PROPOSED DETENTION POND
FUTURE DEVELOPMENT
RYAN ROAD

OAK CREEK STATION
CRT ALTERNATE 1
RYAN ROAD
PROPOSED WEST PLATFORM
FUTURE EAST PLATFORM
2.53 ACRES ROW TAKE
PROPOSED PARK & RIDE 100 PARKING SPACES
PROPOSED STATION HOUSE
PROPOSED BUS STOPS
PROPOSED KISS AND RIDE AND TAXI DROPOFF
PROPOSED DETENTION POND
FUTURE CROSS PLATFORM ACCESS
5TH AVENUE EXTENDED
HIGHWAY 32
FUTURE DEVELOPMENT
HIGHWAY 100 EXTENDED
FUTURE DEVELOPMENT