

63RD AVENUE STATION ANALYSIS



APPENDIX A3

STATION AREA CONDITIONS

Appendices A1 and A2 provided a more detailed analysis of station area conditions for three of the four proposed stations along the Bottineau Corridor that would not be impacted by a change in route alignment. The fourth station, 63rd Avenue in Brooklyn Park, would also not be impacted by a change in alignment. However, a recent TOD study conducted by the City of Brooklyn Park and Hennepin County in 2011 analyzed many of the existing station area conditions that will affect land use and the potential for TOD. Therefore, presented here is an abbreviated station area analysis that does not include the detailed analysis of areas susceptible to potential change or recent demographic trends.

63RD AVENUE STATION

LAND USE

The 63rd Avenue station area already has a good base of existing multifamily that is well positioned in relationship to the proposed station area. It also has an existing park and ride facility, making this one of the most “transit ready” of station areas.

There are existing small retail areas at the 63rd Avenue intersection, in close proximity to the proposed station. The retail areas are on the opposite side of CSAH 81 from the station, which is likely too strong of a psychological barrier for them to be able to benefit from off-peak usage of the park and ride facility. However, as the station area develops, it would be anticipated that there could be some significant turnover and redevelopment in the retail areas since the existing uses are not all well suited for taking full advantage of TOD opportunities.

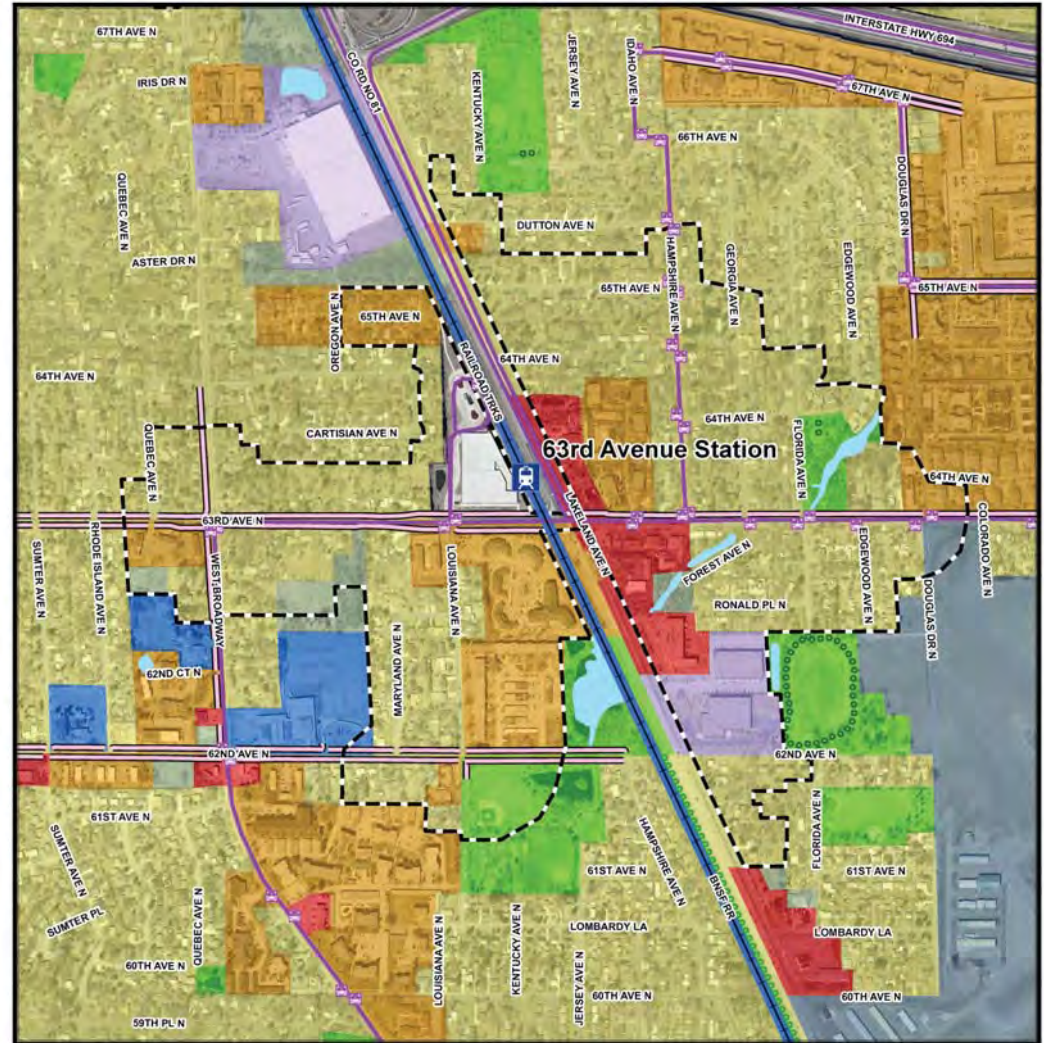
The parks are very well located for the support of TOD. Their location at the edges of the 10-minute walkshed is highly desirable since they are far enough away from the station to avoid interfering with the concentration of activity at the station, but they are close enough to easily provide amenity to support the residential development.

Although the existing development has some features which are already attractive for TOD, there are some residential areas that will likely experience development pressure in response to the transit station which will be discussed further in the valuation section.

LINKAGES

There are currently good sidewalk connections along 63rd Avenue but there might be a benefit to extending sidewalks or trails down Louisiana so that it could better connect the station to the multifamily properties along this street.

Making trail connections in addition to sidewalk connections can be helpful since it opens up larger areas for bicycle/transit commuting. Extending a trail from the station to the existing trail at 62nd would open up the areas to the south.



63rd Avenue Station Area Conditions

Bottineau Transit Corridor



0 700 1,400 Feet

April 16, 2012



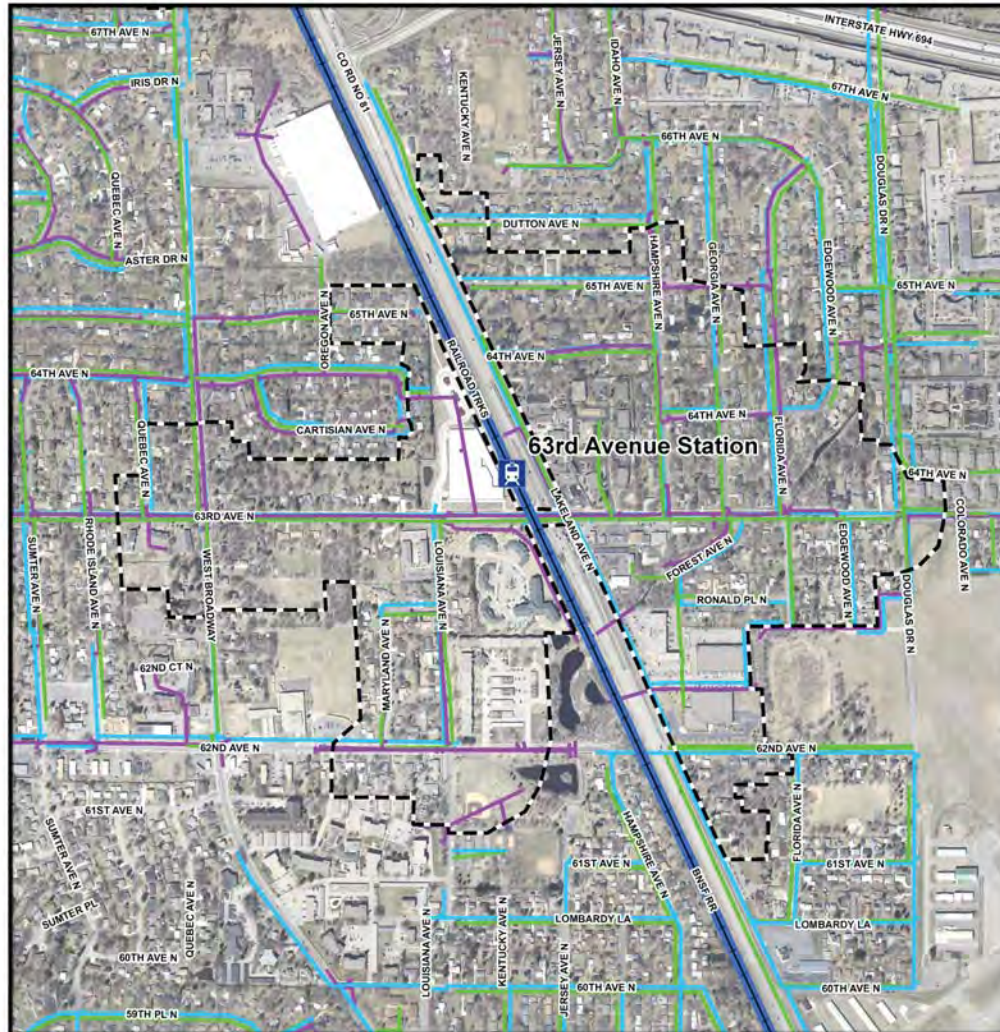
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Figure A3.1 - 63rd Avenue Station Area Land Use

63RD AVENUE STATION

UTILITIES

This area was the subject of a recent 2011 TOD study and nothing was identified related to utilities that differs from that study.



63rd Avenue Station Area Existing Municipal Utilities

Bottineau Transit Corridor



April 16, 2012



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Figure A3.2 - 63rd Avenue Station Area Utilities

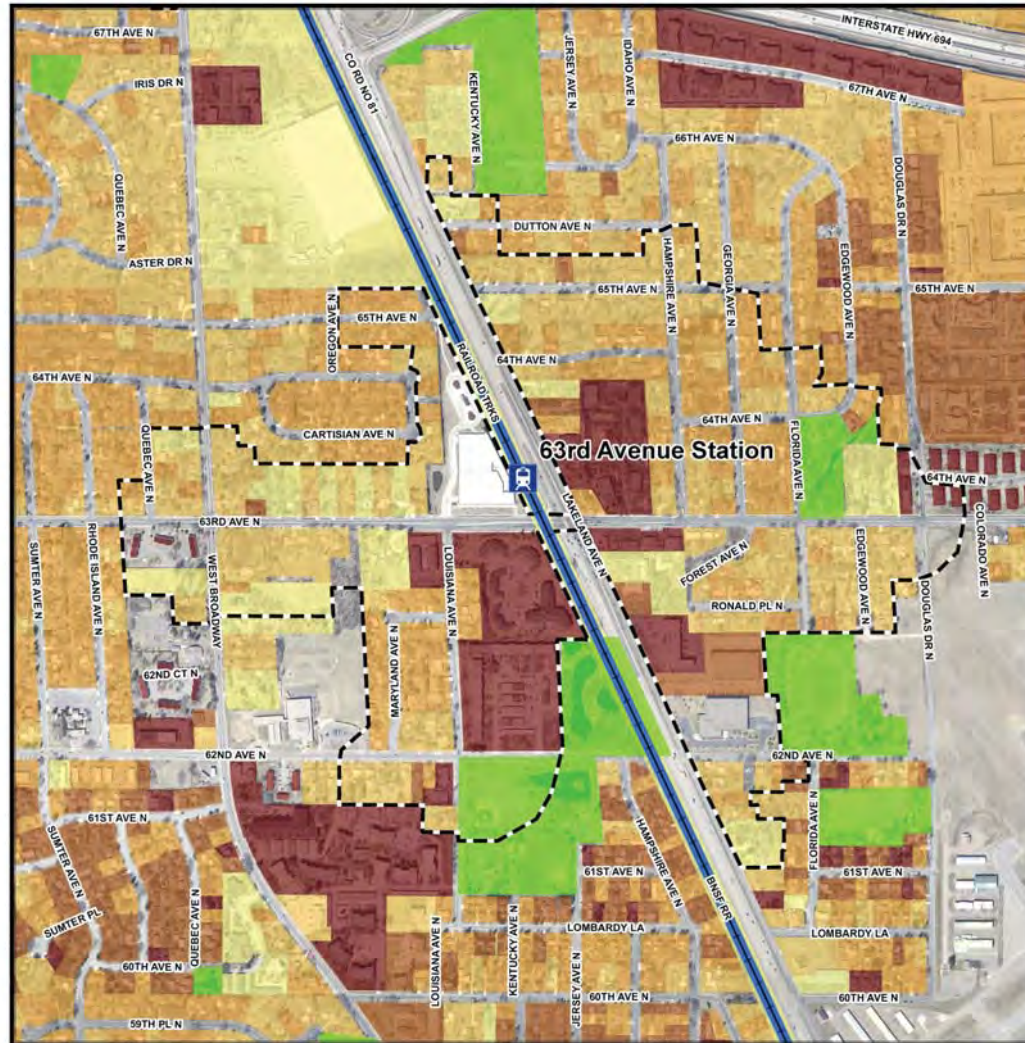
63RD AVENUE STATION

PROPERTY VALUATION

As mentioned in the land use section, there is an area that will likely see development pressure. The single family lots that front directly onto 63rd Avenue and West Broadway are difficult situations since single family homeowners generally prefer not to have homes that front directly onto major streets. This appears to be supported by the valuation map which shows significantly lower property valuations for parcels that front on 63rd Avenue, as well as those properties between Broadway and the neighborhood that fronts on Maryland Avenue.

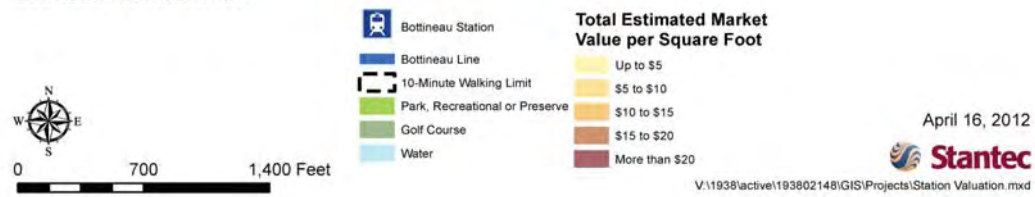
The City's recent TOD plan also identified these parcels as potential redevelopment sites. This public identification and support can be valuable in redevelopment situations like this since the primary redevelopment challenge is often site acquisition. Without public involvement or coordination, redevelopment areas such as this tend to revert to a redevelopment pattern that is a series of smaller multifamily projects on 2 or 3 lots rather than a larger development that might provide greater public benefits.

The valuation of the active industrial facility north of Aster Drive could one day attract redevelopment, particularly if pedestrian connections were improved to the north, such as an extension of the trail system. The industrial facility in question appears to be in active use and therefore any potential redevelopment of this site would likely be a very long term prospect.



63rd Avenue Station Area Property Valuation

Bottineau Transit Corridor



April 16, 2012



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Figure A3.3 - 63rd Avenue Station Area Property Valuation

