Council Study Session
City Hall Council Chambers
January 13, 2020

AGENDA

The City Council requests that attendees turn off cell phones and pagers during the meeting. A copy of the full City Council packet is available to the public. The packet ring binder is located at the entrance of the council chambers.

1. **City Council Discussion of Agenda Items and Questions - 6 p.m.**
2. **Miscellaneous**
   a. Highway 252 Work Session
      - *Provide feedback on the attached agenda*
3. **Discussion of Work Session Agenda Item as Time Permits**
4. **Adjourn**

Council Study Session

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Curt Boganey, City Manager

SUBJECT: Highway 252 Work Session

Background:

ATTACHMENTS:

Description	Upload Date	Type
Draft Agenda	1/8/2020	Backup Material

TH 252 Environmental Review Outline

I.Introductions and presentation

A. History of TH 252 corridor previous studies

1. **MnDOT's 2005 Transportation System Plan (TSP)**
2. **Brooklyn Park 2005 request for Corridor Study**
3. **Met Council 2015 Intersection Conversion Study**
4. **City of Brooklyn Center 2016 Corridor Study**
5. **MnDOT 2018 MnPASS System Study Phase 3**
6. **Current TH 252 Environmental Review**

B. TH 252 Environmental Review TAC Summary (SRF)

1. **NEPA summary**
2. **TH 252 Environmental Review partners**
3. **Purpose and Need**
4. **Decision 1 – Freeway vs Expressway**
    a) **Mobility**
    b) **Safety**
5. **Decision 2 – Access Locations**
    a) **Evaluation criteria**
    b) **Comparative analysis**
    c) **Summary of outcomes**
6. **Decision 3 – Access Types**
    a) **Focus on 66th Avenue**

DRAFT

7. **Decision 4 – Use of Additional Lanes (brief)**

C. Closing remarks

1. **Pros and cons vs Purpose and Need**
2. **Pros and cons for community**
3. **Safety**
4. **Funding**

DRAFT

TH 252 Freeway Conversion Work Session

AGENDA

1/29/2020

6:00 pm

City Council Chambers

- Call to Order – 6:00
- Roll Call – 6:05
- TH 252 Presentation – 6:05 to 7:30
  - A. History of TH 252 corridor previous studies
  - B. TH 252 Environmental Review TAC Summary (SRF)
  - C. Closing remarks
- Council Question and Answer – 7:30 – 8:30
- Public Comment – 8:30 – 9:00
- Discuss Next Steps – 9:00 – 9:15
- Adjournment – 9:15

CITY COUNCIL MEETING
City Hall Council Chambers
January 13, 2020

AGENDA

1. Informal Open Forum with City Council - 6:45 p.m.

Provides an opportunity for the public to address the Council on items which are not on the agenda. Open Forum will be limited to 15 minutes, it is not televised, and it may not be used to make personal attacks, to air personality grievances, to make political endorsements, or for political campaign purposes. Council Members will not enter into a dialogue with presenter. Questions from the Council will be for clarification only. Open Forum will not be used as a time for problem solving or reacting to the comments made but, rather, for hearing the presenter for informational purposes only.

2. Invocation - 7 p.m.

3. Call to Order Regular Business Meeting

The City Council requests that attendees turn off cell phones and pagers during the meeting. A copy of the full City Council packet is available to the public. The packet ring binder is located at the entrance of the council chambers.

4. Roll Call

5. Pledge of Allegiance

6. Approval of Agenda and Consent Agenda

The following items are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items unless a Councilmember so requests, in which event the item will be removed from the consent agenda and considered at the end of Council Consideration Items.

a. Approval of Minutes

- Motion to approve the following minutes:

- *December 2, 2019 Special Meeting*
- *December 9, 2019 Study Session*
- *December 9, 2019 Regular Session*
- *December 9, 2019 Work Session*

b. Approval of Licenses

- Motion to approve licenses as presented

c. Resolution Designating Official Newspaper

- Approve resolution Designating Official Newspaper for 2020

d. Resolution Designating Depositories of City Funds for 2020

- Motion to approve a resolution designating depositories of City funds for the 2020 fiscal year.

e. Resolution Opting Not to Waive Limited Tort Liability for 2020

- Motion to approve a resolution adopting the no waiver option for statutory tort liability insurance.

f. Resolution Granting Corporate Authority for Signing of Checks and Transactions of Financial Business Matters

- Motion to approve a resolution granting corporate authority for signing checks and transactions of financial business matters to the City Manager, and Interim Finance Director for the City of Brooklyn Center.

g. Resolution Appointing Brooklyn Center Representatives to Executive Committee and/or Board of Directors of the Brooklyn Bridge Alliance for Youth, Hennepin Recycling Group, Local Government Information Systems, Minneapolis Northwest Convention & Visitors Bureau, North Metro Mayors Association, Northwest Suburbs Cable Communications Commission, Pets Under Police Security, and Twin Lake Joint Powers Organization

- Motion to approve the resolution appointing Brooklyn Center representatives

h. Resolution Selecting Presiding Officers- Mayor Pro Tem and Acting Mayor Pro Tem

- Appoint the Mayor Pro Tem and Acting President Pro Tem for 2020

i. Resolution Appointing Municipal Trustees to the Brooklyn Center Firefighters Relief Association Board of Trustees

- Motion to approve a resolution Appointing Municipal Trustees to the Brooklyn Center Firefighters Relief Association Board of Trustees

j. Resolution Recognizing the Contributions of Ethnic Populations and Heritage Celebrations

- Approve a resolution Recognizing the Contributions of Ethnic Populations and Heritage Celebrations

k. Resolution Accepting Bid and Awarding a Contract, Improvement Project No. 2019-15, 2019 70th Ave Storm Sewer Rehabilitation Project

- Motion to approve the lowest responsible bid and award a contract to Engineering and Construction Innovators, Inc. for Improvement Project No. 2019-15, 2019 70th Ave Storm Sewer Rehabilitation Project.

l. Resolution Approving Plans and Specifications and Authorizing Advertisement for Bids, Improvement Project Nos. 2020-01, 02, 03 and 04, Grandview North Area Street, Storm Drainage and Utility Improvements

- Motion to approve the attached resolution approving plans and specifications and authorizing advertisement for bids, Improvement Project Nos. 2020-01, 02, 03 and 04, Grandview North Area Street, Storm Drainage, and Utility Improvements.

m. An Ordinance Vacating a Portion of Right-of-Way Brooklyn Boulevard - First Reading

- Motion to approve first reading and setting second reading and Public Hearing for February 24, 2020, on An Ordinance Vacating a Portion of Right-of-Way: Brooklyn Boulevard.

n. An Ordinance Establishing the Eastbrook Estates 2nd Addition Storm Sewer

Improvement Tax District

- Motion to approve an Ordinance Establishing the Eastbrook Estates 2nd Addition Storm Sewer Improvement Tax District.

o. Resolution Adopting the 2040 Brooklyn Center Comprehensive Plan Update

- Motion to approve a resolution adopting the 2040 Brooklyn Center Comprehensive Plan Update, a compilation of policy statements, goals, standards, and maps for guiding the overall development and redevelopment of the local government unit.

p. Resolution Accepting Work Performed and Authorizing Final Payment, Improvement Project No. 2016-06, Freeway Boulevard Mill and Overlay (East of Xerxes Avenue) Street Improvements

- Motion to approve a resolution accepting work performed and authorizing final payment, Improvement Project No. 2016-06, Freeway Boulevard Mill and Overlay (East of Xerxes Avenue) Street Improvements.

q. Receive Environmental Sustainability Report

Motion to receive Environmental Sustainability Report.

7. Presentations/Proclamations/Recognitions/Donations

a. Resolution Expressing Recognition and Appreciation of Bruce (Doc) Miller for Over 18 Years of Dedicated Service to the City Of Brooklyn Center

- Motion to approve of a resolution recognizing the dedicated public service of Bruce (Doc) Miller.

8. Public Hearings

a. An Ordinance Amending Chapter 23 and 35 of the City Code of Ordinances Regarding Entertainment Licensing and Uses - 2nd Reading

- Request City Council to:

- *Motion to open public hearing;*
- *Receive public input;*
- *Close public hearing;*
- *Consider an Ordinance Amending Chapters 23 and 35 of the City Code of Ordinances Regarding Entertainment Licensing and Uses.*

- Approve a resolution for a summary publication for Ordinance 2019-14.

9. Planning Commission Items

a. Resolution to Approve Planning Commission Application No. 2019-018, Re-issuance of a Special Use Permit at 6440 James Circle North

Motion to approve a resolution for Planning Commission Application No. 2019-018 for re-issuance of a Special Use Permit to convert a former bowling alley and restaurant into an event center in the C2 (Commerce) District located at 6440 James Circle North, based on the findings of fact and submitted plans, as amended by the conditions of approval in the resolution.

10. Council Consideration Items

a. Resolution Declaring Commitment to the Brooklyn Center City Charter

- Approve resolution Declaring Commitment to the Brooklyn Center City Charter

b. Resolution Appointing City Council Members to Serve as Liaisons to City Advisory Commissions and as City Representatives/Voting Delegates for Other Organizations for 2020

- Approve a resolution appointing City Council Members to Serve as Liaisons to City Advisory Commissions and as City Representatives/Voting Delegates for Other Organizations for 2020

11. Council Report

12. Adjournment

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Barb Suciu, City Clerk

SUBJECT: Approval of Minutes

Background:

In accordance with Minnesota State Statute 15.17, the official records of all meetings must be documented and approved by the governing body.

Strategic Priorities and Values:

Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
December 2 Special Meeting	1/6/2020	Backup Material
December 9 Study Session	1/6/2020	Backup Material
December 9 Regular Session	1/6/2020	Backup Material
December 9 Work Session	1/6/2020	Backup Material

MINUTES OF THE PROCEEDINGS OF THE CITY COUNCIL
OF THE CITY OF BROOKLYN CENTER IN THE COUNTY
OF HENNEPIN AND THE STATE OF MINNESOTA

SPECIAL MEETING
DECEMBER 2, 2019
CITY HALL – COUNCIL CHAMBERS

1. CALL TO ORDER

The Brooklyn Center City Council Special Meeting was called to order by Mayor Mike Elliott at 6:30 p.m.

2. ROLL CALL

Mayor Mike Elliott and Councilmembers Marquita Butler, April Graves, Kris Lawrence-Anderson, and Dan Ryan. Councilmember Kris Lawrence-Anderson was absent and excused. Also present were City Manager Curt Boganey, Acting Finance Director Andy Splinter, and City Clerk Barb Suciu.

3. 2020 BUDGET

3a. CONSIDERATION OF 2020 BUDGET AND PUBLIC HEARING

City Manager Curt Boganey stated the purpose of this Special City Council meeting is to consider the 2020 Budget and hold a public hearing before potential City Council acceptance of the Budget and approval of final tax capacity levy for the General Fund. The City Council is asked to consider the adoption of the 2020 Annual Operating Budget and 2020-2034 Capital Improvement Plan, as well as the adoption of the 2020 Capital Program.

Acting Finance Director Andrew Splinter reviewed the City's budgeting process, including consideration of strategic priorities, proposed levies; an overview of revenue and expenditures; and property taxation. He added tonight the City Council is requested to open the public hearing and receive public comment, before considering action on the proposed levy, budget and capital improvement plan, as required by Statute. He noted the budgeting process began July 15, 2019, at the Financial Commission's meeting. At this meeting the Capital Improvement Plan was reviewed, followed by an overview at the City Council's July 29, 2019 meeting.

Mr. Splinter stated the City Council adopted the preliminary levy on September 23, 2019, and adopted utility rates on November 25, 2019. He added the focus has been economic stability and targeted redevelopment, as well as enhancing community image, creating safer communities, and transportation investments. He noted the proposed budget ensures investment in these key areas.

Mr. Splinter reviewed the City tax levies for General Fund operations of $17.9 million; Public Improvement Debt Service Bond of $1.5 million; a final year of abatement for the Embassy

Suites project of $95,000; for a proposed 2020 levy of $19.5 million, which is an increase of 5.87% or $1.1 million from 2019. The Housing and Redevelopment Authority (HRA) levy is proposed at approximately $405,000, which is an increase from $24,971 in 2019. Since 2014, the City of Brooklyn Center has been under the Statewide average for levy amounts, but in 2019 the City's average levy is slightly higher than the Statewide average.

Mr. Splinter stated General Fund revenues show a total increase in property tax revenue slightly lower than 5.87%, but changes in tax increment distribution bring it up to 6%. The general property tax levy is approximately $1 million, with 75% revenue from property taxes, 7% other taxes, and 5% intergovernmental taxes.

Mr. Splinter reviewed expenditures by function, including general government, increase to $4.4 million in 2020, primarily due to the expansion of communication and community engagement.

Mayor Elliott asked whether Community Development will be adding another staff member. Mr. Splinter confirmed this.

Councilmember Graves requested clarification regarding "Other Services." Mr. Splinter stated that refers to insurance, City building accounts, and unallocated items.

Mr. Boganey stated the most significant increase is in wages for employees, with a 3% base wage increase that is consistent with collective bargaining unit negotiations. He added there is a net increase in the Community Engagement position, which was part-time in 2019 but proposed to be full-time for 2020. Additionally, a full-time Human Resources Development Specialist to implement inclusion and diversity as well as the equity process and coordinate the diversion initiative. He noted the in 2019, the HR position was budgeted at part-time, but it has been challenging to find a candidate with the necessary skills and experience who is interested in a part-time job.

Mr. Boganey stated the proposed full-time Associate Planner position is new. This position will be involved in planning, development and new planning applications as well as the Opportunity Site planning. He added the new proposed part-time Housing Inspector position as a means of retaining a current Housing Inspector who will retire in 2-3 years. He noted funding for election judges is included, which is required in 2020.

Councilmember Butler requested clarification regarding the allocation of $230,000 for expansion of Community Development office space in City Hall. Mr. Boganey stated that it would be addressed under the Capital Improvement Plan portion of the meeting.

Mr. Boganey reviewed costs associated with new software, including NovusAgenda for City Council packets, POLCO for resident surveys; implementation of an online performance review system for City Staff; Invisio strategic planning software for reporting; a new IMS system for the online permitting process.

Mr. Boganey stated the City's IT system maintenance and infrastructure software is through a consortium of local municipalities. The consortium is more cost-effective and attracts expertise that the City could not afford independently. He added the City had been a member of the LOGIS government software provider for 20 years.

Mr. Splinter stated the 15-year Capital Improvement Plan encompasses public improvements, including utilities and streets, park improvements and building maintenance. The 2020 Capital Improvement Plan totals $10.83 million. Including the Grandview North improvements of approximately $6.6 million; $1 million for the rehabilitation of Water Tower 1; $406,000 for Shingle Creek stabilization, and miscellaneous projects including ponds rehabilitation, replacement of parks equipment and building improvements.

Councilmember Butler expressed concern about renovating City Hall with these funds when there is a chance that there will be a new City Hall component in the Opportunity Site.

Mr. Boganey stated the Community Development Department has the lowest amount of square footage in City Hall. He added that this department had a significant increase in staffing and new positions that they are unable to fill due to lack of space. He noted the goal is to create a more efficient environment for the employees.

Mr. Boganey agreed that it is a significant investment. He added this type of capital improvement project would not be expended if there is any likelihood that City Hall will be relocating within the next 2-3 years. He noted he considers this budget item to be a placeholder, which is not atypical when identifying long-term capital projects.

Mr. Boganey stressed the importance of finding office space solutions for the Community Development Department to ensure that they can operate efficiently. He stated Community Development currently has 130 square feet per employee, which is lower than any other department.

Mayor Elliott asked whether this is something that is a real need. He wondered how much space this project would create and how many offices. Mr. Boganey stated he believes this will create two additional offices.

Mayor Elliott stated adjacent to Community Development is the Finance Department with an available open office and a free space near the Finance Director's office. He asked whether Community Development staff could use those spaces and whether other alternatives like this have been discussed.

Mr. Boganey stated City Staff has looked at multiple alternatives. He added temporary arrangements need to be made for these staff, including the rearrangement of cubicles and the creation of an adequate workspace that will improve efficiency and customer service. He noted

renting office space somewhere else is also an option that could be pursued rather than investing in renovations that won't be recovered.

Mayor Elliott requested a follow-up on this issue. He added it seems like a long-term need. Mr. Boganey stated every department knows that they can make a case for improving their workspace, and supports this request. He added no other department in City Hall is as cramped for space as Community Development, and the other departments realize that.

Mr. Boganey stated improvements are necessary to increase efficiency and make room to be able to fill open positions. He added City Hall could stay where it is for ten years, and the Community Development Department will require improvements to their workspace.

Councilmember Ryan stated he appreciates Councilmember Butler's comment on this issue. He added, to be clear, this is a placeholder in the Building Capital Improvement Plan, which has that type of flexibility built into it, so the City does not have to micromanage future funding. He noted the initial Phase 1 of the Opportunity Site is not finalized, and City Hall is not even part of the Phase 1 discussion.

Councilmember Ryan stated Mr. Boganey has suggested the possibility of renting office space outside of City Hall, but at this point it is a placeholder and something that will be addressed during next year's budget process.

Councilmember Butler asked whether there would be a City Council vote for approval before office improvements are made. Mr. Boganey confirmed this type of expenditure requires City Council approval.

Councilmember Butler stated $230,000 is a lot of money to spend on an office renovation, and residents who hear about this would probably agree. She added it is the City Council's responsibility to question expenditure of taxpayer money, and that is not "micromanaging".

Councilmember Ryan stated he did not mean the dollar amount is insignificant, but rather the fact that the placeholder allows the City Council to support resolution of this issue for City Staff. He agreed it is very appropriate to look at dollar amounts.

Mr. Boganey stated this issue would come back to the City Council, and a decision will be required within the year. He added City Staff will continue to review alternatives as well as how to ensure the value of any potential investment is recouped.

Mayor Elliott asked how the renovation project would be paid for. Mr. Splinter stated this is included in the Capital Improvement Fund, which is largely funded by Local Government Aid.

Mr. Splinter stated Capital Improvement projects funding for 2020 include a $7 million bond issue funded through water utility, storm sewer utility and property taxes. He added there are sufficient funds for the Grandview Park project, and it will not need to be bonded.

Mr. Splinter stated the market value of the median residential home in Brooklyn Center was $184,000 in 2019 with a taxable value of $166,320. He added, in 2020, the median value increased $14,000 to $198,000 with a taxable value of $178,580, or an increase of $15,000.

Mr. Splinter stated City tax rates are expected to decrease, as the total levy of 5.87% is lower than the 12% total increase in the City's value.

Councilmember Ryan moved, and Councilmember Graves seconded to open the public hearing.

Motion passed unanimously.

A resident spoke during the public hearing, thanking the City Council for their willingness to hear and respond to residents. He added he believes City Staff deserves a new office. He noted he believes mental health issues are of great concern, and he is glad to see the City Council is addressing that.

The resident stated he has values that he can offer to the City, as he is a grant writer and database administrator. He asked what kinds of grants the City applies for. Mr. Boganey stated the City's departments review grant funding that is available in their area of responsibility. He added the City applies for grant funding on a regular basis.

The resident stated the City Council does a great job. He asked whether there are any regulations about hiring a third-party administrator to pursue grant funding. Mr. Boganey stated he would follow up with the resident. He apologized for not having done so sooner, as the resident spoke at a recent City Council Work Session at which Mr. Boganey had agreed to contact him.

Councilmember Butler moved and Councilmember Ryan seconded to close the public hearing.

Motion passed unanimously.

3b. CITY MANAGER'S BUDGDET TRANSMITTAL LETTER FOR 2020 FISCAL YEAR

Commissioner Graves moved and Commissioner Ryan seconded to Accept the Letter of Transmittal, Transmitting the 2020 Budget Adoption.

Motion passed unanimously.

3c. RESOLUTION NO. 2019-XX ADOPTING FINAL TAX CAPACITY LEVIES FOR THE GENERAL FUND AND DEBT SERVICE FUNDS AND MARKET VALUE

TAX LEVY FOR THE HOUSING AND REDEVELOPMENT AUTHORITY FOR PROPERTY TAXES PAYABLE IN 2020

Commissioner Ryan moved and Commissioner Butler seconded to adopt RESOLUTION NO. 2019-XX Approving Final Tax Capacity Levies for the General Fund and Debt Service Funds and Market Value Tax Levy for the Housing and Redevelopment Authority for Property Taxes Payable in 2020.

Motion passed unanimously.

3d. RESOLUTION NO. 2019-XX ADOPTING THE 2020 ANNUAL CITY BUDGET

Commissioner Ryan moved and Commissioner Graves seconded to adopt RESOLUTION NO. 2019-XX Adopting the 2020 Annual City Budget.

Motion passed unanimously.

3e. RESOLUTION NO. 2019-XX ADOPTING THE 2020-2034 CAPITAL IMPROVEMENT PLAN AND ADOPTING THE 2020 CAPITAL PROGRAM

Commissioner Graves moved and Commissioner Butler seconded to adopt RESOLUTION NO. 2019-XX Adopting the 2020-2034 Capital Improvement Plan and Adopting the 2020 Capital Program.

Motion passed unanimously.

4. ADJOURNMENT

Councilmember Ryan moved and Councilmember Butler seconded adjournment of the Special City Council meeting at 7:33 p.m.

Motion passed unanimously.

MINUTES OF THE PROCEEDINGS OF THE CITY COUNCIL
OF THE CITY OF BROOKLYN CENTER IN THE COUNTY
OF HENNEPIN AND THE STATE OF MINNESOTA

STUDY SESSION
DECEMBER 9, 2019
CITY HALL – COUNCIL CHAMBERS

CALL TO ORDER

The Brooklyn Center City Council met in Study Session called to order by Acting Mayor Dan Ryan at 6:00 p.m.

ROLL CALL

Mayor Mike Elliott (arrived at 6:03 p.m.) and Councilmembers Marquita Butler, April Graves, Kris Lawrence-Anderson, and Dan Ryan. Also present were City Manager Curt Boganey, Deputy City Manager Reggie Edwards, Community Development Director Meg Beekman, Police Chief Tim Gannon, City Attorney Troy Gilchrist, City Clerk Barb Suciu, and Mary Mullen, TimeSaver Off Site Secretarial, Inc.

CITY COUNCIL DISCUSSION OF AGENDA ITEMS AND QUESTIONS

Mr. Boganey stated the City Council received an amended copy of the Resolution to be approved under Consent Agenda Item 6h, related to the sale of tobacco and tobacco-related products.

Mr. Boganey stated Mayor Elliott had indicated that he intended to pull Consent Agenda Item 6h and added to the Regular Agenda under Presentations as Agenda Item 7a1 or 7c.

Mayor Elliott arrived at 6:03 p.m. He requested that the City Council move Consent Agenda Item 6h to Regular Agenda Item 7a1, and Regular Agenda Item 7a would become Agenda Item 7a2.

Councilmember Lawrence-Anderson stated she noted three typing errors in November 12, 2019, Work Session minutes, and provided them to the Recording Secretary for correction. She added these corrections do not affect the content of the discussion.

Councilmember Graves stated the tabled Work Session Item from the City Council's last meeting is not included on this evening's agenda.

Mr. Boganey stated the Housing Policy discussion has been moved to the City Council's first meeting in January 2020, as City Staff intends to make changes to the working document that will make it easier to communicate recommendations and expectations.

MISCELLANEOUS

HIGHWAY 252 DISCUSSION

Mayor Elliott stated many concerned residents and community organizations in Brooklyn Center had contacted the City Council regarding the Highway 252 project. He added the currently proposed design had raised concerns regarding traffic and pedestrian safety, critical national park boundaries as well as environmental issues including air and water quality and stormwater management, and potential impact on the neighborhood on the east side of Highway 252 at 66.

Mayor Elliott stated other concerns related to safe intersections that prioritize pedestrians and bicycles and the availability of public transit. He added quality public transport is critical to the community of Brooklyn Center. He stressed the importance of bus rapid transit (BRT) on Highway 94, which, according to the Minnesota Pollution Control Agency (MPCA) is one of the most highly polluted roadways in Minnesota.

Councilmember Butler stated she had expressed concern to City Staff that the Highway 252 informational sessions are not attended by the entire City Council to provide consensus on the issues related to the Highway 252 project. She requested a work session to address these issues.

Mayor Elliott agreed that a discussion on this issue could be scheduled for a work session in January 2020.

Mr. Boganey agreed, adding a work session would be helpful and could include representatives from the Minnesota Department of Transportation, Hennepin County, and consulting engineers. He said the City of Brooklyn Park held a similar work session regarding Highway 252. He requested some dates that would work for the City Council.

Councilmember Butler stated she is free on Mondays or Wednesdays. Councilmember Ryan said he is flexible. Mayor Elliott stated he is available on January 8, 11, or 29. Councilmember Graves stated she would not be back until January 23.

Councilmember Ryan stated a Highway 252 meeting is scheduled for February 21, 2020, at 10:00 a.m. at the Brookdale Library.

ALTERNATE MEETING CALENDAR

Mr. Boganey, the City Council, recently discussed potential changes to the 2020 meeting calendar. He added City Staff could provide an extra day for the City Council to review the meeting packet so that packets would be ready on the Wednesday before the City Council meeting. He noted the City Council reached a consensus not to schedule an additional monthly work session; however, five other dates have been added to the calendar for potential work session meetings.

Councilmember Ryan stated the City Council decided not to add meetings unless they are required. He said there had been a lack of effectiveness and efficiency with the way work sessions are conducted. He noted this could be discussed further at Phase 2 of the City Council's team-building exercise/workshop early in 2020.

Councilmember Ryan stated he takes issue with residents who attend work session meetings and are allowed to engage in dialogue, as it creates difficulties in terms of how the City Council deliberates essential matters. He noted, at a recent work session, there was tension between a City Councilmember and a resident, and the situation was not managed well. He provided copies of documents related work session procedures for the City Council's review.

Mayor Elliott stated it is helpful to have placeholder dates, so work sessions can be scheduled as needed.

Councilmember Butler stated the City Council has looked at their calendars to figure out additional meeting dates that work for everyone. She added having dates on the calendar to hold specific dates open for potential meetings. She noted she supports having placeholder dates. Councilmember Graves agreed.

Councilmember Ryan stated he could see the functional value of having dates open and available. He added, however, the reason this is necessary is that the work session meetings are not run efficiently. He noted he hopes the City Council takes the time to review the documents he provided.

Councilmember Lawrence-Anderson stated she is okay with penciling in some dates. She added she does not support having an additional meeting every month. She noted she is fine with the dates that were selected.

It was the majority Consensus of the City Council to add Alternate Meeting Calendar to Consent Agenda Item 6d as reviewed by the City Council.

SNOW REMOVAL AT BUS STOPS

Councilmember Ryan stated he forwarded an email to City Staff that he received from a resident expressing concern regarding snow removal at City bus stops. He requested that the City Staff respond to the resident.

Mr. Boganey stated snowplowing around bus stops is the responsibility of Metro Transit and not the City. He added City Staff would contact the resident to discuss this issue and provide additional information.

Councilmember Ryan stated snow removal is an important safety issue. He added City Councilmembers should forward all such resident comments to City Staff for tracking purposes. He noted it might be necessary for the City Council to revisit this issue.

DEVELOPMENT SIGN – 57TH AVENUE N

Councilmember Graves stated she saw a recent post on social media about a sign at the Opportunity Site that encourages residents to contact Community Development Director Meg Beekman with their opinions about development. She added the signs refer to the status of a park called Monarch Park that is being planned. She noted she was tagged in the post. She asked whether the City Staff has any information on the sign. Mr. Boganey agreed to follow up and provide an update for the City Council at their next meeting.

TYPE 4 RENTAL LICENSES REPORT

Councilmember Graves stated City Council had requested information regarding police data related to Type 4 rental licenses. She added City Staff has been collecting data for over a year now. She asked when those reports would be available.

Mr. Boganey stated that information would be available in early 2020. He added the data is related to police generated stops and frisks and has been organized by demographic information that does not relate to complaints or settlements. He noted he is unsure whether that data is available.

SNOW REMOVAL ORDINANCE

Mayor Elliott requested a City Council discussion regarding the impact of the City's snow removal ordinance early in 2020. Councilmember Graves stated she is open to that discussion.

Mr. Boganey stated he would recommend having that discussion in March 2020 after the snow removal season is almost over, and the information will be more complete. Mayor Elliott said he would like to have the discussion sooner rather than later.

ADJOURN STUDY SESSION TO INFORMAL OPEN FORUM WITH CITY COUNCIL

Mayor Elliott closed the Study Session at 6:45 p.m.

MINUTES OF THE PROCEEDINGS OF THE CITY COUNCIL
OF THE CITY OF BROOKLYN CENTER IN THE COUNTY
OF HENNEPIN AND THE STATE OF MINNESOTA

REGULAR SESSION
DECEMBER 9, 2019
CITY HALL – COUNCIL CHAMBERS

1. INFORMAL OPEN FORUM WITH CITY COUNCIL

CALL TO ORDER INFORMAL OPEN FORUM

The Brooklyn Center City Council met in Informal Open Forum called to order by Mayor Mike Elliott at 6:45 p.m.

ROLL CALL

Mayor Mike Elliott and Councilmembers Marquita Butler, April Graves, Kris Lawrence-Anderson, and Dan Ryan. Also present were City Manager Curt Boganey, Deputy City Manager Reggie Edwards, Community Development Director Meg Beekman, Police Chief Tim Gannon, City Engineer Mike Albers, City Attorney Troy Gilchrist, City Clerk Barb Suciu, and Mary Mullen, TimeSaver Off Site Secretarial, Inc.

Mayor Mike Elliott opened the meeting for Informal Open Forum.

David Evanson, 711 69th Avenue N, stated there had been a change in stormwater drainage patterns near Eastbrook Estates, at 711 69th Avenue N, of which he is a partial owner. He added a catch basin was planned to be installed at a low point, which will create drainage problems in the spring when the snow melts. He noted he hopes something can be done about it.

Mr. Evanson stated the property was assessed as a double assessment for street improvements as there was a home on a portion of the property for many years. He added the City's assessment policy states that deviations might be justified. He noted he is asking for a reasonable interpretation, which would be a single assessment.

Mr. Boganey stated City Staff would follow up on Mr. Evanson's comments and report back to the City Council. He thanked Mr. Evanson for his remarks.

Councilmember Lawrence-Anderson moved, and Councilmember Graves seconded to close the Informal Open Forum at 6:56 p.m.

Motion passed unanimously.

2. INVOCATION

Mayor Elliott read the following quote as an Invocation:

> " . . . the moral test of government is how that government treats those who are in the dawn of life, the children; those who are in the twilight of life, the elderly; and those who are in the shadows of life -- the sick, the needy and the handicapped." (Hubert H. Humphrey, November 1977)

Mayor Elliott expressed his appreciation of Public Works staff for cleaning up all the snow. He added a resident at Brookdale Library commented to him that the City's streets are always so well-plowed.

3. CALL TO ORDER REGULAR BUSINESS MEETING

The Brooklyn Center City Council met in Regular Session called to order by Mayor Mike Elliott at 7:00 p.m.

4. ROLL CALL

Mayor Mike Elliott and Councilmembers Marquita Butler, April Graves, Kris Lawrence-Anderson, and Dan Ryan. Also present were City Manager Curt Boganey, Deputy City Manager Reggie Edwards, Community Development Director Meg Beekman, Police Chief Tim Gannon, City Engineer Mike Albers, City Attorney Troy Gilchrist, City Clerk Barb Suciu, and Mary Mullen, TimeSaver Off Site Secretarial, Inc.

5. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

6. APPROVAL OF AGENDA AND CONSENT AGENDA

Mayor Elliott noted that the attendees for Agenda Item 7a1 had not arrived at the meeting yet. He requested that Item 7a2 be addressed as Item 7a1.

Councilmember Graves moved, and Councilmember Ryan seconded to approve the Agenda and Consent Agenda, as amended, with amendments to the Work Session Minutes of November 12, 2019, and the following consent items were approved:

6a. APPROVAL OF MINUTES

1. November 12, 2019 - Work Session
2. November 25, 2019 - Study Session
3. November 25, 2019 - Regular Session
4. November 25, 2019 - Work Session

6b. LICENSES

CHRISTMAS TREE SALES

PQT Company dba Rum River Tree Farms	5040 Brooklyn Blvd Brooklyn Center 55429

GASOLINE SERVICE STATION LICENSE

Casey's Retail Company dba Casey's General Store #3823	2101 Freeway Blvd Brooklyn Center 55430
Metropolitan Council	677 Transfer Road St Paul 55114
Royalty & Sons Inc dba Brooklyn BP	6044 Brooklyn Blvd Brooklyn Center 55429

LIQUOR - OFF SALE 3.2 MALT

Casey's Retail Company dba Casey's General Store #3823	2101 Freeway Blvd Brooklyn Center 55430
City of Brooklyn Center Centennial Park	6301 Shingle Creek Pkwy Brooklyn Center 55430
City of Brooklyn Center Evergreen Park	7112 Bryant Avenue N Brooklyn Center 55430
Ku, Leng dba Sun Foods	6350 Brooklyn Blvd Brooklyn Center 55429

LIQUOR - INTOXICATING

American Legion Post 630	6110 Brooklyn Blvd. Brooklyn Center 55430
City of Brooklyn Center Centerbrook Golf Course	5500 Lilac Drive N Brooklyn Center 55430
Jambo Africa, Inc. Jambo Africa Restaurant & Bar	1601 Freeway Blvd Brooklyn Center 55430

LIQUOR - SUNDAY SALES

American Legion Post 630	6110 Brooklyn Blvd. Brooklyn Center 55430
City of Brooklyn Center Centerbrook Golf Course	5500 Lilac Drive N Brooklyn Center 55430
Jambo Africa, Inc. Jambo Africa Restaurant & Bar	1601 Freeway Blvd Brooklyn Center 55430

MECHANICAL LICENSE

Affordable Comfort Mechanical	1167 Viking Drive E. Maplewood 55109
B & B Plumbing Inc.	25593 109th NW Zimmerman 55398

Major Mechanical, Inc.	11201 86th Avenue N Maple Grove 55369
Residential Heating & Air	7454 Washington Avenue S. Eden Prairie 55344

SECONDHAND GOODS LICENSE

Gamestop #535	6068 Shingle Creek Parkway Brooklyn Center 55430

TOBACCO LICENSE

AM PM Corner Market Inc	6501 Humboldt St N Brooklyn Center 55430
Casey's Retail Company dba Casey's General Store #3823	2101 Freeway Blvd Brooklyn Center 55430
Royalty & Sons Inc dba Brooklyn BP	6044 Brooklyn Blvd Brooklyn Center 55429

RENTAL

INITIAL (TYPE III – one-year license)

3207 67th Avenue N	Elijah Nyambane
3307 Quarles Road	Norrine Nelson

INITIAL (TYPE II – two-year license)

5411 72nd Circle	Maya Ly
6430 Indiana Avenue N	Omolola Akinsoji

RENEWAL (TYPE IV – one-year license)

4000 61st Avenue N	Adegbola Ogundipe missing CPTED Inspection
5025 Ewing Avenue N	Julie Kazmierkoski/Kaz Properties missing CPTED
4913 Winchester Lane	Huda Hassen

RENEWAL (TYPE II – two-year license)

7256 Unity Avenue N/Unity Place	CHDC Ltd Partnership
3349 49th Avenue	Isaac Obi - met mitigation plan
5207 Boulder Lane	Ross Herman/First Housing met action plan
5201 Drew Avenue N	Ahmed Omar
5740 Irving Avenue N	Sean Rahn

RENEWAL (TYPE I – three-year license)

5640 Fremont Avenue N	Douglas Wahl/Cel Monton met mitigation plan

6c. RESOLUTION NO. 2019-172 APPROVING THE 2020 FEE SCHEDULE

6d. APPROVE THE 2020 CITY COUNCIL MEETING SCHEDULE

6e. RESOLUTION NO. 2019-173 SETTING SALARIES FOR CALENDAR YEAR 2020

6f. RESOLUTION NO. 2019-174 ACCEPTING BID AND AWARDING A CONTRACT, IMPROVEMENT PROJECT NO. 2020-06, 2020 POND MAINTENANCE

6g. RESOLUTION NO. 2019-175 ACCEPTING WORK PERFORMED AND AUTHORIZING RELEASE OF FUNDS FOR CERTAIN FINANCIAL GUARANTEES BEING HELD BY THE CITY

6h. RESOLUTION NO. 2019-176 DISCONTINUING THE SALE OF TOBACCO AND TOBACCO RELATED PRODUCTS IN THE CITY OF BROOKLYN CENTER MUNICIPAL LIQUOR STORES
(moved to Agenda Item 7a1)

6i. RESOLUTION NO. 2019-177 AMENDING THE CITY CODE OF POLICIES; SECTION 1.6 AGENDA AND SECTION 1.13; SUBSECTION 5; MOTION TO FIX HOUR OF ADJOURNMENT

Motion passed unanimously.

7. PRESENTATIONS/PROCLAMATIONS/RECOGNITIONS/DONATIONS

7a1. OPPORTUNITY SITE COMMUNITY PARTNER COMMUNITY ENGAGEMENT REPORT – BROOKLYN BRIDGE ALLIANCE FOR YOUTH

Meg Beekman stated City Staff had been engaged in outreach to different groups in the community that will be impacted by the Opportunity Site development. She added Brooklyn Bridge Alliance is one of those groups, as the City's youth will be significantly affected by and involved in the Opportunity Site as it is developed. She noted Brooklyn Bridge has engaged a group of students and youth and asked them to consider the future of Brooklyn Center, as well as their own needs within the community that could be served by new development. These engagement efforts are a pivotal point in the Opportunity Site planning process, as the Master Plan is developed.

Ms. Beekman welcomed members of the Brooklyns Youth Council (BYC) and invited them to share a summary report of their engagement activities. She added this report would be included, along with other engagement activities, in a single guiding document. She invited the youth representatives to introduce themselves.

Tiffany stated she is a junior at Osseo High School and lives in Brooklyn Park. Alexander Garguno said he is a sophomore at Brooklyn Center High School and lives in Brooklyn Center. Catalina Mua stated she is a senior at Brooklyn Center High School and lives in Brooklyn Center. Andrew Mua, Brooklyn Bridge Youth Engagement, thanked the City Council for their support of the vital work of Brooklyn Bridge Alliance for Youth. He thanked Mayor Elliott for putting youth at the forefront of the City's engagement efforts, and Councilmember Graves for being the City Council Liaison. He stressed the importance of allowing the youth of the community to share their thoughts, wishes and concerns.

Mr. Mua stated consensus-building workshops were conducted involving Brooklyn Bridge Alliance youth, representatives from the Citizen's League, including Judith Marquez, and Brooklyn Center schools. The goal of these sessions was to inform the City of Brooklyn Center about what youth want to see in the 2040 Comprehensive Plan and the Opportunity Site development.

Catalina stated the focus group facilitators hosted a workshop to build consensus among all members regardless of their position. The questions that were asked were, "What do you want to see in Brooklyn Center in 2040? What would it take for you to stay in Brooklyn Center to live and work? What do you need from the community of Brooklyn Center that would help you reach your fullest potential?"

Catalina stated the workshop participants included community members from many different demographic groups, including 81 students, 51 of whom live in Brooklyn Center, representing 15 different racial and ethnic identities. She added responses indicated that the youth of the community want more investment in schools and education, a better-organized school system, and the opportunity to support schools in different ways.

Alexander stated youth indicated they would like to have expanded retail options, and more entertainment options, but not expensive large-scale establishments like TopGolf that are not accessible for students.

Tiffany stated youth want affordable housing for all residents and different housing options, and housing for the homeless was a priority. She added youth agreed that disparities in housing as a result of development was not desirable. She stressed the importance that development should not cause an increase in rents that would be a burden to residents. She noted youth expressed a need for community spaces, not just for sports, but for engagement with youth and families of varying backgrounds and interests.

Alexander stated there was a consensus about the importance of specific spaces for teen activities, diversity of food and restaurant options, sports and recreation, and more job opportunities. Roads and transportation were indicated as an essential priority, as well as creating a safe and welcome community and caring for the environment.

Mr. Mua stated other categories that were named less frequently were increased awareness for religious and cultural groups, childcare assistance for families, and a safe and clean environment for pets.

Mr. Mua reviewed the four major themes that were a result of the workshops: investing in schools and education, expanded retail and entertainment options, affordable housing opportunities and expanded housing, and community spaces for youth and families to bond.

Mr. Mua stated the balance between development and affordable housing is acknowledged throughout these discussions. He added the goal is to figure out how these things can happen concurrently. He noted another consideration is that the reality of today's youth does not necessarily reflect where they will be in 2040. Still, their ideas provide insight into what they would like their community to look like.

Mr. Mua asked the BYC members to reflect on their experience with Opportunity Site community engagement efforts.

Tiffany thanked the City Council for allowing the BYC youth to speak on this issue. She added she feels the youth of Brooklyn Center have a lot to say.

Alexander thanked the City Council for giving time and space for the youth to provide their input. He added, through this process, he has realized that many youths care a lot about the future and development of Brooklyn Center. He stressed the importance of thinking about how the city can be developed and improved.

Catalina stated many local youths have opinions about potential plans for their community. She added some youth envisioned a community-based future, while others want to focus on entertainment options.

Mr. Mua thanked the City Council for the opportunity to present their report.

Mayor Elliott thanked Mr. Mua and representatives of Brooklyn Bridge Alliance, as well as the BYC youth, for their stellar presentation and the incredible amount of work they have done on this issue. He stated the Opportunity Site is an incredible development for Brooklyn Center, and the future of the City belongs to its young people.

Councilmember Butler thanked the BYC youth for their presentation. She stated she had encouraged youth engagement in this project and appreciated being able to hear from the youth about what they want for the Opportunity Site project. She asked what the City can do to engage other students who might want to be a part of this process.

Mr. Mua stated young people between the ages of 19-25 years are a demographic that should be engaged. He added their opinions would provide a clear shift of perspectives from residents who

are a little older than high school students. He stressed the importance of keeping youth and young people informed and involved.

Councilmember Ryan thanked the Brooklyn Bridge Alliance group for their presentation. He stated the City Council is grateful for the opportunity to learn from the City's youth as the process goes forward. He added the Opportunity Site development is an opportunity to recreate Brooklyn Center, and many residents and local businesses are heavily invested in the community. He noted it would be a great source of strength to have the input and feedback of the City's youth.

Councilmember Graves stated she appreciates having the youth present at the City Council meeting, as they contribute a sense of energy. She asked what it means to the youth to acknowledge the tension between development and community continuity and how leaders can make the best decisions while acknowledging that relationship.

Tiffany stated many residents were not sure if these community engagement sessions would make a difference. She added she appreciates the acknowledgment that the City's youth is an essential source of input and feedback on development in Brooklyn Center.

Catalina stated keeping youth informed is the most important point. She added in these types of conversations, youth are not often included, and their voice needs to be heard. She noted the City's youth have a lot to offer in problem-solving, finding solutions, and providing input.

Councilmember Graves asked what motivates the local youth to continue to want to be involved in and informed about these issues.

Catalina stated community engagement opportunities are a good approach for reaching youth. She added the process indicates to the youth that it is okay to think differently, have opinions, and be motivated to relay their message to adults.

Tiffany agreed, adding more community engagement sessions would be a good idea. She said this process has shown that youth care about the future of Brooklyn Center, and want to create a comfortable space for youth to voice their opinions.

Councilmember Lawrence-Anderson thanked the youth for their presentation. She stated they are eloquent and articulate, and very bright young people. She expressed her appreciation for their thoughts and insights as well as their hard work.

Mayor Elliott acknowledged Tiffany, who attended a national conference in Denver along with City Councilmembers.

Rebecca Gilgen, Executive Director of Brooklyn Bridge Alliance, stated representatives of the City of Brooklyn Center and the School District have been holding informational meetings, to re-

envision what their relationship should look like. She added the next step is to pursue School District support for local engagements at the area's schools. She noted it is exciting to see young people coming out and getting involved in this issue.

Mayor Elliott stated the next step is to implement these findings into plans for the Opportunity Site and to ensure that the youth of the City hold the City Council accountable for following through. The City should continue to encourage youth feedback and input and ensure that their ideas are incorporated into development plans. The process of development is best done when residents themselves shape how the community looks, sounds and feels. He stressed the importance of engaging 19-25-year-old residents and overlaying their ideas and plans into Opportunity Site development.

Mr. Boganey stated Tiffany was a BrookLynk intern in the Community Development Department this past summer. He thanked all the young people who have presented their feedback tonight for doing such a great job.

Councilmember Graves moved, and Councilmember Butler seconded to accept a Presentation and Report by Brooklyn Bridge Alliance for Youth.

Motion passed unanimously.

7a2. RESOLUTION NO. 2019-176 DISCONTINUING THE SALE OF TOBACCO AND TOBACCO RELATED PRODUCTS IN THE CITY OF BROOKLYN CENTER MUNICIPAL LIQUOR STORES

Mr. Boganey stated a Resolution was drafted for the City Council's review and potential adoption, related to the sale of tobacco and tobacco-related products. He welcomed Yong Chao Yang, who, along with her sister Khee Mee Yang, was instrumental in bringing forward a request for discontinuing the sale of tobacco and tobacco-related products in the city of Brooklyn Center municipal liquor stores.

Mayor Elliott read the Resolution in full, which was translated by Hmong interpreter Long Yang.

Councilmember Graves moved, and Councilmember Ryan seconded to approve RESOLUTION NO. 2019-176 Discontinuing the Sale of Tobacco and Tobacco-Related Products in the City of Brooklyn Center Municipal Liquor Stores.

Motion passed unanimously.

Councilmember Butler stated she was impressed that the two young women lifted their voices and demonstrated what can be accomplished when consideration is given to the opinions and thoughts of the City's youth. She added the two young women came and addressed the City Council and changed public policy. She thanked them and asked them to continue to speak out because the City Council listens.

Councilmember Lawrence-Anderson acknowledged Emily Anderson, an advocate with Minnesota Non-Smoker's Association.

Councilmember Ryan acknowledged Jess Knowland representing the American Heart Association, who has been a firm supporter of the City of Brooklyn Center's efforts to limit youth access to tobacco products. He thanked her and expressed his thanks and appreciation to the two young women who came forward to initiate this change in public policy.

Young Chao Yang thanked the City Council for acknowledging an issue, listening to a solution, and making a decision that will help create a better community. She added her sister is home sick with the flu.

Ms. Anderson stated the Yang sisters have been instrumental in bringing attention to the tobacco issue, particularly vaping for over a year. She added many young people are interested in making a change that will help improve the community.

Ms. Knowland thanked the City Council for their position on this issue, establishing them as leaders for youth, residents, and all Minnesotans.

Mayor Elliott presented copies of the resolution for the Yang sisters and thanked Ms. Yang for initiating this policy change in Brooklyn Center.

7b. RESOLUTION NO. 2019-178 RECOGNIZING TODD BERG, FIRE CHIEF, AMERICAN PUBLIC WORKS ASSOCIATION (APWA) MINNESOTA CHAPTER SUPERVISOR OF THE YEAR

Public Works Director Doran Cote reviewed a Resolution recognizing Todd Berg, Brooklyn Center Fire Chief, who was recently awarded the American Public Works Association (APWA) Minnesota Chapter Supervisor of the Year Award.

Mayor Elliott thanked Mr. Berg for his years of service and deep commitment to the community. He added the City thanks to Mr. Berg and honored him for his service.

Mayor Elliott read a Resolution in full recognizing Fire Chief Todd Berg for receiving the American Public Works Association (APWA) Minnesota Chapter Supervisor of the Year Award.

Todd Berg thanked the Public Works Department and Mr. Cote, his family, and countless others. He added he could not have accomplished his goals without a lot of support.

Councilmember Ryan moved, and Councilmember Graves seconded to approve RESOLUTION NO. 2019-178 Recognizing Todd Berg, Fire Chief, American Public Works Association (APWA) Minnesota Chapter Supervisor of the Year.

Motion passed unanimously.

8. PUBLIC HEARINGS

8a. RESOLUTION NO. 2019-179 CERTIFYING SPECIAL ASSESSMENTS FOR IMPROVEMENT PROJECT NOS. 2020-01 AND 2020-02, GRANDVIEW NORTH AREA STREET AND STORM DRAINAGE IMPROVEMENTS TO THE HENNEPIN COUNTY TAX ROLLS

City Engineer Mike Albers reviewed the Grandview North Area Street and Storm Drainage improvement plan. He stated tonight the request of the council is consideration of a resolution in support of Grandview North area street and Storm Utility improvements, which includes roadway reconstruction, storm drainage and utility improvements. There was a neighborhood meeting held on September 5, 2019, and plans and the City Council authorized specifications for the project on October 28, 2019. As part of the process, notification to all property owners that would be assessed was notified of this meeting date and assessment report.

Mr. Albers stated recommended improvements include complete replacement of the sanitary sewer system and replacement of 30% of the water main; removal and replacement of storm sewer and implementation of water quality treatment where feasible. Streets lights are proposed to be replaced with fiberglass poles and LED light fixtures. Streets are proposed to be reconstructed to 30-feet wide, with full-depth pavement and aggregate base, and sidewalk improvements and repairs are proposed to be completed as needed. Preliminary budgets, as presented, will be subject to change. Special assessments will account for 13.9% of total project costs, and residents who meet specific criteria can defer a portion of the assessment.

Mr. Albers stated bids would be accepted in February/March 2020, with construction commenced in the spring and completion in fall 2020. He added a public hearing is required on special assessments, as well as a simple majority vote of the City Council.

Councilmember Graves moved, and Councilmember Ryan seconded to open the Public Hearing.

Motion passed unanimously.

A resident asked if there is an option to make payments against the assessment, instead of paying it off. She wondered whether the unpaid portion would go on property tax. Mr. Albers responded that the City does not accept partial payments. He added residents who pay either the street or storm assessment can have the other assessment added to their property tax.

The resident asked whether she will be responsible for taking care of the sidewalk in front of her house. She added she has never had a sidewalk before. Mr. Albers stated the City maintains all sidewalks and plows them in the winter.

The resident asked how much of her driveway will be removed and then replaced. Mr. Albers stated 15 feet at the end of the driveway will be removed and replaced. The resident asked if she can redo her entire driveway at that time. Mr. Albers stated many residents choose to do that, but it will be necessary to negotiate that with the contractor.

Mr. Albers stated he could contact the resident and answer any additional questions she might have.

Jude Nadi, a resident, stated he is a local contractor and he can work with the City of Brooklyn Center to help engage with and hire local minority contractors. He added this would boost the economy of the City of Brooklyn Center. He said he is available to talk to City staff about this option.

Mr. Boganey stated City Staff is looking into the suggestion related to hiring minority contractors. He added it is highly unlikely that something would be in place before the upcoming bids, as an ordinance would need to be in place for 60-90 days before bids could be sent out.

City Attorney Gilchrist stated he provided preliminary background information to the City Manager on this issue, outlining what other cities have done. He added many cities had structured this as an Ordinance, which Brooklyn Center could also pursue.

Councilmember Graves stated she is pleased to know City Staff is moving forward with a review of this issue. She added the information regarding how the City plans to consider proposals could be shared even if an Ordinance is not in place before this contract.

Mr. Boganey stated City Staff is very interested in receiving names of contractors who might be interested in being considered so that information can be forwarded to them. Her added the list could be fairly complete since there is a limited number of local contractors.

Councilmember Ryan stated the City is required under State Statute to accept the most qualified bid on contracts. He added the lowest qualified or certified general contractor would have some discretion, which would open up opportunities for local contractors. Mr. Gilchrist agreed, adding it is the contractor's responsibility to put it together and present it to the City.

Councilmember Butler moved, and Councilmember Ryan seconded to close the Public Hearing.

Motion passed unanimously.

Councilmember Ryan moved, and Councilmember Graves seconded to adopt RESOLUTION NO. 2019-179 Certifying Special Assessments for Improvement Project Nos. 2020-01 and 2020-02, Grandview North Area Street and Storm Drainage Improvements to the Hennepin County Tax Rolls.

Motion passed unanimously.

8b. ORDINANCE NO. 2019-13 AMENDING CHAPTER 11 OF THE CITY CODE OF ORDINANCES REGARDING LIQUOR AND LIQUOR LICENSING

City Clerk Barb Suciu reviewed the second reading of a proposed Ordinance amending Chapter 11 of City Code of Ordinances regarding liquor and liquor licensing. She added this includes 2:00 a.m. optional liquor license and eliminates the 300-foot restriction. She noted a public hearing is required.

Ms. Suciu stated City Staff recommends City Council approval of an Ordinance amending Chapter 11 of the City Code of Ordinances.

Councilmember Graves moved, and Councilmember Butler seconded to open the Public Hearing.

Motion passed unanimously.

Estella Fuller, the owner of Estella's Kitchen, stated she had contacted the City about getting a liquor license for her restaurant and catering business. She added it is difficult to run a successful restaurant without alcoholic beverages. She said she would like to have some resolution about getting a liquor license.

Councilmember Ryan moved, and Councilmember Graves seconded to close the Public Hearing.

Motion passed unanimously.

Councilmember Graves moved, and Councilmember Ryan seconded to adopt ORDINANCE NO. 2019-13 Amending Chapter 11 of the City Code of Ordinances Regarding Liquor and Liquor Licensing.

Motion passed unanimously.

9. PLANNING COMMISSION ITEMS

-None.

11. COUNCIL REPORT

Councilmember Butler expressed her thanks to the Brooklyn Center Lions Club for hosting Holly Sunday at the Community Center, which she attended with her family. She thanked the Community Center staff for their hard work, and for adding extra staff for the event.

Councilmember Ryan stated he was also at Holly Sunday, outside helping kids get on and off the hayride. He added he is President of the Lions Club, and thanked Councilmember Butler for her

comments. He expressed his appreciation of the Community Center staff for another successful Holly Sunday.

Councilmember Graves stated it was nice to see the beautiful decorations and see families come out and participate in this festive occasion.

Councilmember Lawrence-Anderson asked whether there is a tree-lighting ceremony. Mr. Boganey stated he believes it has been discontinued but agreed to report back on that.

12. ADJOURNMENT

Councilmember Ryan moved, and Councilmember Graves seconded adjournment of the City Council meeting at 8:47 p.m.

Motion passed unanimously.

MINUTES OF THE PROCEEDINGS OF THE CITY COUNCIL/ECONOMIC DEVELOPMENT AUTHORITY OF THE CITY OF BROOKLYN CENTER IN THE COUNTY OF HENNEPIN AND THE STATE OF MINNESOTA

WORK SESSION
DECEMBER 9, 2019
CITY HALL – COUNCIL CHAMBERS

CALL TO ORDER

The Brooklyn Center City Council/Economic Development Authority (EDA) met in Work Session called to order by Mayor/President Mike Elliott at 8:50 p.m.

ROLL CALL

Mayor/President Mike Elliott and Councilmembers/Commissioners Marquita Butler, April Graves, Kris Lawrence-Anderson, and Dan Ryan. Also present were City Manager Curt Boganey, Police Chief Tim Gannon, City Attorney Troy Gilchrist, and Mary Mullen, TimeSaver Off Site Secretarial, Inc.

XERXES/NORTHWAY ENFORCEMENT ACTIVITY

Police Chief Tim Gannon reviewed concerns brought to the City Council/EDA by a business owner, Mr. Lutz, in Sector 5, the City's main commercial area that has a dedicated team of Police Officers. The business owner expressed concern about loitering and foot traffic at Brooklyn Center Transit Center (BCTC), for which Metro Transit has trained officers on duty seven days a week, including both day and night patrols. He added the current coverage is a significant improvement in staffing at the location.

Chief Gannon stated a foreseeable consequence of additional patrols has been that BCTC foot traffic has moved out to surrounding businesses and resulted in a dramatic increase in calls in the surrounding areas. The Police Department is aware of the problem and dispatched a patrol detail in the area of concern for 30 days. Contact was made with 33 individuals, of which 115 were deterred from loitering.

Chief Gannon stated Mr. Lutz and other business owners requested removal of benches, which has resulted in an end to loitering. The business owners have been appreciative of the officers' efforts and happy with the results. The Police Department will need to ensure consistent levels of enforcement to ensure that this positive result continues.

Councilmember/Commissioner Ryan thanked Chief Gannon for his report, and the thorough follow-up, and the fact that Metro Transit made changes to their patrol. He added Mr. Lutz indicated that he always gets a prompt response when he contacts the Police Department.

Councilmember/Commissioner Ryan asked whether Chief Gannon is still considering his earlier recommendation of the addition of two patrol officers. Chief Gannon confirmed this, adding it is important to note that the Police Department is currently at its full complement of 49 sworn Officers.

Councilmember/Commissioner Graves stated many of the people loitering at the Transit Station are young people, as evident in the video presented by Mr. Lutz. She added youth outreach efforts might be pursued by tapping into resources within the community. She noted Brooklyn Park has a youth outreach team, and the Minneapolis Police Department has Youth Officers and Community Navigators.

Councilmember/Commissioner Graves stated it would be helpful to consider different approaches and messaging, assisting the increased police presence. She expressed concern about how this issue affects local businesses. She stressed the importance of showing human kindness in these types of situations. Mayor/President Elliott agreed, adding this could be an opportunity for outreach.

Councilmember/Commissioner Ryan stated he spoke with Paul Jackson, Manager of Cub Foods, about how they patrol their parking lot. He added they encourage people to move along and only call the Police Department if someone is not cooperative. He noted there are constructive ways to approach how to get young people actively involved in activities and then encourage local businesses to support that effort.

ADJOURNMENT

Councilmember/Commissioner Lawrence-Anderson move and Councilmember/Commissioner Graves seconded adjournment of the City Council/Economic Development Authority Work Session at 9:15 p.m.

Motion passed unanimously.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Alix Bentrud, Deputy City Clerk

SUBJECT: Approval of Licenses

Background:

The following businesses/persons have applied for City licenses as noted. Each business/person has fulfilled the requirements of the City Ordinance governing respective licenses, submitted appropriate applications, and paid proper fees.

Applicants for rental dwelling licenses are in compliance with Chapter 12 of the City Code of Ordinances, unless comments are noted below the property address on the attached rental report.

GASOLINE SERVICE STATION LICENSE

AM PM Corner Market Inc	6501 Humboldt Ave N Brooklyn Center 55430
Boulevard Enterprises Inc dba Christy's Auto Service	5300 Dupont Ave N Brooklyn Center 55430

MECHANICAL LICENSE

Absolute Mechanical, LLC	7338 Ohms Lane Edina 55439
AES Mechanical Services Group, Inc	2171 AL Hwy 229 Tallassee FL 36078
Faircon Service Company	764 Vandalia St St. Paul 55114
Homeworks Services Co	1230 Eagan Industrial Rd. #117 Eagan 55121
Ideal Air LLC	17900 Aztec Street NW Andover 55304
J-Berd Mechanical Contractors, Inc	PO Box 7308 Saint Cloud 56302
Jomac Mechanical	9318 Spring Lake Rd NE North Branch 55056
Lane Plumbing Inc	29910 104th Ave N Hanover 55341

Legend Companies	12467 Boone Ave Savage 55378
Majestic Plumbing Inc	2801 7th Ave #411 Anoka 55303
Masterpiece Mechanical LLC	12400 Gettysburg Ave N #17 Apple Valley 55124
Pierce Refrigeration	1920 2nd Ave S Anoka 55303
Quality Systems A/C & Refrigeration	16857 Welcome Ave SE Prior Lake 55372
Residential Heating and Air	7454 Washington Ave S Eden Prairie 55344
Sage Heating and Cooling LLC	3913 Zarthan Ave S Minneapolis 55416
The Crew Facility Maintenance, Inc	951 American Blvd E Bloomington 55420

SECONDHAND GOODS LICENSE

Gamestop #535	6068 Shingle Creek Pkwy Brooklyn Center 55430

SIGN HANGERS LICENSE

Indigo Signworks Inc	1622 Main Ave Fargo ND 58103
Twin Cities Sign Installations	8880 140th St N Hugo 55038

TOBACCO LICENSE

AM PM Corner Market Inc	6501 Humboldt St N Brooklyn Center 55430

Strategic Priorities and Values:

Safe, Secure, Stable Community

ATTACHMENTS:

Description	Upload Date	Type
Rental Criteria	5/7/2019	Backup Material
1-13-2020 Rentals	1/8/2020	Backup Material

Property Code and Nuisance Violations Criteria		
License Category (Based on Property Code Only)	**Number of Units**	**Property Code Violations per Inspected Unit**
Type I – 3 Year	1-2 units	0-2
	3+ units	0-0.75
Type II – 2 Year	1-2 units	Greater than 2 but not more than 5
	3+ units	Greater than 0.75 but not more than 1.5
Type III – 1 Year	1-2 units	Greater than 5 but not more than 9
	3+ units	Greater than 1.5 but not more than 3
Type IV – 6 Months	1-2 units	Greater than 9
	3+ units	Greater than 3

b. Police Service Calls.

Police call rates will be based on the average number of valid police calls per unit per year. Police incidences for purposes of determining licensing categories shall include disorderly activities and nuisances as defined in Section 12-911, and events categorized as Part I crimes in the Uniform Crime Reporting System including homicide, rape, robbery, aggravated assault, burglary, theft, auto theft and arson.

Calls will not be counted for purposes of determining licensing categories where the victim and suspect are "Family or household members" as defined in the Domestic Abuse Act, Minnesota Statutes, Section 518B.01, Subd. 2 (b) and where there is a report of "Domestic Abuse" as defined in the Domestic Abuse Act, Minnesota Statutes, Section 518B.01, Subd. 2 (a).

License Category	**Number of Units**	**Validated Calls for Disorderly Conduct Service & Part I Crimes** (Calls Per Unit/Year)
No Category Impact	1-2	0-1
	3-4 units	0-0.25
	5 or more units	0-0.35
Decrease 1 Category	1-2	Greater than 1 but not more than 3
	3-4 units	Greater than 0.25 but not more than 1
	5 or more units	Greater than 0.35 but not more than 0.50
Decrease 2 Categories	1-2	Greater than 3
	3-4 units	Greater than 1
	5 or more units	Greater than 0.50

Rental Licenses for Council Approval on January 13, 2020								
Property Address	Dwelling Type	Renewal or Initial	Owner	Property Code Violations	License Type	PoliceCFS *	Final License Type **	Previous License Type ***
6101 Beard Ave N Beard Apartments	Multi 1 Bldg 24 Units	Initial	BMW / Halverson & Blaiser Group	53 2.2 per unit	III	N/A	III	
5001 Ewing Ave N	1 Bldg 3 Units	Initial	Mary Ann Neil	7 2.3 per Unit	III	N/A	III	
5316 Russell Ave N	2 Family 1 Unit	Initial	Devin & Madeleine Mork	3	II	N/A	II	
3813 58th Ave N	Single	Initial	Prosperous Property / Xian Lin	4	II	N/A	II	
2108 70th Ave N	Single	Initial	Sylvester Onaiwu	2	II	N/A	II	
1012 72nd Ave N	Single	Initial	Joseph Florczak/HPA USA1 LLC	0	II	N/A	II	
6736 Colfax Ave N	Single	Initial	John Chao	9	III	N/A	III	
5737 Emerson Ave N	Single	Initial	Nutida Wong	7	III	N/A	III	
7001 Fremont Ave N	Single	Initial	HPA Borrower 2018-1 ML LLC	7	III	N/A	III	
3813 Janet La	Single	Initial	Abdirahman Dhunkal	10	IV	N/A	IV	
5548 Logan Ave	Single	Initial	Lateef Olarinde	2	II	N/A	II	
5300 Penn Ave N	Single	Initial	Jimmey Lee Whitehead	7	III	N/A	III	
3100 Thurber Rd	Singie	Initial	Tyler Henderson	5	II	N/A	II	
4200 Winchester La	Single	Initial	Obafemi Oladeji/Koladex Venture LLC	9	III	N/A	III	
3601 47th Ave N Ryan Creek Manor	Multi 4 Bldg 44 Units	Renewal	BMW / Halverson & Blaiser Group - Missing CPTED	86 1.95 per unit	III	13 valid .3 per unit 1/29/2019 Disturbance 2/13/2019 Theft 2/19/2019 Theft 2/23/2019 Disturbance 3/5/2019 Disturbance 3/202019 Disturbance 4/28/2019 Assault 5/1/2019 Assault 5/30/2019 Narcotics 10/18/2019 Vandalism 11/26/2019 Theft 12/7/2019 Disturbance 12/22/2019 Disturbance	IV	IV

Rental Licenses for Council Approval on January 13, 2020								
Property Address	Dwelling Type	Renewal or Initial	Owner	Property Code Violations	License Type	PoliceCFS *	Final License Type **	Previous License Type ***
4500 58th Ave N Twin Lake North Apts	Multi 46 Bldg 276 Units	Renewal	TLN LA NEL	567 2.05 per unit	III	34 valid 0.12 per unit 3/13/2019 Auto Theft 3/13/2019 Vandalism 3/14/2019 Dusturbance 3/28/2019 Vandalism 4/18/2019 Disturbance 4/19/2019 Theft 4/25/2019 Auto Theft 5/9/2019 Vandalism 5/11/2019 Theft 6/2/2019 Weapons 6/26/2019 Vandalism 7/3/2019 Burglary 7/10/2019 Theft 7/28/2019 Vandalism 7/30/2019 Theft 7/30/2019 Theft 7/30/2019 Theft 8/6/2019 Theft 9/3/2019 Vandalism 9/6/2019 Auto Theft 9/18/2019 Theft 10/10/2019 Theft 10/15/2019 Theft 10/17/2019 Assault 11/18/2019 Burglary 11/29/2019 Theft 12/16/2019 Auto Theft 12/27/2019 Theft 12/28/2019 Burglary		III

Rental Licenses for Council Approval on January 13, 2020								
Property Address	Dwelling Type	Renewal or Initial	Owner	Property Code Violations	License Type	PoliceCFS *	Final License Type **	Previous License Type ***
700 66th Ave N Georgetown Park	Multi 24 Bldg 92 Units	Renewal	Scott Gann/Wiensch Construction	283 3 per unit	III	16 valid 0.17 per unit 1/12/2019 Auto Theft 2/24/2019 Auto Theft 4/7/2019 Auto Theft 5/13/2019 Theft 5/28/2019 Theft 6/28/2019 Disturbance 7/7/2019 Theft 8/5/2019 Theft 8/10/2019 Disorderly Conduct 8/11/2019 Vandalism 9/20/2019 Theft 9/29/2019 Vandalism 10/4/2019 Theft 11/9/2019 Auto Theft 11/9/2019 Auto Theft 11/15/2019 Auto Theft	III	III
1100 69th Ave N	Multi 1 Bldg 7 Units	Renewal	Evangelical Lutheran Church of the Master	14 2 per unit	III	0	III	IV
5239-41 Drew Ave N	2 Family 2 Unit	Renewal	Jay & Gina Battenberg	0	I	0	I	II
5412 1/2 Fremont Ave N	2 Family 1 Unit	Renewal	Gary Anakkala	2	I	0	I	II
4216 Lakebreeze Ave	Multi 1 Bldg 4 Units	Renewal	Daniel Tan	11 2.75 Per Unit	III	0	III	IV
5301 Russell Ave N	Multi 2 Bldg 36 Units	Renewal	Midwest GIR Group	93 2.58 per unit	III	5 valid .05 per unit 1/27/19 Burglary, 5/19/19, theft from auto, 9/14/19 disturbing peace, 9/28/19 wreckless discharge of a firearm 12/17/19 burglary	III	IV
4748-52 Twin Lake Ave	2 Family 2 Unit	Renewal	Grant & Pam Osgood - Missing CPTED	10	IV	0	IV	IV
3818 61st Ave N	Single	Renewal	Sherman Kho	7	III	0	III	III
3819 61st Ave N	Single	Renewal	Fred Hanus	9	III	0	III	II
1312 68th Ln	Single	Renewal	Wagner Properties	5	II	0	II	I
1316 68th Ln	Single	Renewal	Valerie McKissack Missing CPTED	0	I	0	III	III
2930 68th Ln	Single	Renewal	Venessa Butler	4	II	0	II	I

Rental Licenses for Council Approval on January 13, 2020

Property Address	Dwelling Type	Renewal or Initial	Owner	Property Code Violations	License Type	PoliceCFS *	Final License Type **	Previous License Type ***
5331 70th Cir	Single	Renewal	Boukari Kabore	20	IV	0	IV	IV
5331 70th Cir	Single	Renewal	Boukari Kabore - Missing CPTED	0	I	0	IV	IV
5314 71st Cir	Single	Renewal	Abbas Ali/AFS Rentals LLC	1	I	0	I	I
3512 72nd Ave N	Single	Renewal	Chen Zhou	2	I	0	I	I
5328 72nd Cir	Single	Renewal	Shuxing & Manying Sun	3	II	0	II	I
6116 Aldrich Ave N	Single	Renewal	MNSF II LLC	6	III	0		IV
6725 Bryant Ave N	Single	Renewal	Vong Duong - missing CPTED	9	III	0	IV	IV
5408 Colfax Ave N	Single	Renewal	Su Feng Zheng	0	I	0	I	III
6418 Colfax Ave N	Single	Renewal	Shawn Cha & Manny Phothirath	2	I	0	I	II
3612 Commodore Dr	Single	Renewal	IH3 Property Illinois LP - Missing CPTED	8	III	0	IV	IV
6600 Dupont Ave N	Single	Renewal	Mai Lee	1	I	0	I	IV
6107 Emerson Ave N	Single	Renewal	Lydia Yeboah	12	IV	0	IV	III
2407 Ericon Dr	Single	Renewal	Plia Thao	6	III	0	III	II
2412 Ericon Dr	Single	Renewal	Kurt Templin	2	I	0	I	II
5300 France Ave N	Single	Renewal	IH3 Property Illinois LP - Missing CPTED	5	II	0	IV	IV
5607 Halifax Ave N	Single	Renewal	Kane Buss	1	I	0	I	II
1531 Humboldt Pl N	Single	Renewal	ShoeMiller Properties LLC	2	I	0	I	I
5636 Irving Ave N	Single	Renewal	Bruce Goldberg	4	II	0	II	II
5321 James Ave N	Single	Renewal	Tou Vue - Missing Crime Free	II	IV	0	IV	II
5913 June Ave N	Single	Renewal	Mohammed Mehdi - Missing Crime Free	0	I	0	I	II
4201 Lakeside Ave N #117	Single	Renewal	Becca Jones	3	II	0	II	I
7225 Major Ave N	Single	Renewal	Kin Chew/ Urban Enterprises	5	II	0	II	IV
7111 Riverdale Rd	Single	Renewal	Allan & Vicki Olson	3	II	0	II	I
6908 Unity Ave N	Single	Renewal	Xingfu Chen	2	I	0	I	III
5304 Vinvcent Ave N	Single	Renewal	Pao Vang	10	IV	0	IV	II
5937 Vincent Ave N	Single	Renewal	Jack Johnson	2	I	0	I	IV
6649 Xerxes Pl N	Single	Renewal	Lane Schwartz - Missing Crime Free	3	II	0	II	II

* CFS = Calls For Service for Renewal Licenses Only (Initial Licenses are not applicable to calls for service and will be listed N/A.)

** License Type Being Issued

*** Initial licenses will not show a previous license type Type 1 = 3 Year Type II = 2 Year Type III = 1 Year Type IV = 6 months

All properties are current on City utilities and property taxes

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Barb Suciu, City Clerk

SUBJECT: Resolution Designating Official Newspaper

Background:

Section 12.01 of the Brooklyn Center City Charter requires the City Council to annually designate a legal newspaper of general circulation of the City as its official newspaper in which the City will publish ordinances, bids, public hearing notices, advertising for proposals, assessments, bonds, financial reports, and other matters as required by law. Sun Media has once again requested that the City Council consider designating Brooklyn Center Sun-Post to be the official newspaper for 2019. Brooklyn Center Sun-Post meets all necessary requirements of a qualified newspaper. The rate structure is as follows:

- $11.90 per column inch (9 lines per inch= $1.32 per line).

Budget Issues:

The 2019 budget includes $5,000 for legal publications.

Strategic Priorities and Values:

Safe, Secure, Stable Community, Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
MN Statutes 331A	1/3/2019	Backup Material
Excerpt from BC City Charter	12/9/2019	Backup Material
Quote	1/6/2020	Backup Material
Resolution	12/9/2019	Resolution Letter

CHAPTER 331A

QUALIFIED NEWSPAPERS

331A.01	DEFINITIONS.	331A.07	AFFIDAVIT OF PUBLICATION.
331A.02	REQUIREMENTS FOR A QUALIFIED NEWSPAPER.	331A.08	COMPUTATION OF TIME.
331A.03	WHERE NOTICE PUBLISHED.	331A.09	PUBLICATION ON SUNDAY OR HOLIDAY.
331A.04	DESIGNATION OF A NEWSPAPER FOR OFFICIAL PUBLICATIONS.	331A.10	CHANGE OF NAME OR DISCONTINUANCE OF NEWSPAPER.
331A.05	FORM OF PUBLIC NOTICES.	331A.11	APPLICATION.
331A.06	RATES FOR PUBLICATION.	331A.12	WEBSITE ADVERTISEMENT FOR TRANSPORTATION PROJECT BIDS.

331A.01 DEFINITIONS.

Subdivision 1. **Scope.** As used in sections 331A.01 to 331A.11, the terms defined have the meanings given them except as otherwise expressly provided or indicated by the context.

Subd. 2. **Known office of issue.** "Known office of issue" means the newspaper's principal office devoted primarily to business related to the newspaper, whether or not printing or any other operations of the newspaper are conducted at or from the office. A newspaper may have only one known office of issue.

Subd. 3. **Political subdivision.** "Political subdivision" means a county, municipality, school district, or any other local political subdivision or local or area district, commission, board, or authority.

Subd. 4. **Municipality.** "Municipality" means a home rule charter or statutory city or town.

Subd. 5. [Repealed, 2004 c 182 s 33]

Subd. 6. **Proceedings.** "Proceedings" means the substance of all official actions taken by the governing body of a political subdivision at any regular or special meeting, and at minimum includes the subject matter of a motion, the persons making and seconding a motion, the roll call vote on a motion, the character of resolutions or ordinances offered, including a brief description of their subject matter, and whether defeated or adopted.

Subd. 7. **Public notice.** "Public notice" means every notice required or authorized by law or by order of a court to be published by a qualified newspaper, and includes:

(1) every publication of laws, ordinances, resolutions, financial information, and proceedings intended to give notice in a particular area;

(2) every notice and certificate of election, facsimile ballot, notice of referendum, notice of public hearing before a governmental body, and notice of meetings of private and public bodies required by law;

(3) every summons, order, citation, notice of sale or other notice which is intended to inform a person that the person may or shall do an act or exercise a right within a designated period or upon or by a designated date; and

(4) this subdivision contains no independent requirement for the publication of any public notice.

Subd. 8. **Qualified newspaper.** "Qualified newspaper" means a newspaper which complies with all of the provisions of section 331A.02. The following terms, when found in laws referring to the publication of a public notice, shall be taken to mean a qualified newspaper: "qualified legal newspaper," "legal newspaper," "official newspaper," "newspaper," and "medium of official and legal publication."

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Subd. 9. **Secondary office.** "Secondary office" means an office established by a newspaper in a community other than that in which its known office of issue is located, in the same or an adjoining county, open on a regular basis to gather news and sell advertisements and subscriptions, whether or not printing or any other operations of the newspaper are conducted at or from the office.

Subd. 10. **Summary.** "Summary" means an accurate and intelligible abstract or synopsis of the essential elements of proceedings, ordinances, resolutions, financial statements, and other official actions. It shall be written in a clear and coherent manner, and shall, to the extent possible, avoid the use of technical or legal terms not generally familiar to the public. When a summary is published, the publication shall clearly indicate that the published material is only a summary and that the full text is available for public inspection at a designated location or by standard or electronic mail. A summary published in conformity with this section shall be deemed to fulfill all legal publication requirements as completely as if the entire matter which was summarized had been published. No liability shall be asserted against a political subdivision in connection with the publication of a summary or agenda.

Subd. 11. **Recognized industry trade journal.** "Recognized industry trade journal" means a printed or digital publication or website that contains building and construction news of interest to contractors in this state, or that publishes project advertisements and bids for review by contractors or other interested bidders in its regular course of business.

History: *1984 c 543 s 20; 1986 c 444; 2004 c 182 s 3-7; 2013 c 46 s 1*

331A.02 REQUIREMENTS FOR A QUALIFIED NEWSPAPER.

Subdivision 1. **Qualification.** No newspaper in this state shall be entitled to any compensation or fee for publishing any public notice unless it is a qualified newspaper. A newspaper that is not qualified must inform a public body that presents a public notice for publication that it is not qualified. To be qualified, a newspaper shall:

(a) be printed in the English language in newspaper format and in column and sheet form equivalent in printed space to at least 1,000 square inches, or 800 square inches if the political subdivision the newspaper purports to serve has a population of under 1,300 and the newspaper does not receive a public subsidy;

(b) if a daily, be distributed at least five days each week. If not a daily, the newspaper may be distributed twice a month with respect to the publishing of government public notices. In any week in which a legal holiday is included, not more than four issues of a daily paper are necessary;

(c) in at least half of its issues each year, have no more than 75 percent of its printed space comprised of advertising material and paid public notices. In all of its issues each year, have 25 percent, if published more often than weekly, or 50 percent, if weekly, of its news columns devoted to news of local interest to the community which it purports to serve. Not more than 25 percent of its total nonadvertising column inches in any issue may wholly duplicate any other publication unless the duplicated material is from recognized general news services;

(d) be circulated in the political subdivision which it purports to serve, and either have at least 400 copies regularly delivered to paying subscribers, or 250 copies delivered to paying subscribers if the political subdivision it purports to serve has a population of under 1,300, or have at least 400 copies regularly distributed without charge to local residents, or 250 copies distributed without charge to local residents if the political subdivision it purports to serve has a population of under 1,300;

(e) have its known office of issue established in either the county in which lies, in whole or in part, the political subdivision which the newspaper purports to serve, or in an adjoining county;

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(f) file a copy of each issue immediately with the State Historical Society;

(g) be made available at single or subscription prices to any person or entity requesting the newspaper and making the applicable payment, or be distributed without charge to local residents;

(h) have complied with all the foregoing conditions of this subdivision for at least one year immediately preceding the date of the notice publication;

(i) between September 1 and December 31 of each year publish a sworn United States Post Office periodicals-class statement of ownership and circulation or a statement of ownership and circulation verified by a recognized independent circulation auditing agency covering a period of at least one year ending no earlier than the June 30 preceding the publication deadline. When publication occurs after December 31 and before July 1, qualification shall be effective from the date of the filing described in paragraph (j) through December 31 of that year; and

(j) after publication, submit to the secretary of state by December 31 a filing containing the newspaper's name, address of its known office of issue, telephone number, and a statement that it has complied with all of the requirements of this section. The filing must be accompanied by a fee of $25. The secretary of state shall make available for public inspection a list of newspapers that have filed. Acceptance of a filing does not constitute a guarantee by the state that any other qualification has been met.

Subd. 2. [Repealed, 2004 c 182 s 33]

Subd. 3. **Publication; suspension; changes.** The following circumstances shall not affect the qualification of a newspaper, invalidate an otherwise valid publication, or invalidate a designation as official newspaper.

(a) Suspension of publication for a period of not more than three consecutive months resulting from the destruction of its known office of issue, equipment, or other facility by the elements, unforeseen accident, or acts of God or by reason of a labor dispute.

(b) The consolidation of one newspaper with another published in the same county, or a change in its name or ownership, or a temporary change in its known office of issue.

(c) Change of the day of publication, the frequency of publication, or the change of the known office of issue from one place to another within the same county. Except as provided in this subdivision, suspension of publication, or a change of known office of issue from one county to another, or failure to maintain its known office of issue in the county, shall deprive a newspaper of its standing as a qualified newspaper until it again becomes qualified pursuant to subdivision 1.

Subd. 4. **Declaratory judgment of legality.** A person interested in a newspaper's qualification under this section may petition the district court in the county in which the newspaper has its known office of issue for a declaratory judgment to determine whether the newspaper is qualified. Unless filed by the publisher, the petition and summons shall be served on the publisher as in other civil actions. Service in other cases shall be made by publication of the petition and summons once each week for three successive weeks in the newspaper or newspapers the court may order and upon the persons as the court may direct. Publications made in a newspaper after a judgment that it is qualified but before the judgment is vacated or set aside shall be valid. Except as provided in this subdivision, the Uniform Declaratory Judgments Act and the Rules of Civil Procedure shall apply to the action.

Subd. 5. **Posting notices on website.** If, in the normal course of its business, a qualified newspaper maintains a website, then as a condition of accepting and publishing public notices, the newspaper must agree to post all the notices on its website at no additional cost. The notice must remain on the website during

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the notice's full publication period. Failure to post or maintain a public notice on the newspaper's website does not affect the validity of the public notice.

History: *1984 c 543 s 21; 1985 c 174 s 1; 1Sp1985 c 13 s 315; 1987 c 30 s 1; 1987 c 286 s 1; 1988 c 682 s 42; 1990 c 395 s 1; 1991 c 205 s 17; 1997 c 137 s 13; 2001 c 38 s 1; 2004 c 182 s 8-11; 2009 c 152 s 5*

331A.03 WHERE NOTICE PUBLISHED.

Subdivision 1. **Generally.** Except as provided in subdivision 2, a public notice shall be published in a qualified newspaper, and except as otherwise provided by law, in one that is likely to give notice in the affected area or to whom it is directed. When a statute or other law requires publication in a newspaper located in a designated political subdivision or area and no qualified newspaper is located there, publication shall be made in a qualified newspaper likely to give notice unless the particular statute or law expressly provides otherwise. If no qualified newspaper exists, then publication is not required.

Subd. 2. **Exception; certain cities of the fourth class.** A public notice required to be published by a statutory or home rule charter city of the fourth class located in the metropolitan area defined in section 473.121, subdivision 2, is not required to be published in a qualified newspaper if there is no qualified nondaily newspaper of general circulation in the city, provided the notice is printed in a newsletter or similar printed means of giving notice that is prepared by the city and either mailed or delivered to each household in the city.

Subd. 3. **Alternative dissemination of bids and requests.** (a) In addition to or as an alternative to the statutory requirements for newspaper publication, a political subdivision may disseminate solicitations of bids, requests for information, and requests for proposals by a means authorized in paragraph (b), if the political subdivision simultaneously publishes, either as part of the minutes of a regular meeting of the governing body or in a separate notice published in the official newspaper, a description of all solicitations or requests so disseminated, along with the means by which the dissemination occurred.

(b) A political subdivision may use its website or recognized industry trade journals as an alternative means of dissemination. A dissemination by alternative means must be in substantially the same format and for the same period of time as a publication required by this chapter.

(c) For the first six months after a political subdivision designates an alternative means of dissemination, it must continue to publish solicitation of bids, requests for information, and requests for proposals in the official newspaper in addition to the alternative method. The publication in the official newspaper must indicate where to find the designated alternative method. After the expiration of the six-month period, an alternative means of dissemination satisfies the publication requirements of law for solicitation of bids, requests for information, and requests for proposals.

History: *1984 c 543 s 22; 1991 c 53 s 1; 2004 c 182 s 12,13*

331A.04 DESIGNATION OF A NEWSPAPER FOR OFFICIAL PUBLICATIONS.

Subdivision 1. **Priority.** The governing body of a political subdivision, when authorized or required by statute or charter to designate a newspaper for publication of its public notices, shall designate a qualified newspaper in the following priority.

Subd. 2. **Known office in locality.** If there are one or more qualified newspapers, the known office of issue of which are located within the political subdivision, one of them shall be designated.

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Subd. 3. **Secondary office in locality.** When no qualified newspaper has a known office of issue located in the political subdivision, but one or more qualified newspapers maintain a secondary office there, one of them shall be designated.

Subd. 4. **General circulation in locality.** When no qualified newspaper has its known office of issue or a secondary office located within the political subdivision, then a qualified newspaper of general circulation there shall be designated.

Subd. 5. **Other situations.** If a political subdivision is without an official newspaper, or if the publisher refuses to publish a particular public notice, matters required to be published shall be published in a newspaper designated as provided in subdivision 4. The governing body of a political subdivision with territory in two or more counties may, if deemed in the public interest, designate a separate qualified newspaper for each county.

Subd. 6. **Exception to designation priority.** (a) Notwithstanding subdivisions 1 to 3, the governing body of a political subdivision may designate any newspaper for publication of its official proceedings and public notices, if the following conditions are met:

(1) the newspaper is a qualified medium of official and legal publication;

(2) the publisher of the newspaper furnishes a sworn statement, verified by a recognized independent circulation auditing agency, covering a period of at least one year ending no earlier than 60 days before designation of the newspaper, stating that the newspaper's circulation reaches not fewer than 75 percent of the households within the political subdivision;

(3) the newspaper has provided regular coverage of the proceedings of the governing body of the political subdivision and will continue to do so; and

(4) the governing body votes unanimously to designate the newspaper.

(b) If the circulation of a newspaper designated under this subdivision falls below 75 percent of the households within the political subdivision at any time within the term of its designation as official newspaper, its qualification to publish public notices for the political subdivision terminates.

Subd. 7. **Joint bidding.** A bid submitted jointly by two or more newspapers for the publication of public notices must not be considered anticompetitive or otherwise unlawful if the following conditions are met:

(1) all of the qualified newspapers in the political subdivision participate in the joint bid;

(2) the existence of the joint bid arrangement is disclosed to the governing body of the political subdivision before or at the time of submission of the joint bid; and

(3) the board is free to reject the joint bid and, if it does, individual qualified newspapers do not refuse to submit separate bids owing to the rejection of the joint bid.

History: *1984 c 543 s 23; 2003 c 59 s 1; 2004 c 182 s 14*

331A.05 FORM OF PUBLIC NOTICES.

Subdivision 1. **English language.** All public notices shall be printed or otherwise disseminated in the English language.

Subd. 2. **Time of notice.** Unless otherwise specified by law, or by order of a court, publication of a public notice shall be as follows:

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(a) the notice shall be published once;

(b) if the notice is intended to inform the public about a future event, the last publication shall occur not more than 30 days and not less than seven days before the event;

(c) if the notice is intended to inform the public about a past action or event, the last publication shall occur not more than 45 days after occurrence of the action or event.

Subd. 3. **Type face.** Except as otherwise directed by a particular statute requiring publication of a public notice or by order of a court, a public notice shall be printed in a type face no smaller than six point with a lowercase alphabet of at least 90 points. Larger type faces may be used.

Subd. 4. **Title or caption.** Every public notice shall include a bold face title or caption in a body type no smaller than brevier or eight point referring to the content of the notice. Larger type faces may be used.

Subd. 5. **Local options.** The governing body of a political subdivision may, to better inform the public, increase the frequency of publication of a public notice beyond the minimum required by a particular statute. It may use forms and styles for the notice as it deems appropriate, including the use of display advertisements and graphics. In addition to publication in the newspaper required to be designated under section 331A.04, it may publish or disseminate the notice in other newspapers and by means of standard and electronic mail. Regardless of whether a particular statute specifies "legal notice," "public notice," "notice," or uses similar terms, the governing body may use whatever form for the published notice that it deems appropriate in order to adequately inform the public, subject to the requirements of sections 331A.01 to 331A.11. Nothing in the foregoing provisions of this subdivision shall require the governing body of a political subdivision to use the options described.

Subd. 6. **Conflict of laws.** Nothing in this section shall invalidate or affect any statutory or charter provision imposing additional or special qualifications for publication of particular notices or proceedings.

Subd. 7. **Errors in publication.** If through no fault of the political subdivision, an error occurs in the publication of a public notice, the error shall have no effect on the validity of the event, action, or proceeding to which the public notice relates.

Subd. 8. **Notice regarding published summaries.** If a political subdivision elects to publish a summary of the political subdivision's financial statement or proceedings as authorized by other law, it must include with the published summary a notice stating that a copy of the full version of the financial statement or proceedings other than attachments to the minutes is available without cost at the offices of the political subdivision or by means of standard or electronic mail.

History: *1984 c 543 s 24; 1997 c 56 s 1; 2004 c 182 s 15-19; 2008 c 154 art 10 s 4*

331A.06 RATES FOR PUBLICATION.

Subdivision 1. **Maximum rate.** The maximum rate charged for publication of a public notice shall not exceed the lowest classified rate paid by commercial users for comparable space in the newspapers in which the public notice appears, and shall include all cash discounts, multiple insertion discounts, and similar benefits extended to the newspaper's regular customers.

Subd. 2. **Rate increases.** Notwithstanding subdivision 1, no newspaper may increase its rates for publication of public notices by more than ten percent per year, as compared to the maximum rate actually charged by the newspaper in the previous year for publication of public notices, and in any case the new

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rate shall not exceed the rate described in subdivision 1. Nothing in this section shall be interpreted to mean that such an increase is required.

Subd. 3. **Rate from competitive bidding.** When the governing board of a political subdivision awards a contract for the publication of public notices based on competitive bidding, the rate established by the competitive bidding shall be the rate charged for publication of the public notices.

Subd. 4. **Publication at legal rate.** When a statute refers to publication of a public notice at the legal rate the maximum rate shall be as provided in this section.

Subd. 5. **Multiyear publication contracts.** Notwithstanding other law, a political subdivision may enter into multiyear contracts with a qualified newspaper for publication of the political subdivision's public notices. No multiyear contract may be for a term longer than three years.

History: *1984 c 543 s 25; 1985 c 174 s 2; 1994 c 465 art 2 s 18; 2004 c 182 s 20,21*

331A.07 AFFIDAVIT OF PUBLICATION.

No compensation shall be recoverable for publishing a public notice in any newspaper unless the bill is accompanied by an affidavit of the publisher of the newspaper or the publisher's designated agent, having knowledge of the facts, stating that the newspaper has complied with all the requirements to constitute a qualified newspaper. The affidavit must set forth the dates of the month and year and the day of the week upon which the public notice was published in the newspaper. The affidavit must also include the publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to section 331A.06.

History: *1984 c 543 s 26; 1993 c 48 s 7; 2004 c 182 s 22*

331A.08 COMPUTATION OF TIME.

Subdivision 1. **Time for publication.** The time for publication of public notices shall be computed to exclude the first day of publication and include the day on which the act or event, of which notice is given, is to happen or which completes the full period required for publication.

Subd. 2. **Time for act or proceeding.** The time within which an act is to be done or proceeding had or taken, as prescribed by the rules of procedure, shall be computed by excluding the first day and including the last. If the last day is Sunday or a legal holiday the party shall have the next secular day in which to do the act or take the proceeding.

Subd. 3. **Publication of proceedings.** Notwithstanding other statutory publication requirements, if the governing body of a political subdivision conducts regular meetings not more than once every 30 days, the governing body need not publish the meeting minutes in the official newspaper until ten days after the proceedings have been approved by the governing body.

History: *1984 c 543 s 27; 2004 c 182 s 23*

331A.09 PUBLICATION ON SUNDAY OR HOLIDAY.

Any public notice may lawfully be printed in a newspaper published on a Sunday or holiday. Any notice that, by law or the order of any court, is required to be published for any given number of weeks may be

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published on any day in each week of the term, and if published as many weeks and as many times in each week as required by the law or order, it is a lawful publication.

History: *1984 c 543 s 28; 2004 c 182 s 24*

331A.10 CHANGE OF NAME OR DISCONTINUANCE OF NEWSPAPER.

Subdivision 1. **Change of name.** When a public notice is required or ordered to be published in a particular newspaper and the name of the newspaper is changed before the publication is completed, the publication shall be made or continued in the newspaper under its new name with the same effect as if the name had not been changed. The proof of the publication, in addition to other requirements, shall state the change of name and specify the period of publication in the newspaper under each name.

Subd. 2. **Discontinuance.** When a newspaper ceases to be published before the publication of a public notice is commenced, or when commenced ceases before the publication is completed, the order for publication, when one is required in the first instance, may be amended by order of the court or judge, to designate another newspaper, as may be necessary. If no order is required in the first instance, publication may be made or completed in any other qualified newspaper. Any time during which the notice is published in the first newspaper shall be calculated as a part of the time required for the publication, proof of which may be made by affidavit of any person acquainted with the facts.

History: *1984 c 543 s 29; 2004 c 182 s 25*

331A.11 APPLICATION.

Subdivision 1. **Application.** Sections 331A.01 to 331A.11 apply to all political subdivisions of the state.

Subd. 2. **Notices excluded.** Sections 331A.01 to 331A.11 do not apply to notices required by private agreements or local laws to be published in newspapers, unless they refer expressly or by implication to this chapter or to particular provisions of this chapter.

History: *1984 c 543 s 30; 2004 c 182 s 26,27*

331A.12 WEBSITE ADVERTISEMENT FOR TRANSPORTATION PROJECT BIDS.

Subdivision 1. **Definitions.** (a) The terms defined in this subdivision and section 331A.01 apply to this section.

(b) "Website" means a specific, addressable location provided on a server connected to the Internet and hosting World Wide Web pages and other files that are generally accessible on the Internet all or most of the day.

Subd. 2. **Designation.** At the meeting of the governing body of a political subdivision at which the governing body designates its official newspaper for the year, the governing body may designate in the same manner publication of transportation projects on the political subdivision's website. Publication on the website may be used in place of or in addition to any other required form of publication. Each year after designating publication on the website for transportation projects, the political subdivision must publish, in a qualified newspaper in the jurisdiction and on the website, notice that the political subdivision will publish any advertisements for bids on its website.

Subd. 3. **Form, time for publication same.** A political subdivision that publishes on its website under this section must post the information in substantially the same format and for the same period of time as required for publication in an official newspaper or other print publication.

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Subd. 4. **Record retention.** A political subdivision that publishes notice on its website under this section must ensure that a permanent record of publication is maintained in a form accessible by the public.

History: *1Sp2003 c 19 art 2 s 56; 2014 c 287 s 22*

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EXCERPT FROM CITY OF BROOKLYN CENTER CHARTER

CHAPTER 12

MISCELLANEOUS AND TRANSITORY PROVISIONS

Section 12.01. OFFICIAL PUBLICATIONS. The Council shall annually designate a legal newspaper of general circulation in the City as its official newspaper in which shall be published ordinances and other matters required by law to be so published, as well as such other matters as the Council may deem it in the public interest to have published in this manner.

January 2, 2020

City of Brooklyn Center
City Council
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430

Dear City Council Members:
Please accept the following bid from the ***Brooklyn Center Sun-Post*** for legal newspaper designation for the City of Brooklyn Center. This newspaper is qualified by the State of Minnesota as a legal newspaper under Minnesota Statutes Section 331A.02, Subd. 1.

The following rate structure for legals is effective January 1, 2020:

First insertion:	**$11.**90 per column inch
Subsequent insertions:	**$**7.00 per column inch
Characters per inch:	**320**
Lines per inch:	**9**

A notarized affidavit will be provided for each notice published. Additional affidavits are $2.50 each. A $20.00 charge will be assessed on legal notices that require typing. All published legal notices are posted on the *Sun-Post* website at no additional charge.

The *Sun-Post* is published weekly on Thursdays. The deadline is 2:00 p.m. on Thursday for publication the following Thursday. Please email legal notices to publicnotice@ecm-inc.com.

Thank you for considering the *Sun-Post* as the official newspaper for the City of Brooklyn Center for the upcoming year. We appreciate the opportunity to serve the needs of your community.

Sincerely,

Steve Gall
Advertising Director

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION DESIGNATING OFFICIAL NEWSPAPER

WHEREAS, Section 12.01 of the Brooklyn Center City Charter requires the City Council to annually at its first meeting of the year designate a legal newspaper of general circulation in the city as its official newspaper in which shall be published such ordinances and other matters as are required by law to be so published and such other matters as the council may deem it advisable and in the public interest to have published in this manner; and

WHEREAS, the *Brooklyn Center Sun-Post* has previously been so designated; and

WHEREAS, the *Brooklyn Center Sun-Post* meets all necessary requirements for designation.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center that the *Brooklyn Center Sun-Post* is hereby designated as the official newspaper for the City of Brooklyn Center for the year 2020.

January 13, 2020
Date

_____
Mayor

ATTEST:_____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Andrew Splinter, Interim Finance Director

SUBJECT: Resolution Designating Depositories of City Funds for 2020

Background:

At the beginning of each fiscal year, in accordance with Minnesota Statutes 118A.02 and City Council Policy 2.22.4.A, the City Council considers a resolution authorizing depositories for City funds. The resolution includes banks with a presence in Brooklyn Center as well as any banks with whom the City deals on a regular basis throughout the year. The attached resolution designates banks which may not currently hold City funds but which may during the fiscal year, become a depository for City funds. Other financial depositories, such as the 4M Funds, are included because we are members of those depositories. Not all investment dealers/brokers are part of the City's current program but are authorized, after filing the appropriate Broker Certification Form, a requirement of Minnesota Statutes 118A, to transact business with the City of Brooklyn Center. If the City has no contact or activity with a dealer/broker during the previous fiscal year, that firm is removed not included in the succeeding year's list. All banks, depositories, investment dealers and brokers, with the exception of the Federal Reserve Bank of Minneapolis, are checked for certification by FDIC, SIPC or other certification as required by Minnesota Statutes 118A. All of this documentation is reviewed by the City's auditors during the financial statement audit each year.

Budget Issues:

There is no direct financial impact on the City.

Strategic Priorities and Values:

Safe, Secure, Stable Community

ATTACHMENTS:

Description	Upload Date	Type
Resolution designating depositories of City funds for 2020	12/16/2019	Cover Memo

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION DESIGNATING DEPOSITORIES OF CITY FUNDS

WHEREAS, Section 7.01 of the City Charter provides the City Council with authority over City funds that includes the safekeeping and disbursement of public monies; and

WHEREAS, Section 7.10 of the City Charter provides that City funds shall be disbursed by check bearing the actual or facsimile signature of the City Manager and City Treasurer.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota as follows:

1. That US Bank, NA is hereby designated as a depository for funds of the City of Brooklyn Center for operational banking and investment purposes.

2. That the following named bankers and brokers are hereby designated as additional depositories to be used for investment purposes:

   Federal Reserve Bank of Minneapolis

   Wells Fargo Bank, N.A.

   Minnesota Municipal Money Market Fund (4M Fund)
   Minnesota Municipal Money Market Plus Fund (4M Plus Fund)
   Minnesota Municipal Money Market Time Series Pools (4M Time Series)

   Oppenheimer & Co., Inc
   UBS Financial Services
   Wells Fargo Securities, LLC
   Moreton Capital Markets, LLC

   The City Treasurer is hereby authorized to deposit funds in accounts guaranteed by the Federal Deposit Insurance Corporation (FDIC), the Securities Insurance Protection Corporation (SIPC), successors of the FDIC or SIPC or other governmental institutions insuring the safety and liquidity of public monies. Funds deposited with designated depositories in excess of the insurance limits available through FDIC, SIPC or its successor institutions shall be covered by collateral in the form of government securities held in the City's name or other collateral proposed by the institution and approved by the City of not less than 110% of the value of the uninsured deposits.

RESOLUTION NO. _____

3. That the following named clearinghouses for credit card transactions are hereby designated for accepting payments:

   Wells Fargo Merchant Services
   Elavon Incorporated
   Sage Payment Solutions
   Chase Paymentech

4. Wells Fargo Institutional Trust Services is hereby designated as the safekeeping depository for investment instruments in the City's investment portfolio and as clearinghouse for the City's investment portfolio transactions.

5. That the City Council authorizes the City Manager, the City Treasurer, or the Deputy City Treasurer to act for the City in all of its business activities with these designated depositories.

January 13, 2020
Date

_____
Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Andrew Splinter, Interim Finance Director

SUBJECT: Resolution Opting Not to Waive Limited Tort Liability for 2020

Background:

Each year the City must chose whether to waive tort liability limit protections of Minnesota Statutes 466.04 as part of the insurance policy renewal application process. M.S. 466.04 states that the maximum liability for a city for any claim is $500,000 with an aggregate maximum of $1,500,000 per incident. In past years the City Council has chosen not to waive the liability limits and the regular premium for insurance has covered all claims.

If the City were to waive the limits set by statute, it would be prudent to purchase additional insurance coverage to cover possible higher awards in liability claims. Premiums for such insurance would be approximately $9,000 per year

Budget Issues:

The 2020 budget anticipates leaving the no waiver option in place for 2020 and has anticipated insurance premiums based on that no waiver option. Waiving the statutory limits would require that at approximately $9,000 in additional premium costs be allocated for 2020 and in each succeeding year.

Strategic Priorities and Values:

Safe, Secure, Stable Community

ATTACHMENTS:

Description	Upload Date	Type
Non-Waiver of Liability Limits Resolution	12/16/2019	Resolution Letter

Member introduced the following resolution and moved its adoption:

RESOLUTION NO._____

RESOLUTION OPTING NOT TO WAIVE LIMITED TORT LIABILITY FOR 2020

WHEREAS, the City of Brooklyn Center has an option to waive its protection under the tort liability limitation contained in Minnesota Statutes 466.04; and

WHEREAS, the statutory tort limit for 2020 is $500,000 per individual with an aggregate of $1,500,000 per incident; and

WHEREAS, the City of Brooklyn Center has not opted to waive its rights to limited tort liability in past years and is required to make a declaration of its intention every year.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that the City does not waive the monetary limits on municipal tort liability established by Minnesota Statutes 466.04 for 2019.

January 13, 2020
Date

_____
Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Andrew Splinter, Interim Finance Director

SUBJECT: Resolution Granting Corporate Authority for Signing of Checks and Transactions of Financial Business Matters

Background:

Many investment firms require the adoption of a resolution by the corporate board, in this case the City Council, authorizing specific officers to transact financial business involving treasury notes, certificates of deposit and other securities. The attached resolution fulfills that requirement by appointing the City Manager, and the Interim Finance Director, who serves as the City Treasurer, as the officers authorized to transact such business.

Budget Issues:

There are no budget issues to consider.

Strategic Priorities and Values:

Safe, Secure, Stable Community

ATTACHMENTS:

Description	Upload Date	Type
Resolution Granting Corporate Authority	12/16/2019	Resolution Letter

Member introduced the following resolution and moved its adoption:

RESOLUTION NO._____

RESOLUTION GRANTING CORPORATE AUTHORITY FOR SIGNING OF CHECKS AND TRANSACTIONS OF FINANCIAL BUSINESS MATTERS

WHEREAS, the City Treasurer must be a signatory to any and all checks issued by the City in payment of obligations of the City; and

WHEREAS, specific individuals must be designated by the City Council as authorized to sell, assign and endorse for transfer various financial instruments in the regular conduct of City business.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center that Cornelius L. Boganey, City Manager, and Andrew Splinter, Interim Finance Director, are hereby authorized to sell, assign and endorse for transfer certificates representing treasury notes, bonds, or other securities now registered or hereafter registered in the name of this municipality.

January 13, 2020 _____
Date Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Barb Suciu, City Clerk

SUBJECT: Resolution Appointing Brooklyn Center Representatives to Executive Committee and/or Board of Directors of the Brooklyn Bridge Alliance for Youth, Hennepin Recycling Group, Local Government Information Systems, Minneapolis Northwest Convention & Visitors Bureau, North Metro Mayors Association, Northwest Suburbs Cable Communications Commission, Pets Under Police Security, and Twin Lake Joint Powers Organization

Background:

The City of Brooklyn Center has entered into several Joint and Cooperative Agreements with various organizations. Each of the joint powers agreements have been reviewed and the organizations whose agreements provide that appointment of directors be made by the governing body or by City Council resolution have been identified.

Some of the agreements require annual appointment, some provide that a director is appointed until succeeded, and some provide that a certain position serve as the representative. A summary of each of the Joint and Cooperative Agreements can be found in the Section VII of the City Council Reference Book.

The 2020 appointment resolution will be forthcoming.

Budget Issues:

There are no budget issues to consider.

Strategic Priorities and Values:

Enhanced Community Image, Operational Excellence

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Barb Suciu, City Clerk

SUBJECT: Resolution Selecting Presiding Officers- Mayor Pro Tem and Acting Mayor Pro Tem

Background:

Section 2.06 of the City Charter requires the Council to choose from its members a President Pro Tem who shall hold office at the pleasure of the council and shall serve as President in the Mayor's absence and as Mayor in case of the Mayor's disability or absence from the City.

City Council Resolution No. 92-262, Establishing and Designating an Acting President Pro Tem of the City Council, states the most senior Council member shall preside in the absence of both the Mayor and President Pro Tem, and that in the event two or more members have equal seniority, then that member shall preside who received the most votes in their most recent election. Following is a list of Council members by seniority and the votes cast per member in the most recent election.

- Dan Ryan (first elected November 7, 2006)
- Kris Lawrence-Anderson (first elected November 6, 2012)
- April Graves (first elected November 4, 2014)
- Marquita Butler (first elected November 8, 2016)

Budget Issues:

There are no budget issues to consider.

Strategic Priorities and Values:

Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
Res 92-262	1/11/2019	Backup Material
City Charter	1/11/2019	Backup Material
Resolution	12/23/2019	Resolution Letter

Member Dave Rosene introduced the following resolution and moved its adoption:

COPY

RESOLUTION NO. 92-262

RESOLUTION ESTABLISHING AND DESIGNATING AN ACTING PRESIDENT PRO TEM OF THE CITY COUNCIL

WHEREAS, Section 2.06 of the Brooklyn Center City Charter designates the Mayor as presiding officer of the City Council and a president pro tem who serves as president in the Mayor's absence; and

WHEREAS, the presence of three City Council members at a City Council meeting constitutes a quorum; and

WHEREAS, it is possible that both the Mayor and the president pro tem may be absent from such a meeting, consequently leaving no designated presider of the meeting; and

WHEREAS, the City Council desires to provide for an acting president pro tem who shall serve in the absence of the Mayor and president pro tem.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center that the most senior Councilmember shall preside in the absence of both the Mayor and Mayor pro tem.

BE IT FURTHER RESOLVED that in the event two or more members have equal seniority, then that member shall preside who received the most votes in their most recent election.

November 23, 1992
Date

Todd Paulson, Mayor

ATTEST: Patricia A. Page
Deputy Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member Philip Cohen, and upon vote being taken thereon, the following voted in favor thereof:

Todd Paulson, Celia Scott, Jerry Pedlar, Dave Rosene, and Philip Cohen; and the following voted against the same: none,

whereupon said resolution was declared duly passed and adopted.

b. A uniform list of initial questions to be asked of all applicants shall be made available to the public and the applicants in advance of interviews. To the extent reasonably practicable, questions asked of all applicants at the interviews shall be uniform.

4. Selection Process. Upon completion of the interview process, the Council may call for a vote to appoint an applicant. Each Council member may cast only one vote for a preferred applicant on each called-for vote to appoint. No vote, which does not result in a majority vote for one candidate, shall result in elimination from consideration of any candidate. Written ballots listing the applicant(s) shall be used. Each Council member's vote shall be recorded. A simple majority of the Council votes shall appoint that applicant to the City Council.

5. If the Council pursues the appointment process but then fails to fill a vacancy within forty-five (45) days from the occurrence of the vacancy, the City Clerk shall call a special election to fill the vacancy. The special election will be held not sooner than one hundred five (105) days and not later than one hundred thirty-five (135) days following the occurrence of the vacancy and to be otherwise governed by the provisions of Section 4.03, Special Elections. If more than two candidates file for the unexpired term, a primary election shall be held.

6. The City shall comply with the Minnesota Data Practices Act in all respects in the collection, management, and dissemination of data on applicants for City Council vacancies.

Section 2.06. THE MAYOR. The Mayor shall be the presiding officer of the Council, except that the Council shall choose from its members a president pro tem who shall hold office at the pleasure of the Council and shall serve as president in the Mayor's absence and as Mayor in case of the Mayor's disability or absence from the City. The Mayor shall have a vote as a member of the Council and shall exercise all powers and perform all duties conferred and imposed upon the Mayor by this charter, the ordinances of the City, and the laws of the State. The Mayor shall be recognized as the official head of the City for all ceremonial purposes, by the courts for the purpose of serving civil process, and by the Governor for the purposes of martial law. The Mayor shall study the operations of the City government and shall report to the Council any neglect, dereliction of duty, or waste on the part of any officer or department of the City. In time of public danger or emergency the Mayor may, with the consent of the Council, take command of the police, maintain order and enforce the law.

Section 2.07. SALARIES. The Mayor and the members of the Council shall receive payment as set by ordinance. No change in salary shall take effect until the January 1 following the next succeeding general municipal election. The City Manager and all the subordinate officers and employees of the City shall receive such salaries or wages as may be fixed by the Council.

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION APPOINTING PRESIDING OFFICERS – MAYOR PRO TEM AND ACTING MAYOR PRO TEM

BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that for 2020 the Mayor Pro Tem be Councilmember Dan Ryan and the Acting Mayor Pro Tem is Kris Lawrence-Anderson

January 13, 2020
Date

_____
Mayor

ATTEST:_____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Barb Suciu, City Clerk

SUBJECT: Resolution Appointing Municipal Trustees to the Brooklyn Center Firefighters Relief Association Board of Trustees

Background:

Annually the City Council needs to appoint municipal trustees to the Brooklyn Center Firefighters Relief Association Board of Trustees.

Article V of the Brooklyn Center Firefighters Relief Association Bylaws states:

Article V
BOARD OF TRUSTEES

5.1 Composition. The Board of Trustees shall consist of nine (9) members. Six (6) trustees shall be elected from the membership of the relief association. There shall be three (3) officials drawn from the Municipality. The three (3) Municipal Trustees must be one (1) elected municipal official and one (1) elected or appointed municipal official who are designated as municipal representatives by the municipal governing board annually and the chief of the municipal fire department. The Municipal Trustees must be designated annually by the City Council of the Municipality.

A resolution is attached for review and consideration.

Budget Issues:

There are not budget issues to consider

Strategic Priorities and Values:

Safe, Secure, Stable Community, Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
Resolution	1/6/2020	Backup Material

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION APPOINTING MUNICIPAL TRUSTEES TO THE BROOKLYN CENTER FIREFIGHTERS RELIEF ASSOCIATION BOARD OF TRUSTEES

WHEREAS, Article V of the Brooklyn Center Firefighters Relief Association Bylaws states that the Board of Directors shall consist of three (3) officials drawn from the Municipality; and

WHEREAS, the three (3) Municipal Officials must be one (1) elected municipal official and one (1) elected or appointed municipal official who are designated as municipal representatives by the municipal governing board annually, and the chief of the municipal fire department.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that the following appointments are hereby approved for 2020:

Elected Municipal Official	Mike Elliott
Elected or Appointed Municipal Official	Andrew Splinter
Fire Chief	Todd Berg

January 13, 2020
Date

_____
Mayor

ATTEST:_____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Barb Suciu, City Clerk

SUBJECT: Resolution Recognizing the Contributions of Ethnic Populations and Heritage Celebrations

Background:

Since 2003, as part of the City Council's goal of inclusiveness, one of the aspects was to recognize the various ethnic populations and their contributions as well as heritage celebrations. The proposed resolution implements that Council policy by an inclusive list of celebrations and contributions in one resolution. By adopting this resolution, the City acknowledges these many events that occur throughout the course of the year. This list is reviewed and amended annually.

Budget Issues:

There are no budget issues to consider.

Strategic Priorities and Values:

Enhanced Community Image, Inclusive Community Engagement, Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
Resolution	12/23/2019	Resolution Letter

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION RECOGNIZING THE CONTRIBUTIONS OF ETHNIC POPULATIONS AND HERITAGE CELEBRATIONS

WHEREAS, the City Council has established a goal to promote the inclusion of all residents in Brooklyn Center's community life by emphasizing opportunities to include all residents in the community's activities and plans; and

WHEREAS, the City Council recognizes that its cultural composition has changed significantly over the past two decades, with its ethnic population over half of its total population; and

WHEREAS, Brooklyn Center is strengthened by the rich cultural diversity of its people, and welcomes individuals of all races, religions, and cultural backgrounds; and

WHEREAS, each individual brings a part of his or her own heritage and over time each heritage becomes part of our common heritage, leading us to become a more united people; and

WHEREAS, the City Council recognizes the vital contributions ethnic populations have made to the strength and diversity of our community and recognizes their rich legacy of ingenuity, perseverance, and achievement; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center that the following heritage celebrations and all other heritage celebrations reflected in Brooklyn Center's population are recognized for the purpose of encouraging our citizens to learn more about the history of ethnic populations and how they have contributed to the culture and heritage of our community:

February	African American History Month
March	Irish-American Heritage Month
March 25	Greek Independence Day
April 14	Pan American Day
May	Asian and Pacific American Heritage Month
May	Jewish American Heritage Month
May 17 (Syttende Mai)	Norwegian Constitution Day
May 21	World Day for Cultural Diversity
June	Caribbean-American Heritage Month
June 6	Swedish National Day
September 15-October 15	Hispanic Heritage Month
October	Italian American Heritage Month
October 6	German-American Day
November	American Indigenous Heritage Month

RESOLUTION NO. _____

January 13, 2020 _____
Date

_____
Mayor

ATTEST:_____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Doran Cote, PE. , Director of Public Works
BY: Andrew Hogg, Assistant City Engineer

SUBJECT: Resolution Accepting Bid and Awarding a Contract, Improvement Project No. 2019-15, 2019 70th Ave Storm Sewer Rehabilitation Project

Background:

Bids for the 70th Ave Storm Sewer Rehabilitation Project were received and opened on December 18, 2019. The project as bid included the pipe and joint rehabilitation on the concrete pipe and spin-cast lining the corrugated metal pipe. Three bids were received and results are tabulated below:

Bidder	Total Base Bid
Engineering and Construction Innovators	$265,170.00
PICRoads	$454,037.40
Minger Construction	$539,454.50

Of the three bids, the lowest base bid was of $265.170.00 from Engineering and Construction Innovators (ECI), Inc. It is staff's recommendation to award the project based on the total base bid that was submitted by ECI, Inc. for winter 2019/2020 construction. This contractor has the experience, equipment and capacity to qualify as the lowest responsible bidder for the project.

Budget Issues:

The bid amount of $265,170.00 is within the 2019 CIP budgeted amount of $328,000. The total estimated budget including contingencies, administration, engineering and legal is $357,706.00 (see attached Resolution – Costs and Revenues tables).

Strategic Priorities and Values:

Key Transportation Investments

ATTACHMENTS:

Description	Upload Date	Type
Resolution	1/6/2020	Cover Memo
Award Letter	1/6/2020	Cover Memo

Member introduced the following resolution and moved its adoption:

RESOLUTION NO._____

RESOLUTION ACCEPTING BID AND AWARDING A CONTRACT, IMPROVEMENT PROJECT NO. 2019-15, 2019 70TH AVE STORM SEWER REHABILITATION PROJECT

WHEREAS, pursuant to an advertisement for bids for Improvement Project No. 2019-15, bids were received, opened and tabulated by the City Clerk and City Engineer on the 18th day of December, 2019. Said bids were as follows:

BIDDER	**TOTAL BASE BID**
Engineering and Construction Innovators, Inc.	**$265.170.00**
PCIRoads	$454,037.40
Minger, Inc.	$539,454.50

WHEREAS, Engineering and Construction Innovators (ECI), Inc. is the lowest responsible bidder, based on the total base bid and;

WHEREAS, the City Engineer recommends that the contract be awarded to ECI, Inc.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that

1. The Mayor and City Manager are hereby authorized and directed to enter into a contract with Engineering and Construction Innovators, Inc. in the name of the City of Brooklyn Center, for Improvement Project No. 2019-15, according to the plans and specifications therefore approved by the City Council and on file in the office of the City Engineer.

2. The estimated project costs and revenues are as follows:

COSTS	Estimated	Amended per Low Bid
Construction Cost	$243,000.00	$ 265,170.00
Engineering and Administrative	$ 65,000.00	$ 70,536.00
Contingency	$ 20,000.00	$ 20,000.00
TOTAL	$ 328,000.00	$ 357,706.00

REVENUES	Estimated	Amended per Low Bid
Storm Sewer Fund	$328,000.00	$357,706.00

RESOLUTION NO._____

January 13, 2020 _____
Date

_____
Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

BOLTON & MENK
Real People. Real Solutions.

2638 Shadow Lane
Suite 200
Chaska, MN 55318-1172

Ph: (952) 448-8838
Fax: (952) 448-8805
Bolton-Menk.com

December 23th, 2019

Mr. Andrew Hogg
Assistant City Engineer
City of Brooklyn Center
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430

RE: 70th Avenue Storm Sewer Trunk Line Rehabilitation Project
City of Brooklyn Center
Project No.:C17.119792

Dear Mr. Hogg,

Bids were received on December 18th, 2019 for the 70th Avenue Storm Sewer Trunk Line Rehabilitation Project. Bids were received as shown below:

Contractor	Bid Amount
Engineering & Construction Innovations	$265,170.00
PCIRoads	$454,037.40
Minger Construction	$539,454.50

We have checked the bids for errors and completed due diligence. I am recommending the award of this project to Engineering & Construction Innovations for a total contract of $265,170.00.

Engineer & Construction Innovations has successfully completed several projetcs throughout the Metro area, some quite recently for MN/DOT, of a similar size and scope. They meet the requirements under Minnesota State statute as a responsible bidder at this time.

Sincerely,



Brian D. Simmons, P.E.
Project Manager
Bolton & Menk, Inc.

H:\BRCN\C17119792\1_Corres\C_To Others\119792 Award Letter.docx

Bolton & Menk is an equal opportunity employer.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Doran M. Cote, P.E., Director of Public Works
BY: Mike Albers, P.E., City Engineer

SUBJECT: Resolution Approving Plans and Specifications and Authorizing Advertisement for Bids, Improvement Project Nos. 2020-01, 02, 03 and 04, Grandview North Area Street, Storm Drainage and Utility Improvements

Background:

On September 23, 2019, the City Council received a Feasibility Report regarding the proposed Grandview North Area Street, Storm Drainage, and Utility Improvements. An Improvement Public Hearing to consider ordering the improvements was held on October 28, 2019. At that meeting, the City Council ordered the improvements and directed staff to prepare plans and specifications for the project.

Construction plans, specifications, and contract documents have been prepared for the project. The overall scope of the project remains consistent with improvements outlined in the feasibility study. Staff is prepared to begin the project bidding process upon authorization from the City Council.

The bidding process would involve advertisement of the project in the City's official newspaper and in Finance and Commerce. Sealed bids will be collected, opened on a scheduled bid opening date, and tabulated by the City Clerk and City Engineer. Staff anticipates that the bid results will be presented to the City Council for consideration at the February 24, 2020, City Council meeting.

Budget Issues:

The total project cost is estimated to be $6,294,000. Funding sources for the project are budgeted from sources as described in the project feasibility report previously accepted by the City Council on September 23, 2019. The special assessment rates were adopted by the City Council on November 12, 2019, and the funding sources were amended and presented to the City Council at the Assessment Public Hearing on December 9, 2019.

Strategic Priorities and Values:

Key Transportation Investments

ATTACHMENTS:

Description	Upload Date	Type
Resolution	1/6/2020	Cover Memo
Title & General Layout	1/6/2020	Cover Memo

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION APPROVING PLANS AND SPECIFICATIONS AND AUTHORIZING ADVERTISEMENT FOR BIDS, IMPROVEMENT PROJECT NOS. 2020-01, 02, 03 AND 04, GRANDVIEW NORTH AREA STREET, STORM DRAINAGE AND UTILITY IMPROVEMENTS

WHEREAS, the Brooklyn Center City Council, by Resolution No. 2019-145, ordered Improvement Project Nos. 2020-01, 02, 03 and 04 and authorized the preparation of plans and specifications for the Grandview North Area Street, Storm Drainage and Utility Improvements; and

WHEREAS, said plans and specifications have been prepared under the direction of the City Engineer.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that:

1. The plans and specifications for Improvement Project Nos. 2020-01, 02, 03 and 04 are hereby approved, ordered and filed with the City Clerk.

2. The City Clerk shall prepare and cause to be inserted in the official newspaper and in Finance and Commerce an advertisement for bids for the making of such improvements in accordance with the approved plans and specifications. The advertisement shall be published in accordance with Minnesota Statutes, shall specify the work to be done and state the time and location at which bids will be opened by the City Clerk and City Manager or their designees. Any bidder whose responsibility is questioned during consideration of the bid will be given an opportunity to address the City Council on the issue of responsibility. No bids will be considered unless sealed and filed with the City Clerk and accompanied by a cash deposit, cashier's check, bid bond, or certified check payable to the City of Brooklyn Center for five percent of the amount of such bid.

January 13, 2020
Date

_____
Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

CITY OF BROOKLYN CENTER

HENNEPIN COUNTY, MINNESOTA
PLANS FOR GRADING, BITUMINOUS PAVING, CONCRETE CURB AND GUTTER,
STORM SEWER, SANITARY SEWER, WATERMAIN AND MISCELLANEOUS CONSTRUCTION

2020 GRANDVIEW NORTH AREA STREET AND UTILITY IMPROVEMENTS

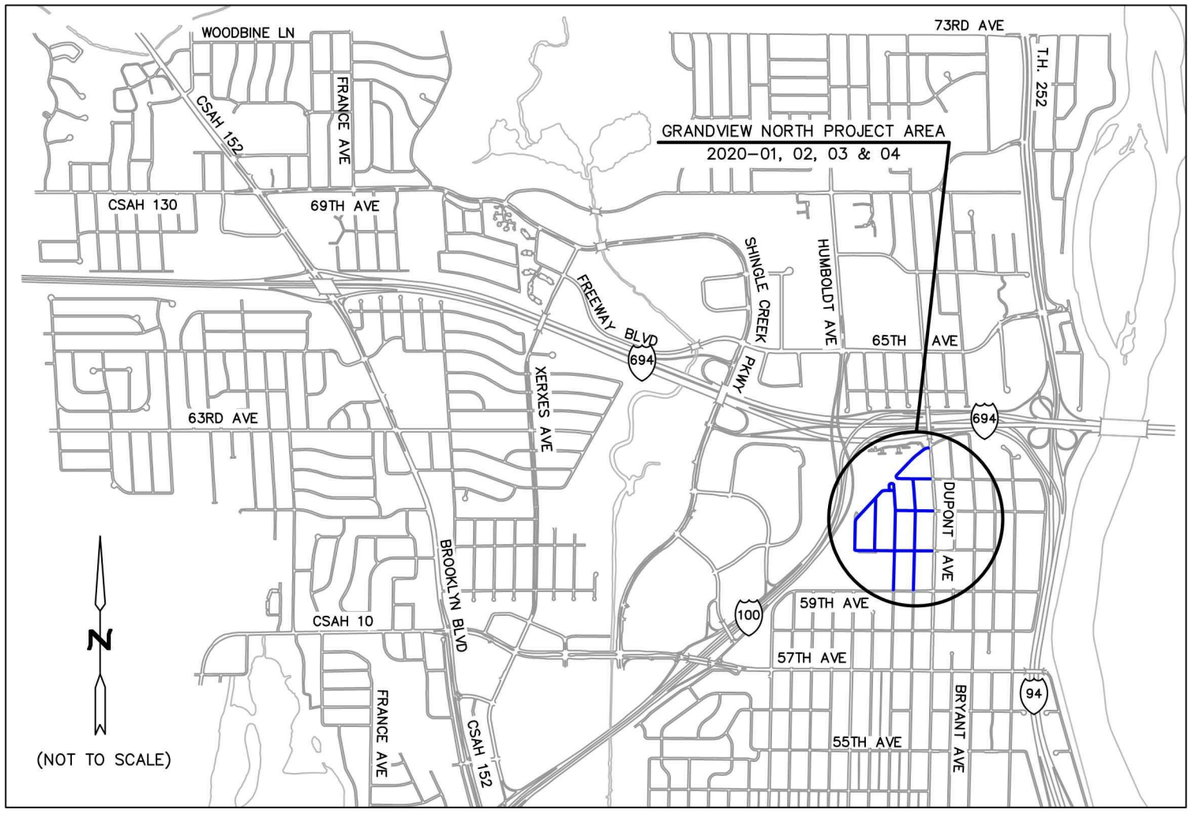
CITY PROJECT NUMBERS 2020-01, 02, 03 & 04

PROPOSED CURB & GUTTER.....
EXISTING SANITARY SEWER.....
EXISTING SANITARY FORCE MAIN..
PROPOSED SANITARY SEWER.....
PROPOSED SANITARY FORCE MAIN
EXISTING STORM SEWER .....
PROPOSED STORM SEWER.....
EXISTING WATERMAIN.....
PROPOSED WATERMAIN.....

EXISTING SANITARY MANHOLE.....
PROPOSED SANITARY MANHOLE.....
EXISTING STORM MANHOLE.....
PROPOSED STORM MANHOLE.....
EXISTING CATCH BASIN.....
PROPOSED CATCH BASIN.....
EXISTING HYDRANT.....
PROPOSED HYDRANT.....
EXISTING GATE VALVE.....
PROPOSED GATE VALVE.....
EXISTING WATER MANHOLE.....
PROPOSED WATER MANHOLE.....
EXISTING CURB BOX.....
PROPOSED CURB BOX.....
UTILITY POLE, LIGHT POLE.....
ELECTRIC MANHOLE.....

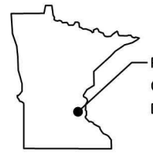
BURIED GAS MAIN.....
BURIED GAS MAIN (ABANDONED)
BURIED PETROLEUM MAIN.....
ELECTRIC (UNDERGROUND).....
ELECTRIC (OVERHEAD).....
CABLE TV (UNDERGROUND).....
CABLE TV (OVERHEAD).....
TELEPHONE (UNDERGROUND).....
TELEPHONE (OVERHEAD).....
FIBER OPTIC (UNDERGROUND).....
FIBER OPTIC (OVERHEAD).....
RIGHT-OF-WAY.....
PROPERTY LINE.....
FENCE.....

DECIDUOUS TREE.....
CONIFEROUS TREE.....
SHRUB.....
YARD LIGHT.....
MAILBOX.....
SIGN.....



SCALES

PLAN 50'
PROFILE 50' HORIZ. 5' VERTICAL



PROJECT LOCATION
COUNTY: HENNEPIN
DISTRICT: METRO

PLAN REVISIONS		
DATE	SHEET NO.	APPROVED BY

GOVERNING SPECIFICATIONS

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL APPLY.

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL LAYOUT
3-4	STATEMENT OF ESTIMATED QUANTITIES
5	CONSTRUCTION AND SOILS NOTES
6-9	TABULATIONS
10-11	SANITARY SEWER TABULATION
12-14	STORM SEWER TABULATION
15-16	TYPICAL SECTIONS
17-20	CITY OF BROOKLYN CENTER STANDARD PLATES
21-24	TEMPORARY SEDIMENT CONTROL
25-26	STORM WATER POLLUTION PREVENTION PLAN
27-30	REMOVAL PLANS
31-42	STORM SEWER AND STREET CONSTRUCTION PLANS
43-44	MISCELLANEOUS STORM SEWER PROFILE DRAWINGS
45-56	SANITARY SEWER AND WATERMAIN PLANS
57-59	INTERSECTION DETAILS
60-68	PEDESTRIAN CURB RAMP DETAILS
69	STRIPPING PLAN
70-107	CROSS SECTIONS

THIS PLAN CONTAINS 107 SHEETS.

CITY OF
BROOKLYN CENTER
HENNEPIN COUNTY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

SIGNATURE: _____ DATE: _____
PRINTED NAME: JAY R. HILL LIC. NO. 24552

_____ DATE: _____
APPROVED: BROOKLYN CENTER CITY ENGINEER

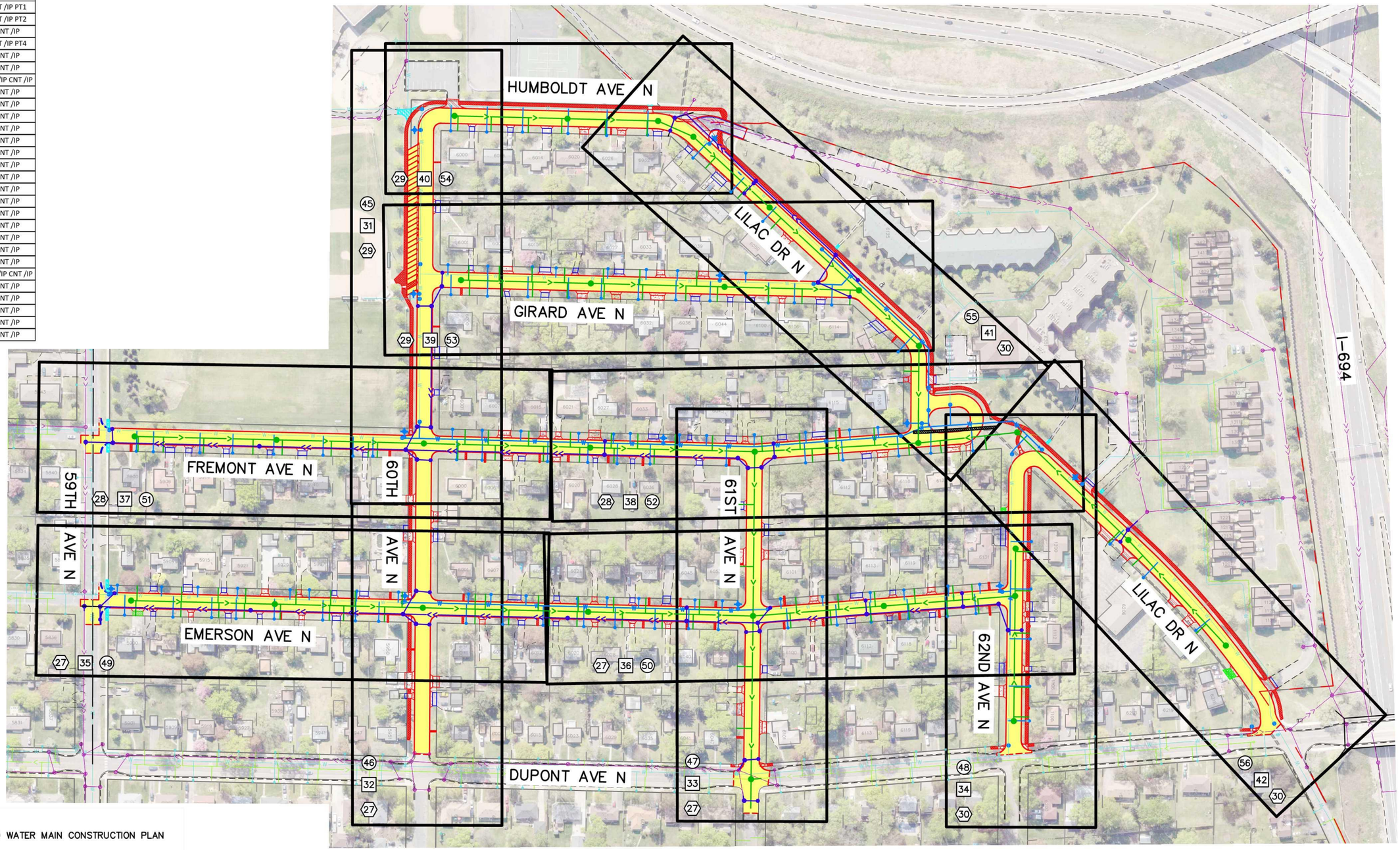
ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE INSTALLED IN ACCORDANCE TO THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES' (MN MUTCD) AND PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS".

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA.

THE BURIED UTILITY LINE LOCATIONS SHOWN ON THE PLAN SHEETS ARE ONLY APPROXIMATE. CONTRACTOR SHALL CALL 'GOPHER STATE ONE CALL' (651-454-0002) FOR EXACT LOCATIONS BEFORE COMMENCING WORK.

G:\Engineering\Projects_Current Projects\Grandview North 2020\C3D\BC202001-100TI.dwg

GRANDVIEW NORTH				
SURVEY CONTROL				
1	201223.095	523147.095	848.581	CNT /IP PT1
2	201340.388	523412.436	845.243	CNT /IP PT2
3	201402.749	523737.533	841.928	CNT /IP
4	200657.338	523449.562	845.677	CNT /IP PT4
5	200595.189	523834.375	843.436	CNT /IP
6	200599.733	523184.781	847.5	CNT /IP
7	200646.598	524117.341	843.06	CNT /IP CNT /IP
8	200590.164	524489.322	841.753	CNT /IP
9	201095.541	524438.355	838.478	CNT /IP
10	200632.624	524921.825	839.065	CNT /IP
11	200147.013	525029.605	838.15	CNT /IP
12	199510.005	524939.532	836.605	CNT /IP
13	198793.486	524928.269	836.071	CNT /IP
14	198105.967	524781.278	836.425	CNT /IP
15	198747.671	524511.839	840.786	CNT /IP
16	199408.056	524474.644	842.719	CNT /IP
17	200059.769	524486.649	840.57	CNT /IP
18	200118.246	524199.188	844.393	CNT /IP
19	199489.239	524141.629	843.522	CNT /IP
20	198798.927	524184.69	842.446	CNT /IP
21	198748.831	523803.594	843.713	CNT /IP
22	199430.588	523857.757	842.485	CNT /IP
23	200074.89	523826.55	841.946	CNT /IP CNT /IP
24	200131.494	523544.222	844.015	CNT /IP
25	200079.734	523158.828	844.608	CNT /IP
26	199483.812	523480.764	843.022	CNT /IP
27	199424.834	523142.508	843.544	CNT /IP
28	198814.812	523510.033	842.836	CNT /IP



LEGEND

- (XX) SANITARY SEWER AND WATER MAIN CONSTRUCTION PLAN
- XX STORM SEWER AND STREET CONSTRUCTION PLAN
- ⟨XX⟩ REMOVAL PLAN
- PROPOSED CONSTRUCTION AREA

N

100 0 100 200

SCALE FEET

G:\Engineering\Projects_Current Projects\Grandview North 2020\C3D\BC202001-101GL.dwg

NO.	DATE	BY	REVISION

CITY OF BROOKLYN CENTER
6301 SHINGLE CREEK PARKWAY
BROOKLYN CENTER, MN 55430
(763)569-3340

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE: _____ DATE: _____

PRINTED NAME: JAY R. HILL LIC. NO. 24552

DESIGN BY CS
DRAWN BY CS
CHECKED BY MA
DATE 12/6/19

CITY PROJECT NOS. 2020-01, 02, 03 & 04

GRANDVIEW NORTH AREA STREET & UTILITY IMPROVEMENTS

GENERAL LAYOUT

Sheet 2 of 107

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Doran M. Cote, P.E., Director of Public Works
BY: Mike Albers, P.E., City Engineer

SUBJECT: An Ordinance Vacating a Portion of Right-of-Way Brooklyn Boulevard - First Reading

Background:

On May 9, 2016, the City Council directed staff to proceed with the preliminary design, environmental documentation, easement acquisition, and final design work for the Brooklyn Boulevard Corridor Project Phase 1 (49th Avenue to Bass Lake Road), Project No. 2018-05, SP 109-020-013.

The City of Brooklyn Center owns a fee interest in certain lands located adjacent to Brooklyn Boulevard, legally described in the attached Exhibit A. The subject area for vacation was formerly used for a section of roadway that was removed as part of the Boulevard Corridor Project Phase 1. This vacated area would be used to mitigate the loss of parking on the Brookdale Covenant Church property due to the installation of a new signal at Trunk Highway 100 South Ramp and the extension of Lilac Drive North. The property owner will be required to dedicate a drainage and utility easement over the vacated portion of the right-of-way to maintain access to the existing utilities within the vacated area.

Consistent with the City Charter, a first reading to establish a date for a second reading and public hearing to consider the proposed ordinance is requested for February 24, 2020.

Budget Issues:

There are no budget issues to consider.

Strategic Priorities and Values:

Key Transportation Investments

ATTACHMENTS:

Description	Upload Date	Type
Ordinance	1/6/2020	Cover Memo

CITY OF BROOKLYN CENTER

Notice is hereby given that a public hearing will be held on the 24nd day of February, 2020, at 7:00 p.m. or as soon thereafter as the matter may be heard at the City Hall, 6301 Shingle Creek Parkway, to consider an ordinance vacating certain public right-of-way adjacent to Brooklyn Boulevard.

Auxiliary aids for persons with disabilities are available upon request at least 96 hours in advance. Please contact the City Clerk at 763-569-3300 to make arrangements.

ORDINANCE NO._____

AN ORDINANCE VACATING A PORTION OF RIGHT-OF-WAY: BROOKLYN BOULEVARD

WHEREAS, The City of Brooklyn Center owns a fee interest in certain lands originally acquired for highway purposes, all of which are located adjacent to Brooklyn Boulevard, legally described in the attached Exhibit A (the "**Subject Right-of-Way**");

WHEREAS, the Subject Right-of-Way is no longer needed for a public purpose; and

WHEREAS, after due notice and a public hearing, the City Council has determined that it is in the public interest to vacate the Subject Right-of-Way pursuant to Minnesota Statutes, sections 412.851.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BROOKLYN CENTER DOES ORDAIN AS FOLLOWS:

Article I. The above recitals are hereby adopted as findings and incorporated into this Ordinance.

Article III. The Subject Right-of-Way is hereby vacated.

Article IV. This ordinance shall be effective after adoption and thirty days following its legal publication.

Article V. Upon the ordinance becoming effective, the City Clerk is directed to prepare a Notice of Completion of Vacation Proceedings and to record it with the Hennepin County Recorder or Hennepin County Registrar of Titles, as appropriate.

Adopted this _____ day of _____, 2020.

_____
Mayor

ATTEST: _____
City Clerk

Date of Publication_____

Effective Date_____

EXHIBIT A

Legal Description

All that part of the Northeast Quarter of the Northeast Quarter of Section 10, Township 118, Range 21, Hennepin County, Minnesota, lying east of the following-described “Parcel A” and lying west of the following described “Line A” and lying between the northerly boundary line of "Parcel A” extended East and the southern-most boundary line of "Parcel A” extended East, to wit:

“Parcel A” being all that part of the Northeast Quarter of the Northeast Quarter of Section 10, Township 118, Range 21, Hennepin County, Minnesota, described as follows: Beginning at the point of intersection of the Southeasterly line of the right-of way of State Trunk Highway Number 100 with a line drawn East from a point on the West line of said Northeast Quarter of the Northeast Quarter, distant 518 feet South of the Northwest corner of said Northeast Quarter of the Northeast Quarter; thence East 64.2 feet to the Southwesterly line of the right-of-way of County Road Number 152, formerly State Highway Number 152; thence Southeasterly along said right-of-way line of County Road Number 152, formerly State Highway Number 152, a distance of 600 feet; thence West 200 feet; thence Northwesterly parallel with said right-of-way line of County Road Number 152, formerly State Highway Number 152, a distance of 150 feet; thence West 292.50 feet to said right-of-way line of State Trunk Highway Number 100; thence Northeasterly along said right-of-way line of State Trunk Highway Number 100 a distance of 493.9 feet, more or less, to the point of beginning.

“Line A” being described as follows: commencing at the northeast corner of said Section 10; thence westerly along the north line of said Northeast Quarter of the Northeast Quarter a distance of 623.78 feet; thence Southwesterly deflecting left 58°55’00” for a distance of 289.80 feet to the point of beginning of said “Line A”; thence southeasterly deflecting to the left 52°34’45” for a distance of 718.00 feet; thence southeasterly deflecting to the right 8°49’11” for a distance of 163.64 feet to the point of intersection with the easterly prolongation of the south line of said “Parcel A” and there terminating.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Doran Cote, P.E., Public Works Director
BY: Andrew Hogg, P.E, Assistant City Engineer

SUBJECT: An Ordinance Establishing the Eastbrook Estates 2nd Addition Storm Sewer Improvement Tax District

Background:

As a part of the subdivision agreement for the Eastbrook Estates development, the City is requiring a Storm Sewer Improvement Tax District for the properties that are part of the Eastbrook Estates 2nd Addition, excluding Lots 13 & 14, Block 1.

The establishment of the district is as follows; the City Council would hold a first reading of the ordinance per its usual procedure. Prior to the second reading and hearing, at least two weeks published notice is required, with the last publication occurring at least seven days prior the day of the hearing. The City Council would hold the hearing, conduct the second reading, and adopt the ordinance by at least a 2/3 vote. The ordinance must be recorded with the county auditor and county recorder. The City is then authorized to "acquire, construct, reconstruct, extend, maintain, and otherwise improve storm sewer systems and related facilities within the district."

Importantly, the district allows for "[t]he cost of the systems and facilities described in this subdivision may be recovered by the tax authorized in section 444.20." Prior to issuing a contract for any improvement within the district, the city must obtain a feasibility report and hold a public hearing. The city must provide two published notices of the hearing that are a week apart and the last must be at least three days after the second publication. Notice must also be mailed to the owners in the district at least 10 days prior to the hearing. The notices must include a description of the improvement, the estimated cost, and the estimated tax to be imposed. Once the hearing is held, the City Council can adopt a resolution ordering the improvement. The city may issue bonds for the improvement. The city is authorized to levy a tax on taxable property within the district to pay for the improvement and its maintenance.

This district is way of protecting the city for the inevitable improvements to this private pond that in the future.

Consistent with the City Charter, a first reading to establish a date for a second reading and public hearing to consider the proposed ordinance is requested for February 10, 2020.

Budget Issues:

There are no budget issues to consider.

Strategic Priorities and Values:

Safe, Secure, Stable Community

ATTACHMENTS:

Description	Upload Date	Type
Ordinance	1/6/2020	Cover Memo
Storm Sewer Improvement Tax District Exhibit	1/6/2020	Cover Memo

CITY OF BROOKLYN CENTER

Notice is hereby given that a public hearing will be held on the ____ day of _____, 2019, at 7:00 p.m. or as soon thereafter as the matter may be heard at City Hall, 6301 Shingle Creek Parkway, to consider an ordinance establishing a storm sewer improvement tax district.

Auxiliary aids for handicapped persons are available upon request at least 96 hours in advance. Please contact the City Clerk at 763-569-3300 to make arrangements.

ORDINANCE NO. _____

AN ORDINANCE ESTABLISHING THE EASTBROOK ESTATES 2ND ADDITION STORM SEWER IMPROVEMENT TAX DISTRICT

THE CITY COUNCIL OF THE CITY OF BROOKLYN CENTER DOES ORDAIN AS FOLLOWS:

Article I. Background; Findings.

1.01. The City of Brooklyn Center (the "City") is authorized by Minnesota Statutes, sections 444.16 – 444.21 (the "Act") to establish a storm sewer improvement tax district in connection with the Eastbrook Estates 2nd Addition plat (the "District") to acquire, construct, reconstruct, extend, maintain and otherwise improve storm sewer systems and related facilities within the District and to acquire, construct, maintain and improve stormwater holding areas and ponds outside of the District which are for the benefit of the District in accordance with the Act and to levy a tax on all taxable property within the District to finance such activities.

1.02. The establishment of the District to address repairs and improvements to the stormwater pond and related facilities within the plat that may be needed if the owners within the plat fail to keep such facilities adequately maintained and functioning was addressed in the development agreement and the stormwater agreement entered into with the developer of the plat. Both agreements are being recorded against the property to help ensure those who purchase lots within the plat are aware of their shared obligation to keep the stormwater pond and related facilities properly maintained and that the City may, but is not obligated, to repair or improve the stormwater pond and charge the costs back against the lots within the District.

1.03. It is found and determined that it is in the best interests of the City and its taxpayers that the District be established to ensure the costs generated by the storm water facilities associated with the Eastbrook Estates 2nd Addition development are paid for by the property owners within the plat. The District shall be comprised of all lots within the plat of Eastbrook Estates 2nd Addition as shown on the map attached as Exhibit A and legally described in the attached Exhibit B.

Article II. Establishment; Authorizations.

2.01. The Eastbrook Estates 2nd Addition Storm Sewer Improvement Tax District is hereby established. The City shall have all powers and authority conferred by the Act in the operation and financing of the activities of the District.

2.02. The boundaries of the District include all properties within the plat of Eastbrook Estates 2nd Addition, excluding Lots 13 & 14, Block 1 as shown on the map attached as Exhibit A and legally described in the attached Exhibit B.

2.03. The City Clerk is authorized and directed to file a certified copy of this ordinance with the Auditor and Recorder of Hennepin County.

Article III. This ordinance shall become effective after adoption and upon thirty days following its publication.

Adopted this ___ day of _____, 2019.

_____
Mike Elliott, Mayor

ATTEST: _____
City Clerk

Date of Publication _____

Effective Date _____

EXHIBIT A
Map of District

(attached hereto)

EXHIBIT B

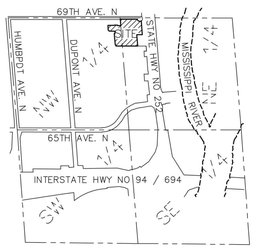
Legal description of properties contained within boundaries of
Eastbrook Estates 2nd Addition Storm Sewer Improvement Tax District

Lots 1-12, Lot 15-19, Block 1;
Lots 1-5, Block 2; and
Lots 1-8, Block 3;

all in Eastbrook Estates 2nd Addition, Hennepin County, Minnesota.

EASTBROOK ESTATES 2ND ADDITION

C.R. DOC. NO. _____



SECTION 36, TWP. 119, RGE. 21

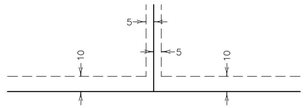
LOCATION MAP
NOT TO SCALE

N

50 25 0 50

Scale in Feet
1 Inch = 50 Feet

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



Being 5 feet in width, and adjoining lot lines unless otherwise indicated, and 10 feet in width and adjoining right of way unless otherwise indicated on the plat.

THE ORIENTATION OF THIS BEARING SYSTEM IS BASED ON THE xxxx LINE OF xxxxxxxxxx, WHICH IS ASSUMED TO HAVE A BEARING OF NORTH xx°xx'xx" WEST.

- ◉ DENOTES FOUND CAST IRON MONUMENT
- ○ DENOTES 1/2 INCH BY 14 INCH IRON PIPE MONUMENT SET AND MARKED BY LICENSE NUMBER 42299.
- ● DENOTES FOUND 1/2 INCH IRON MONUMENT MARKED BY LICENSE NUMBER 42299 UNLESS OTHERWISE NOTED.
- —△— DENOTES RESTRICTED ACCESS TO HENNEPIN COUNTY HIGHWAY PER THE HENNEPIN COUNTY CONTIGUOUS PLAT ORDINANCE.

N 1/4 CORNER OF SEC. 36, TWP 119, RGE. 21

HENNEPIN COUNTY STATE AID HIGHWAY NO. 130, PLAT 27 (69TH AVENUE NORTH)

69TH AVE. N

MINNESOTA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY PLAT 27-20 (TRUNK HIGHWAY NO. 252)(WEST RIVER ROAD)

RIGHT OF WAY BOUNDARY CORNER B40

RIGHT OF WAY BOUNDARY CORNER B35

EASTBROOK ESTATES

EASTBROOK ESTATES 2ND ADDITION

BINGS ADDITION

68TH LANE N

68TH AVE. N

ALDRICH AVE.

CAMDEN AVE. N

5TH ST. N

VACATED 68TH AVE. N PER DOC. NO. _____

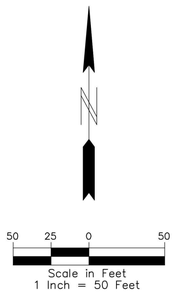
DRAINAGE AND UTILITY EASEMENT

S 1/4 CORNER OF SEC. 36, TWP 119, RGE. 21

PIONEERengineering
CIVIL ENGINEERS LAND PLANNERS LAND SURVEYORS LANDSCAPE ARCHITECTS

EASTBROOK ESTATES 2ND ADDITION





AREA SUMMARY

BLOCK 1 =	182,465	SF.	4.1888 AC.
BLOCK 2 =	38,440	SF.	0.8825 AC.
BLOCK 3 =	76,851	SF.	1.7642 AC.
TOTAL LOT AREA =	297,756	SF.	6.8355 AC.
TOTAL OUTLOT AREA =	0	SF.	0 AC.
TOTAL R/W AREA =	69,181	SF.	1.5882 AC.
TOTAL AREA =	366,937	SF.	8.4237 AC.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Meg Beekman, Community Development Director

SUBJECT: Resolution Adopting the 2040 Brooklyn Center Comprehensive Plan Update

Background:

On September 17, 2015, the City of Brooklyn Center received its 2015 System Statement from the Metropolitan Council (attached). The System Statement triggered the community's obligation to review and amend its comprehensive plan by the end of 2018, in order to be in compliance with recently adopted regional policy documents. Specifically, the city was required to comply with the Metropolitan system plan's *Thrive MSP 2040* document, as well as the *2040 Transportation Policy Plan*, the *2040 Regional Parks Policy Plan*, the *2040 Water Resources Policy Plan*, and the *2040 Housing Policy Plan*.

Metropolitan system plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for metropolitan wastewater services, transportation, and regional recreation open space. System statements explain the implications of metropolitan system plans for each individual community in the metropolitan area. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act.

The system statement includes a checklist of items that each community must address in its comprehensive plan update, along with other information such as the community designation as assigned by the Metropolitan Council; forecasted population, households, and employment through 2040; guidance on appropriate densities; and affordable housing need allocation for each community. Each community is required to address each of the elements in the system statement within their comprehensive plan update in order to receive approval from the Metropolitan Council.

The city engaged Swanson Haskamp Consulting to assist with the background and preparation of its 2040 comprehensive plan update. The consultants first prepared a background report of all pertinent demographic, housing, and economic data that was readily available in order to assess where the priorities and strategies for Brooklyn Center might exist.

Work began in the spring of 2018 in earnest on completing the 2040 Comprehensive Plan update, and the Planning Commission was identified as the group to oversee the work. They met monthly throughout the year to provide input on the process and guide the direction of the work.

A deadline extension request was submitted to the Metropolitan Council and granted to allow for a five month extension for the city to submit its updated plan by the end of April 2019. This was due in part to staff changes at the Director level that delayed the start of the plan update.

Multiple community input sessions were help in conjunction with other community events over the course of the year and half that the plan was developed. Input guided the goals and strategies that developed each chapter, particularly the Land Use and Redevelopment and Housing chapters.

Each Commission and Committee was engaged multiple times to provide input on creating the goals for each chapter, and then to dive deeper on strategies that went into the Land Use and Redevelopment and Housing chapters.

Once the draft was completed it was sent out to affected surrounding jurisdictions including all four school districts which operate within the city, as well as neighboring communities, for review and comment. At that time the draft was also made public for a six month public comment period. During that time two more work sessions were held with both the Planning Commission and City Council to review the draft plan in more detail.

At the close of the public comment period a third work session was held with both the Planning Commission and City Council to go over public comments and conduct a final review of the plan. Then the Planning Commission held an official public hearing and any public comments which had been received were reviewed for the record. The Planning Commission recommended approval of the 2040 Comprehensive Plan to the City Council and its release to the Metropolitan Council for final review and approval.

At their April 8, 2019, meeting the City Council made a final review of the Plan and voted to approve the Plan and release it to the Metropolitan Council for review and final approval.

The Metropolitan Council has now completed its review. On November 4, 2019, the Plan was reviewed by the Community Development Committee, which unanimously recommended approval and praised the Brooklyn Center City Council for their leadership on producing such a high quality, forward thinking plan. On November 12, 2019, the Environmental Committee reviewed the Plan and also unanimously recommended approval.

The Metropolitan Council met on December 11, 2019, to review the Plan and consider the committee recommendations. They voted unanimously to approve the Plan. The approval letter, dated December 17, 2019, with recommendations is attached.

The city must now adopt the Plan in its final form, after considering any recommended changes by the Metropolitan Council. In Brooklyn Center's case, there were no recommended changes to the city's Plan, so the only action is to adopt and enact the final Plan and submit a hard copy and one electronic copy of the Plan to the Metropolitan Council, along with a copy of the resolution evidencing final adoption.

Any changes to the city's 2040 Comprehensive Plan at this point would trigger a new review by the Metropolitan Council. This could pose unintended challenges since the city is currently operating under its 2030 Plan, which had a different future land use vision and controls than the 2040 Plan.

Once the 2040 Plan is put into effect, the city must then update any official controls, such as zoning, to comply with the 2040 Comprehensive Plan.

The final 2040 Comprehensive Plan is attached to this report and will also be uploaded to the City's website so it is readily available to the public. Appendices are not included in this report, but will be available on the City's website for review.

Budget Issues:

There are no budget issues to consider at this time.

Strategic Priorities and Values:

Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
Resolution of Approval	1/6/2020	Resolution Letter
Letter of Approval from the Metropolitan Council dated December 17, 2019	1/6/2020	Backup Material
2015 System Statement	1/6/2020	Backup Material
Chapter 1 - Introduction and Community Context	1/6/2020	Backup Material
Chapter 2 - Vision, Goals, and Strategies	1/6/2020	Backup Material
Chapter 3 - Land Use and Redevelopment	1/6/2020	Backup Material
Chapter 4 - Housing and Neighborhood	1/6/2020	Backup Material
Chapter 5 - Community Image, Economic Competitiveness, and Stability	1/6/2020	Backup Material
Chapter 6 - Parks, Trails, and Open Space	1/6/2020	Backup Material
Chapter 7 - Transportation and Transit	1/6/2020	Backup Material
Chapter 8 - Infrastructure and Utilities	1/6/2020	Backup Material
Chapter 9 - Implementation	1/6/2020	Backup Material

Member introduced the following resolution and moved its adoption:

RESOLUTION NO.

A RESOLUTION ADOPTING THE 2040 BROOKLYN CENTER COMPREHENSIVE PLAN UPDATE, A COMPILATION OF POLICY STATEMENTS, GOALS, STANDARDS, AND MAPS FOR GUIDING THE OVERALL DEVELOPMENT AND REDEVELOPMENT OF THE LOCAL GOVERNMENTAL UNIT

WHEREAS, Minnesota Statutes section 473.864 requires each local governmental unit to review and, if necessary, amend its entire comprehensive plan and its fiscal devices and official controls at least once every ten years to ensure its comprehensive plan conforms to metropolitan system plans and ensure its fiscal devices and official controls do not conflict with the comprehensive plan or permit activities that conflict with metropolitan system plans; and

WHEREAS, Minnesota Statutes sections 473.858 and 473.864 require local governmental units to complete their "decennial" reviews by December 31, 2018; and

WHEREAS, the City of Brooklyn Center authorized the review and update of its Comprehensive Plan; and

WHEREAS, the proposed Brooklyn Center 2040 Comprehensive Plan is a planning tool intended to guide the future growth and development of the City of Brooklyn Center in a manner that conforms with metropolitan system plans and complies with the Metropolitan Land Planning Act and other applicable planning statutes; and

WHEREAS, the proposed Brooklyn Center 2040 Comprehensive Plan reflects a community planning process conducted in the years 2016 through 2018 involving elected officials, appointed officials, city staff, community organizations, the public at large, developers, and other stakeholders; and

WHEREAS, pursuant to Minnesota Statutes section 473.858, the proposed 2040 Comprehensive Plan was submitted to adjacent governmental units and affected special districts and school districts for review and comment on October 8, 2018, and the statutory six-month review and comment period has elapsed; and

WHEREAS, on March 21, 2019 the Planning Commission conducted a public hearing and considered the proposed 2040 Comprehensive Plan and all public comments, and thereafter submitted its recommendations to the City of Brooklyn Center; and

WHEREAS, on April 8, 2019, the City of Brooklyn Center approved Resolution 2019-065 authorizing the proposed 2040 Comprehensive Plan to be submitted to the Metropolitan Council for review; and

WHEREAS, at its regular meeting on December 11, 2019, the Metropolitan Council completed its review of the proposed 2040 Comprehensive Plan and found that the Plan meets the

requirements of the Metropolitan Land Planning Act; conforms to the metropolitan system plans for transportation (including aviation), water resources, and parks; is consistent with *Thrive MSP 2040*; and is compatible with the plans of adjacent jurisdictions and affected special districts and school districts; and

WHEREAS, the 2040 proposed Comprehensive Plan includes all revisions made during the review process and responds to additional advisory comments that are part of the Metropolitan Council's actions authorizing the City of Brooklyn Center to place its proposed 2040 Comprehensive Plan into effect.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that the City of Brooklyn Center's 2040 Comprehensive Plan is adopted and is effective as of the date of this resolution.

BE IT FURTHER RESOLVED that, pursuant to sections 473.864 and 473.865 of the Metropolitan Land Planning Act, the City Council of the City of Brooklyn Center will direct that the City: (1) review its fiscal devices and official controls; (2) if necessary, amend its fiscal devices and official controls to ensure they do not conflict with the 2040 Comprehensive Plan or permit activity in conflict with metropolitan system plans; and (3) submit amendments to fiscal devices or official controls to the Metropolitan Council for "information purposes."

January 13, 2020
Date

_____
Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

December 17, 2019

Meg Beekman, Community Development Director
City of Brooklyn Center
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430

RE: **City of Brooklyn Center 2040 Comprehensive Plan - Notice of Council Action**
Metropolitan Council Review File No. 22104-1
Metropolitan Council District 2, Reva Chamblis

Dear Ms. Beekman:

The Metropolitan Council reviewed the City of Brooklyn Center Comprehensive Plan (Plan) at its meeting on December 11, 2019. The Council based its review on the staff's report and analysis (attached).

The Council found that the City's 2040 Plan meets all Metropolitan Land Planning Act requirements; conforms to the regional system plans including transportation, aviation, water resources management, and parks; is consistent with *Thrive MSP 2040*; and is compatible with the plans of adjacent jurisdictions.

In addition to the Advisory Comments and Review Record, the Council adopted the following recommendations.

1. Authorize the City of Brooklyn Center to place its 2040 Comprehensive Plan into effect.
2. Advise the City to adopt the Mississippi River Critical Area (MRCCA) Plan within 60 days after receiving final DNR approval and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.
3. Approve the City of Brooklyn Center's Comprehensive Sewer Plan.
4. Advise the City to implement the advisory comments in the Review Record for Wastewater.

Please consult the attached staff report for important information about the City's next steps. Of particular importance are the Council's actions, listed on page 1, general Advisory Comments listed on page 3, and the specific comments for technical review areas, which are found in the body of the report. The final copy of the Plan needs to include all supplemental information/changes made during the review.

Congratulations on completing this important project. It was a pleasure to work with the City's staff and consultants throughout the review process.

Sincerely,

Angela R. Torres, AICP, Manager
Local Planning Assistance

Attachment

cc: Tod Sherman, Development Reviews Coordinator, MnDOT Metro Division
Reva Chamblis, Metropolitan Council District 2
Eric Wojchik, AICP, Principal Reviewer/Sector Representative
Raya Esmaeili, Reviews Coordinator

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Committee Report

Business Item No. 2019-309 JT

Community Development Committee
Meeting of November 4, 2019

Environment Committee
Meeting of November 12, 2019

For the Metropolitan Council meeting of December 11, 2019

Subject: City of Brooklyn Center 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 22104-1

Proposed Action
That the Metropolitan Council adopt the attached Advisory Comments and Review Record and take the following actions:

Recommendations of the Community Development Committee

1. Authorize the City of Brooklyn Center to place its 2040 Comprehensive Plan into effect.
2. Advise the City to adopt the Mississippi River Critical Corridor Area (MRCCA) Plan within 60 days after receiving final DNR approval, and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.

Recommendation of the Environment Committee

1. Approve the City of Brooklyn Center's Comprehensive Sewer Plan.
2. Advise the City to implement the advisory comments in the Review Record for wastewater.

Summary of Committee Discussion/Questions
Community Development Committee
Senior Planner Eric Wojchik presented the staff's report to the Committee. Meg Beekman, Community Development Director, from the City of Brooklyn Center was in attendance. The Community Development Committee unanimously recommended approval of the proposed action at its meeting on November 4, 2019.

Environment Committee
No comments or questions. The proposed action was approved on consent agenda at the Environment Committee's Tuesday, November 12, 2019 meeting.

METROPOLITAN COUNCIL

Community Development Committee
Meeting date: November 4, 2019

Environment Committee
Meeting date: November 12, 2019

For the Metropolitan Council meeting of December 11, 2019

Subject: City of Brooklyn Center 2040 Comprehensive Plan and Comprehensive Sewer Plan, Review File 22104-1

District(s), Member(s): District 2, Reva Chamblis

Policy/Legal Reference: Metropolitan Land Planning Act (Minn. Stat. § 473.175), Minn. Stat. § 473.513

Staff Prepared/Presented:	Eric Wojchik, Senior Planner (651-602-1330) Angela R. Torres, Local Planning Assistance Manager (651-602-1566) Kyle Colvin, Engineering Programs, Manager (651-602-1151)
Division/Department:	Community Development / Regional Planning Environmental Services / Technical Services

Proposed Action
That the Metropolitan Council adopt the attached Advisory Comments and Review Record and take the following actions:

Recommendations of the Community Development Committee
1. Authorize the City of Brooklyn Center to place its 2040 Comprehensive Plan into effect.
2. Advise the City to adopt the Mississippi River Critical Corridor Area (MRCCA) Plan within 60 days after receiving final DNR approval, and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.

Recommendation of the Environment Committee
1. Approve the City of Brooklyn Center's Comprehensive Sewer Plan.
2. Advise the City to implement the advisory comments in the Review Record for wastewater.

Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Brooklyn Center to implement its 2040 Comprehensive Plan (Plan).

Community Development Committee

1. As stated in the *Local Planning Handbook*, the City must take the following steps:
    a. Adopt the Plan in final form after considering the Council's review recommendations as contained in the body of this report.
    b. Submit one hard copy and one electronic copy of the Plan to the Council. The electronic copy must be submitted as one unified file.
    c. Submit to the Council a copy of the City Council resolution evidencing final adoption of the Plan.
2. The *Local Planning Handbook* also states that local governments must formally adopt their comprehensive plans within nine months after the Council's final action. If the Council has recommended changes to the Plan, local governments should incorporate those recommended changes into the Plan or respond to the Council before "final adoption" of the comprehensive plan by the governing body of the local governmental unit. (Minn. Stat. § 473.858, subd. 3)
3. Local governments must adopt official controls as identified in their 2040 comprehensive plans and must submit copies of the official controls to the Council within 30 days after the official controls are adopted. (Minn. Stat. § 473.865, subd. 1)
4. Local governmental units cannot adopt any official controls or fiscal devices that conflict with their comprehensive plans or which permit activities in conflict with the Council's metropolitan system plans (Minn. Stat. §§ 473.864, subd. 2; 473.865, subd. 2). If official controls conflict with comprehensive plans, the official controls must be amended within 9 months following amendments to comprehensive plans (Minn. Stat. § 473.865, subd. 3).

Environment Committee

1. The Council-approved Comprehensive Sewer Plan becomes effective only after the Plan receives final approval from the local governmental unit's governing body. After the Plan receives final approval from the City and the Comprehensive Sewer Plan becomes effective, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the Council-approved Comprehensive Sewer Plan.
2. A copy of the City Council resolution adopting its 2040 comprehensive plan, including its Comprehensive Sewer Plan, must be submitted to the Council.

Background

The City of Brooklyn Center is located in east-central Hennepin County. It is surrounded by the communities of Brooklyn Park, Fridley, Minneapolis, Robbinsdale, and Crystal.

The City submitted its 2040 Comprehensive Plan (Plan) to the Council for review to meet the Metropolitan Land Planning Act requirements (Minn. Stat. §§ 473.851 to 473.871) and the Council's 2015 System Statement requirements.

Review Authority & Rationale

Minn. Stat. § 473.175 directs the Metropolitan Council to review a local government's comprehensive plan and provide a written statement to the local government regarding the Plan's:

- **Conformance** with metropolitan system plans
- **Consistency** with the adopted plans and policies of the Council
- **Compatibility** with the plans of adjacent governmental units and plans of affected special districts and school districts

By resolution, the Council may require a local government to modify its comprehensive plan if the Council determines that "the plan is more likely than not to have a substantial impact on or contain a substantial departure from metropolitan system plans" (Minn. Stat. § 473.175, subd. 1).

Each local government unit shall adopt a policy plan for the collection, treatment, and disposal of sewage for which the local government unit is responsible, coordinated with the Metropolitan Council's plan, and may revise the same as often as it deems necessary (Minn. Stat. § 473.513).

The attached Review Record details the Council's assessment of the Plan's conformance, consistency, and compatibility, and is summarized below.

Review Standard	Review Area	Plan Status
Conformance	Regional system plan for Parks	Conforms
Conformance	Regional system plan for Transportation, including Aviation	Conforms
Conformance	Water Resources (Wastewater Services and Surface Water Management)	Conforms
Consistency with Council Policy	*Thrive MSP 2040* and Land Use	Consistent
Consistency with Council Policy	Forecasts	Consistent
Consistency with Council Policy	*2040 Housing Policy Plan*	Consistent
Consistency with Council Policy	Water Supply	Consistent
Consistency with Council Policy	Community and Subsurface Sewage Treatment Systems (SSTS)	Consistent
Compatibility	Compatible with the plans of adjacent and affected governmental districts	Compatible

Thrive Lens Analysis

The proposed 2040 comprehensive plan is reviewed against the land use policies in *Thrive MSP 2040*. To achieve the outcomes identified in Thrive, the metropolitan development guide defines the Land Use Policy for the region and includes strategies for local governments and the Council to implement. These policies and strategies are interrelated and, taken together, serve to achieve the outcomes identified in Thrive.

Funding

None.

Known Support / Opposition

There is no known local opposition to the 2040 comprehensive plan.

REVIEW RECORD

City of Brooklyn Center 2040 Comprehensive Plan

Review File No. 22044-1, Business Item No. 2019-309 JT

The following Review Record documents how the proposed Plan meets the requirements of the Metropolitan Land Planning Act and conforms to regional system plans, is consistent with regional policies, and is compatible with the plans of adjacent and affected jurisdictions.

Conformance with Regional Systems

The Council reviews plans to determine conformance with metropolitan system plans. The Council has reviewed the City's Plan and finds that it conforms to the Council's regional system plans for Regional Parks, Transportation (including Aviation), and Water Resources.

Regional Parks and Trails

Reviewer: Colin Kelly, Community Development (CD) - Regional Parks (651-602-1361)

The Plan conforms to the *2040 Regional Parks Policy Plan* for the Regional Parks System element. Three Rivers Park District is the Park implementing agency for the Regional Parks System components in the City of Brooklyn Center, for which the Plan accurately describes the Regional Parks System components. Regional Parks, Park Reserves, or Special Recreation Features located within the City include North Mississippi Regional Park. Regional Trails located within the City include the Shingle Creek and Twin Lakes regional trails, and the West Mississippi River Regional Trail Search Corridor. There are no State or Federal recreation lands within the City (Figure 1).

Regional Transportation, Transit, and Aviation

Reviewer: Russ Owen, Metropolitan Transportation Services (MTS) (651-602-1724)

The Plan conforms to the *2040 Transportation Policy Plan* (TPP). It accurately reflects transportation system components of the TPP as well as applicable land use policies for regional transitways. The Plan is also consistent with Council policies regarding community roles, the needs of non-automobile transportation, access to job concentrations, and the needs of freight. The Plan is compatible with the plans of adjacent and affected governmental units including Hennepin County, MnDOT, Brooklyn Park, and Minneapolis.

Roadways

The Plan conforms to the Roadways system element of the TPP. The Plan accurately accounts for the metropolitan highway system of principal arterials. The Plan accurately reflects the regional functional classification map of A-minor arterials and has delineated major and minor collectors.

The Plan identifies all the required characteristics of the City's roadways, including existing and future functional class, right-of-way preservation needs, and existing and forecasted traffic volumes for principal and A-minor arterials. Forecasting is consistent with regional methodology. The Plan also includes guidelines on how access will be managed for principal and A-minor arterials.

The Plan identifies roadway and corridor studies that include recommendations regarding alignments, changes in access, and/or changes in land use. They include Brooklyn Boulevard improvements and Trunk Highway 252 improvements. The Plan accurately describes the status of such facilities, including needs for right-of-way and the likelihood and timing of funding.

METROPOLITAN COUNCIL

Transit

The Plan conforms to the Transit system element of the TPP. It shows the location of existing transit routes and facilities and acknowledges the City is within Transit Market Areas II and III.

The Plan incorporates existing and future transitways that are part of the Current Revenue Scenario in the TPP. This include the C Line ABRT service. For transitways that are in service or in advanced stages of planning, the Plan incorporates guiding land use for station areas that meet the minimum density targets of the TPP. (See Land Use section of this Review Record for land use and density analysis.)

The Plan also incorporates transitways that are part of the Increased Revenue Scenario in the TPP. The Plan's maps and narrative acknowledge the uncertainty of these transitways. This includes D Line ABRT service.

The Plan is consistent with the policies of the Transit system element of the TPP. The Plan addresses community roles related to its Community Designation of Urban, as well as the opportunities and challenges related to its Transit Market Areas. The Plan strengthens the existing transit system and lays the groundwork for improved transit services by identifying growth areas within the City that are candidates for Transit Oriented Development (TOD).

Aviation

The Plan conforms to Aviation system element of the TPP. The Plan includes policies that protect regional airspace from obstructions.

The Plan identifies the Crystal Airport and addresses elements of its long-term comprehensive plan. The Plan addresses issues including land use compatibility, noise sensitivity, and the protection of airspace from obstructions.

Bicycling and Walking

The Plan is consistent with the Bicycle and Pedestrian chapter of the TPP. The Plan identifies existing and future segments of and connections to the Regional Bicycle Transportation Network (RBTN) and regional trails. The Plan proposes a preferred alignment for RBTN corridors and clearly identifies the alignment as "proposed for the RBTN."

The Plan is also consistent with Bicycle and Pedestrian policies of the TPP by planning for local pedestrian and bicycle connections to transit, regional trails, regional job concentrations, and other regional destinations as identified on the RBTN map.

Freight

The Plan is consistent with Freight policies of the TPP. The Plan identifies the needs of freight movement in and through the City, including accessibility to freight terminals and facilities.

Transportation Analysis Zones

The Plan conforms to the TPP regarding TAZ allocations. The City's TAZ allocations for employment, households, and population appropriately sum to the Council's city-wide forecast totals for all forecast years.

Water Resources

Wastewater Service

Reviewer: Kyle Colvin, Environmental Services (ES) – Engineering Programs (651-602-1151)

The Plan conforms to the *2040 Water Resources Policy Plan (WRPP)*. It represents the City's guide for future growth and development through the year 2040. The Plan includes growth forecasts that are consistent with the Council's forecasts for population, households, and employment.

Current wastewater treatment services are provided to the City by Metropolitan Council Environmental Services. All wastewater generated within the City is conveyed through Council Interceptors; 1-MN-311, 1-MN-312, 1-MN-313, 1-BC-453, and 4-BP-540. All flow is treated at the Council's Metropolitan Wastewater Treatment Plant in St. Paul. The Plan projects that the City will have 13,300 sewered households and 14,600 sewered employees by 2040. The Metropolitan Disposal System with its scheduled improvements has or will have adequate capacity to serve the City's growth forecasts.

The Plan provides sanitary flow projections in 10-year increments. The rationale for the projections is given in the Plan and determined appropriate for planning local services. The Council is committing to provide the level of wastewater service based on the sewered forecasts as stated in the sewer element of the Plan.

The Land Use Plan reflects an overall minimum residential sewered density that is consistent with Council policy for future sewered residential growth for Urban communities.

The Plan defines the City's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in the local municipal (City) and private sanitary sewer systems. The Plan includes a summary of activities and programs intended to mitigate I/I in both the public and private property systems including; an annual sewer pipe inspection during which sump pump suspected discharges are noted and followup on with the private property owner. Other activities include a pipeline repair and lining program on the municipal system, a proposed implementation of a residentail monitoring program for private service line maintenance, and a public educational program for residents and businesses about the importance of reducing I/I on private property. The City has programed between $700,000 and $2,000,000 per year in its 6-year CIP (2020-2025) on projects related to its sanitary sewer system. Much of these improvements are associated with the City's Pavement Improvement Program.

The Plan describes the requirements and standards for minimizing I/I and references City Ordiance (Section 4-303) that prohibits the discharge of any storm, surface, or ground water from subsurface drainage systems and roof drains, to the sanitary sewer system. The Ordinance however does not appear to require the disconnection of such discharges if discovered.

The Plan describes the sources, extent, and significance of existing I/I within the entire wastewater collection system and provides a description of an implementation plan for preventing and eliminating excessive I/I from entering both the municipal and private property sewer systems. The City estimates that over 90% of the private service laterals within the City are vitrified clay tile pipe and built prior to 1970. By comparing recent wastewater flow generation with precipitation trends and events, the City has determined that approximately 3% of the City's average monthly wastewater volume is from I/I.

Comprehensive Sewer Plan Comments

The Sewer Element of the Plan has been reviewed against the requirements for Comprehensive Sewer Plans for Urban communities. It was found to be complete and consistent with Council polices. Upon adoption of the Plan by the City, the action of the Council to approve the Sewer Plan becomes effective. At that time, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the approved Sewer Plan. A copy of the City Council Resolution adopting its Plan needs to be submitted to the Council for its records.

Advisory Comments

The City Ordinance referenced and included in the Plan does not indicate that if found, clear water discharges to the sanitary sewer system are required to be disconnected. The Council recommends that the existing Ordinance be revised to include a disconnection requirement. If the City revises the current Ordinance regarding a required disconnection of sump pumps, rain leaders and passive drain tiles to the sanitary sewer system, a copy of the revised ordinance shall be submitted to the Council for our files.

Surface Water Management

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan is consistent with Council policy requirements and in conformance with the Council's *WRPP* for local surface water management. The Plan satisfies the requirements for 2040 comprehensive plans. Brooklyn Center lies within the oversight boundaries of the Shingle Creek and West Mississippi River Watershed Management Commissions. Brooklyn Center submitted a draft Local Water Management Plan (LWMP) update for review on August 17, 2018. Council Water Resources staff reviewed and commented on the draft LWMP to the City and Watersheds in a letter dated September 6, 2018. The LWMP was approved by the Shingle Creek and West Mississippi River Watershed Management Commissions on October 11, 2018 and adopted by the City on November 13, 2018. The Plan incorporates the City's final LWMP as Appendix F.

Consistency with Council Policies

The Council reviews plans to evaluate their apparent consistency with the adopted plans of the Council. Council staff have reviewed the City's Plan and find that it is consistent with the Council's policies, as detailed below.

Forecasts

Reviewer: Todd Graham, CD – Research (651-602-1322)

Council staff and City planners have communicated about redevelopment, growth, and forecast expectations for Brooklyn Center. The removal of Brookdale Mall has been followed by substantial redevelopment. This information is discussed on page 1-8 of the Plan. However, Council staff find employment in Brooklyn Center surpassed the 2040 forecast in 2018. Commercial and office land in the Brookdale area is quickly being developed and absorbed.

Council staff advised that the City request revision of the forecast with the Plan, or a future Plan amendment. On page 1-11 of the Plan, the City has acknowledged employment growth beyond the forecast, but is not requesting a forecast revision. The Plan includes the 2015 System Statement forecast for the City (Tables 3-1, 5-1, and SE-17). For reference, the forecast is shown in Table 1 below.

Table 1. City of Brooklyn Center Forecasts

	Census	Estimated	Council Forecasts		
	2010	2018	2020	2030	2040
Population	30,104	32,299	31,400	33,000	35,400
Households	10,756	11,289	11,300	12,300	13,300
Employment	11,001	15,240	13,000	13,800	14,600

A summary of potential development is provided in Chapter 3. Table 3-3 describes significant expansions of planned TOD land use, Neighborhood Mixed Use, and Commercial Mixed Use. This new land supply creates substantial housing capacity. The City does not expect all of this land to be developed within the 2040 timeframe. Instead, Table 3-6 describes expected housing development during 2019-2040 of 2,533 units, developed at the minimum of allowed density ranges. If the same land was developed and fully absorbed at the mid-point of allowed density, the outcome would be much greater. This land supply accommodates the growth forecast.

Thrive MSP 2040 and Land Use

Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)

The Plan is consistent with *Thrive MSP 2040* and its land use policies. The Plan acknowledges the *Thrive* community designation of Urban (Figure 2). *Thrive* describes Urban communities as having experienced rapid development during the post-World War II era, and exhibiting the transition toward the development stage dominated by the influence of the automobile.

The existing land uses in Brooklyn Center are predominately residential (53.6%), most of the existing commercial/office (9.1%) and industrial areas (5.3%) are near transportation corridors. Approximately 11.4% of the City is parks/open space. The majority of the remaining land areas are occupied with major highway right-of-way, institutional, open water, or undeveloped uses (Figure 3).

Thrive calls for Urban communities to plan for forecasted population and household growth at overall average densities of at least 10 units per acre. The expected overall density of new residential growth in the City far exceeds the Thrive minimum density standard with a density of at least 22.91 units per acre as shown in Table 2 below. Figure 4 of this report shows the planned land uses for the City.

Table 2. Planned Residential Density, City of Brooklyn Center

	Density		2018-2040 Change		
Category	Min	Max	Net Acres	Min Units	Max Units
Medium Density Residential	5.01	15	2.5	13	37
Transit Oriented Development (TOD)*	31.01	130	61.5	1,907	7,995
Commercial Mixed Use**	10.01	25	22	220	550
Neighborhood Mixed Use**	15.01	31	21.5	323	667
	TOTALS		**107.5**	**2,463**	**9,249**
			Overall Density	**22.91**	**86.04**

*75% residential
**50% residential

Map 3-3, in the Plan (see Figure 5 of this report) identifies redevelopment areas within the City, primarily focused on the Brookdale Mall redevelopment area, identified as a TOD opportunity site, and redevelopment opportunities for Commercial Mixed Use along MN State Highway 100 and Neighborhood Mixed Use along Brooklyn Boulevard. These redevelopment opportunities emphasize connectivity, transit access, and a mix of uses to create more vibrant and activated streets.

The Plan acknowledges that there is a mismatch between Brooklyn Boulevard, both in its existing and ultimately improved condition, and the land uses in the surrounding area. To address this issue, and to ensure further study as redevelopment efforts in the corridor are contemplated, the Plan incorporates the Brooklyn Boulevard Corridor Overlay which specifies that this corridor warrants additional study as development and redevelopment progresses.

Station Area Planning

The Plan recognizes existing and planned transitways that are part of the Current Revenue Scenario of the TPP. This includes the existing transitway, C Line Bus Rapid Transit, that is part of the Current Revenue Scenario of the TPP and is currently in operation (from June 2019). The Plan also details and plans for the D Line Bus Rapid Transit, within the Current Revenue Scenario, which is scheduled for construction in 2020-2021.

The Plan recognizes and conforms to minimum densities established in the TPP for station areas along arterial BRT (areas within 1/4-mile radius). The TPP directs Urban communities with existing arterial Bus Rapid Transit to plan for new development and redevelopment at an average minimum of 15 residential units per acre and target 20-60+ units per acre within station areas (area within 5-minute walk or 1/4 mile). Planned densities for areas identified for redevelopment in station areas in Brooklyn Center are 28.9 units per acre, according to Plan Table 3-5 on page 3-26.

The Plan is consistent with policies in the TPP for incorporating station area planning and for targeting the most intense mix of uses near transit. The new TOD land use has been developed to be proactive and promote accessibility of the community through its transit and multi-modal network. The Plan encourages a vibrant, integrated mix of uses in station areas which means that the City is willing to let

the market help shape how the area is developed. Paramount to the success, regardless of density, is that the mix of uses includes more households of a variety of types, at various levels of affordability.

Housing

Reviewer: Hilary Lovelace, CD – Housing (651-602-1555)

The Plan is consistent with the *2040 Housing Policy Plan*. As of 2016, the City currently has more than 11,600 homes including more than 3,300 multifamily units and nearly 8,300 single-family homes. About 4,700 homes are rented. More than 10,900 housing units are currently affordable to households earning under 80% of Area Median Income (AMI); however, nearly 4,000 households earning 80% of AMI or below are paying more than 30% of their income toward housing costs. There are about 460 units affordable to households with income at or below 30% AMI and nearly 1,700 cost burdened households with incomes at or below 30% AMI.

The Plan identifies existing housing needs including protecting the City's rental and ownership unsubsidized affordable housing, securing more rental units with larger square-footage and higher number of bedrooms, and a greater diversity of housing stock that supplements existing affordable housing product types. The City does not currently have any publicly subsidized housing.

The Plan acknowledges the 2021-2030 affordable housing need allocation of 238 units; 103 of which are needed at prices affordable to households earning 30% of AMI or less, none of which are needed at prices affordable to households earning between 31 and 50% of AMI, and 135 of which are needed at prices affordable to households earning between 51 and 80% of AMI. As shown in Figure 6 of this report, the Plan guides sufficient land expected to develop in the 2021-2030 time period at a minimum of eight units per acre to allow for development of at least 1,279 new housing units.

The housing implementation plan component of the Plan describes that the City will establish a TIF district in a redevelopment area guided for TOD and mixed uses to incorporate new affordable housing. The Plan also indicates that the City will consider the creation of an inclusionary housing ordinance if the market strengthens in redevelopment areas. Unique in this Plan, is the City's stated intention that they will continue to operate their vacant building program, which may serve to keep the City resilient in all market cycles.

Water Supply

Reviewer: John Clark, ES – Water Supply Planning (651-602-1452)

The Plan is consistent with WRPP policies related to water supply, including the policy on sustainable water supplies, the policy on assessing and protecting regional water resources, and the policy on water conservation and reuse.

The City prepared a Local Water Supply Plan (LWSP) that was submitted to both the MN Department of Natural Resources (DNR) and the Council and reviewed under separate cover on November 15, 2017. The initial LWSP was considered complete by the Council and a review letter was sent to the DNR on November 27, 2017. The DNR approved the Local Water Supply Plan on August 8, 2019.

Community and Subsurface Sewage Treatment Systems (SSTS)

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan indicates that there are no public or privately-owned Community Wastewater Treatment Systems or individual SSTS in operation within the City. All residences and businesses are connected to the local sanitary sewer system, which directs flows into the Metropolitan Disposal System for ultimate treatment at the Metropolitan Wastewater Treatment Facility in Saint Paul and discharge to the Mississippi River.

Special Resource Protection

Mississippi River Corridor Critical Area (MRCCA)

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan includes a Mississippi River Corridor Critical Area Plan (MRCCA Plan) component that was reviewed by Minnesota Department of Natural Resources (DNR) staff and found to be substantially consistent with Minnesota Statutes 116G and Minnesota Rules Chapter 6106. Council staff also find the MRCCA Plan component to be consistent with *Thrive MSP 2040* land use policies, and Minnesota Rules Chapter 6106. The DNR's June 13, 2019 conditional approval letter is attached to this report as Figure 7. Final DNR approval of the MRCCA Plan will be sent to the City after the Council authorizes local adoption of the Plan.

Advisory Comments

Within 60 days after receiving final DNR approval, the City must adopt the MRCCA Plan, and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.

Solar Access Protection

Reviewer: Cameran Bailey, CD – Local Planning Assistance (651-602-1212)

The Plan is consistent with statutory requirements (Minn. Stat. 473.859) and Council policy regarding planning for the protection and development of access to direct sunlight for solar energy systems as required by the Metropolitan Land Planning Act (MLPA). The Plan includes the required solar planning elements.

Aggregate Resource Protection

Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)

The Plan indicates, consistent with the Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46*, that there are no known deposits of viable aggregate resources available for mining in the fully urbanized community.

Historic Preservation

Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)

The Plan details Historic Sites on page 3-28. The Earle Brown Farm is listed on the State Register of Historic Places as "Brooklyn Farm." To protect this important piece of the Brooklyn Center's history, the site and several of the buildings were preserved and re-purposed into the Earle Brown Conference Center. The Conference Center brings thousands of users to the City, who are able to enjoy a piece of the City's history. The facility includes modern conference rooms, office towers, and ample parking. Though many of the buildings have been re-purposed and preserved, little of the farm's original setting remains.

A 1988 survey of potential National Register sites in Hennepin Count found a scattering of older farmhouse-style buildings primarily in the City's southeast neighborhood dating back to pre-World War II. These homes are now surrounded by typical post-war tract housing stock. The City supports efforts to list and protect historic properties.

Plan Implementation

Reviewer: Eric Wojchik, CD – Local Planning Assistance (651-602-1330)

The Plan includes a description of and schedule for any necessary changes to the capital improvement program, the zoning code, the subdivision code, and the housing and MRCCA implementation programs.

The Plan, with supplemental materials, describes the official controls and fiscal devices that the City will employ to implement the Plan. Specific implementation strategies included in Chapter 9 and broken out by Plan chapter, with capital improvements planning detailed in Appendix D.

Compatibility with Plans of Adjacent Governmental Units and Plans of Affected Special Districts and School Districts

The proposed Plan is compatible with the plans of adjacent jurisdictions. No compatibility issues with plans of adjacent governmental units and plans of affected special districts and school districts were identified.

Documents Submitted for Review

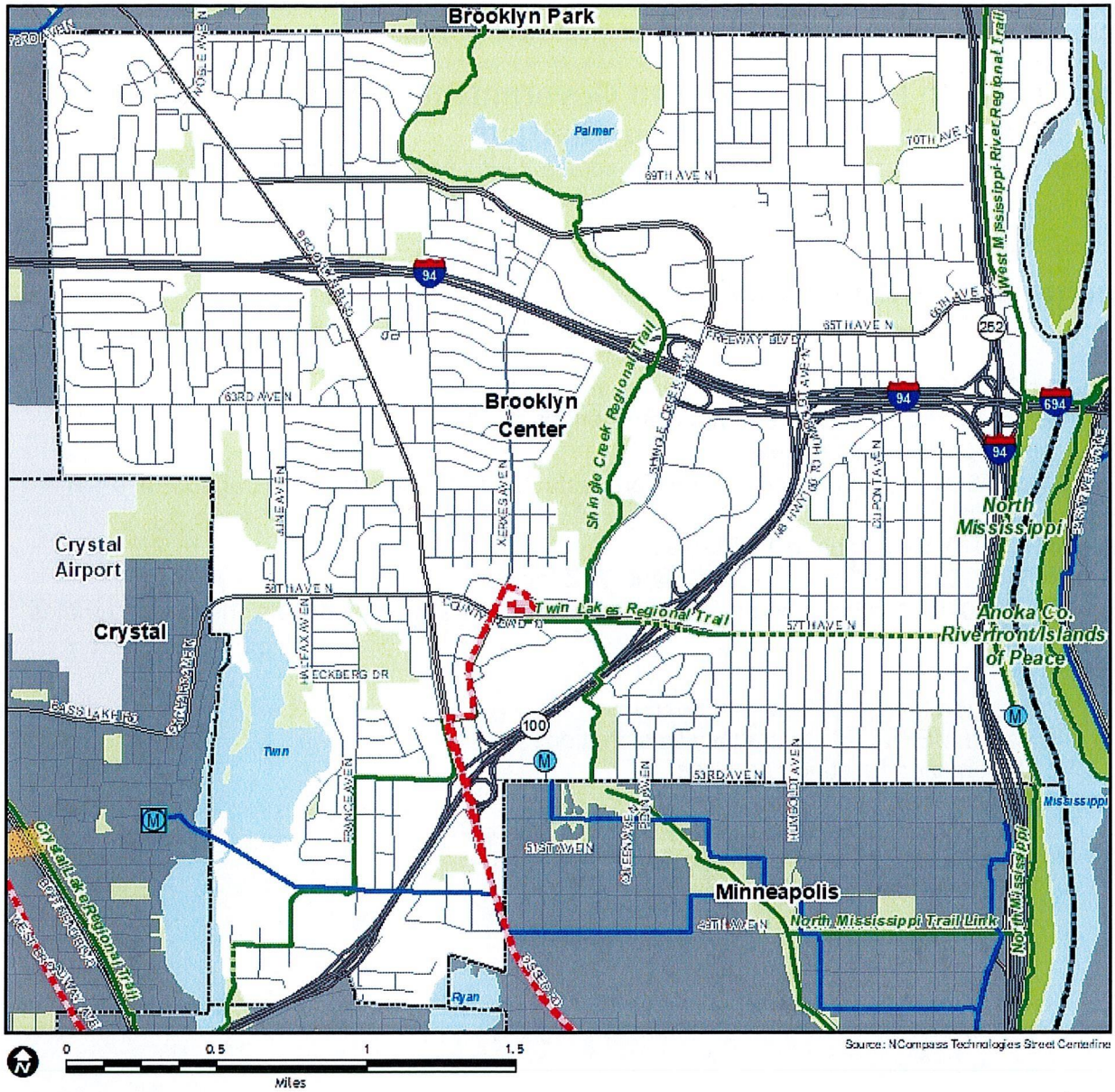
In response to the 2015 System Statement, the City submitted the following documents for review:

- October 2, 2018: Brooklyn Center 2040 Preliminary Plan
- April 25, 2019: Brooklyn Center 2040 Comprehensive Plan
- April 29, 2019: Revised land use maps
- July 24, 2019: Revisions to wastewater, forecasts, land use, housing, and transportation and transit sections
- August 1, 2019: Revisions to TAZ tables
- August 6, 2019: Revisions to forecasts and TAZ tables
- August 27, 2019: Confirmation of GIS upload for sanitary system and revisions to I/I estimates

Attachments

Figure 1: Location Map with Regional Systems
Figure 2: *Thrive MSP 2040* Community Designations
Figure 3: Generalized Existing Land Use
Figure 4: 2040 Planned Land Use
Figure 5: Redevelopment Areas & 1/4 Mile C-Line Station Area
Figure 6: Land Guided for Affordable Housing
Figure 7: MRCCA Plan Approval Letter

Figure 1. Location Map with Regional Systems



Regional Systems

Transportation

Transitways
2040 Transportation System Policy - adopted January 2015

- Existing
- Planned Current Revenue Scenario
- Planned Current Revenue Scenario - CTIB* Phase 1 Projects
- Potential Increased Revenue Scenario

Regional Highway System

- Existing Principal Arterials
- Planned Principal Arterials
- Existing Minor Arterials
- Planned Minor Arterials
- Existing Other Arterials
- Planned Other Arterials

Recreation Open Space

Regional Parks

- Existing (Open to Public)
- In Master Plan (Not Open to Public)
- Planned Units

Regional Trails

- Existing (Open to Public)
- Existing (Not Open to Public)
- Planned

Wastewater

- Meters
- Lift Stations
- MCES Interceptors
- MCES Treatment Plants

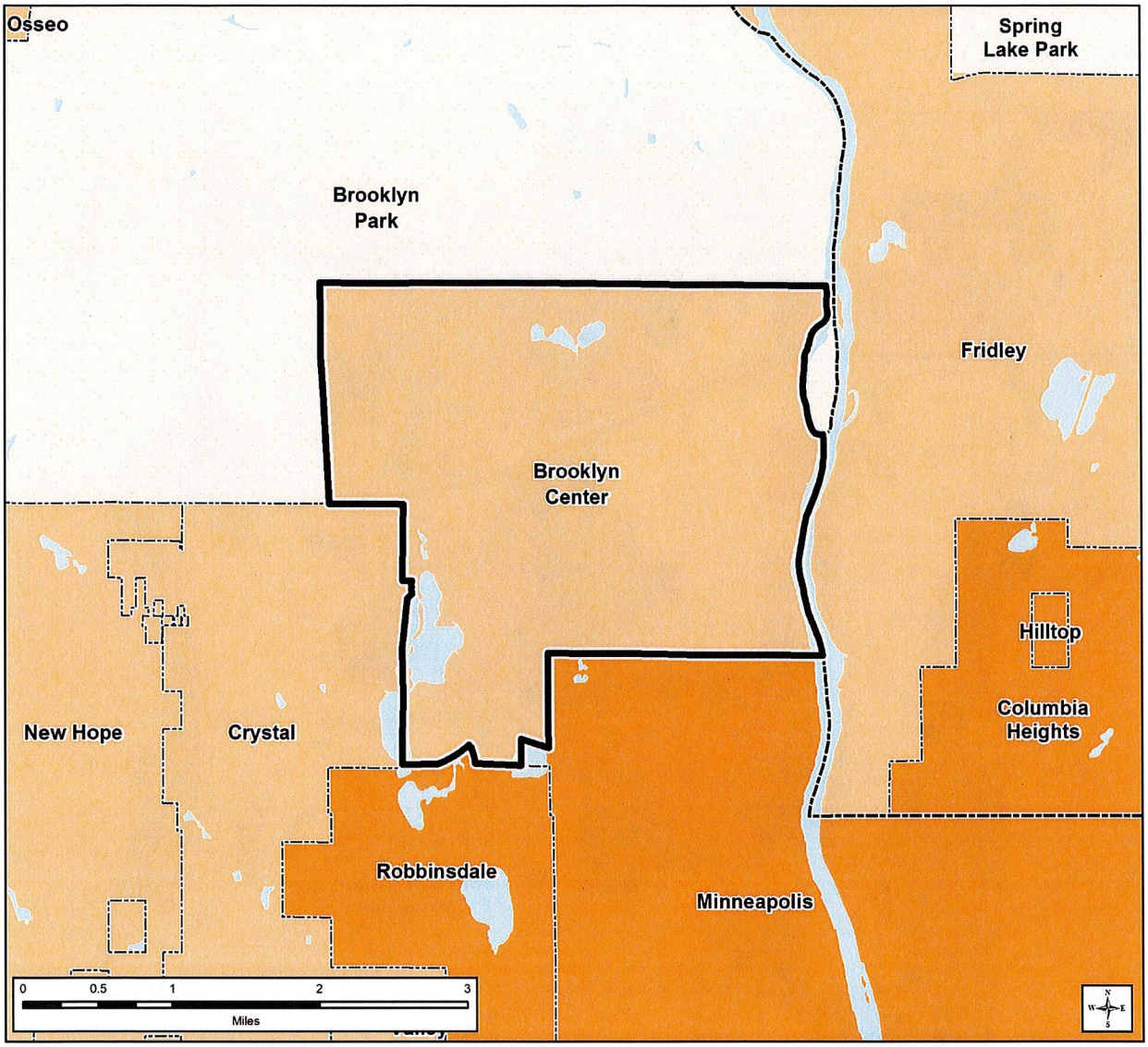
Regional Park Search Areas and Regional Trail Search Corridors

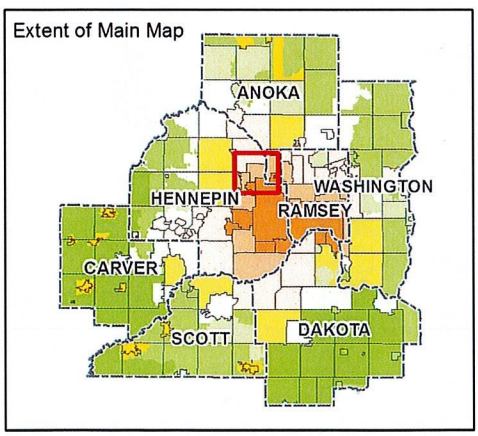
- Boundary Adjustment
- Search Area
- Regional Trail Search Corridors

- Local Streets
- Existing State Trails
- Other Parks, Preserves, Refuges and Natural Areas

* Counties Transit Improvement Board (CTIB)

Figure 2. Thrive MSP 2040 Community Designations





Community Designations

- Outside Council planning authority
  - Agricultural
  - Rural Residential
  - Diversified Rural
  - Rural Center
- Emerging Suburban Edge
  - Suburban Edge
  - Suburban
  - Urban
  - Urban Center

- County Boundaries
- City and Township Boundaries
- Lakes and Major Rivers

Figure 3. Generalized Existing Land Use

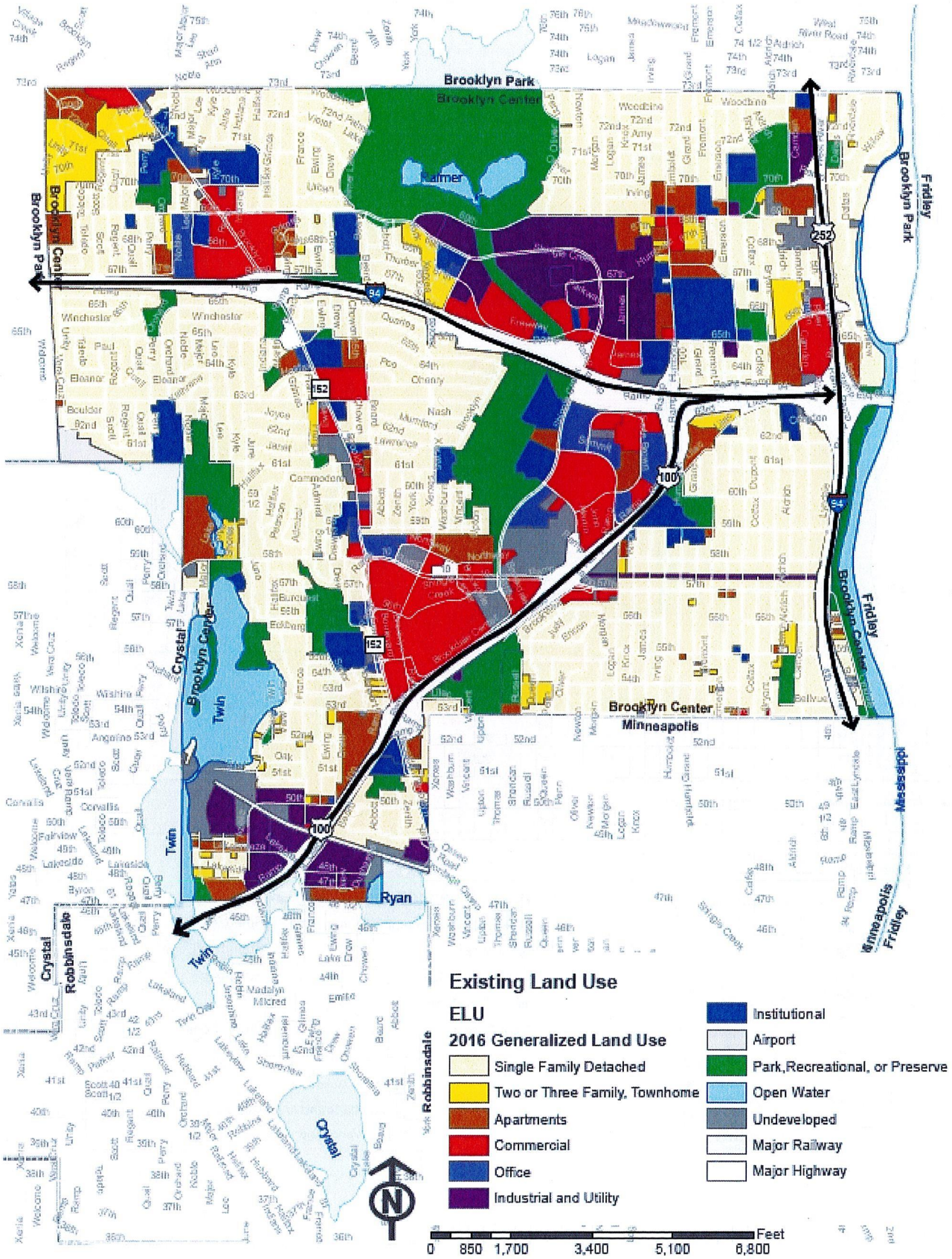


Figure 4. 2040 Planned Land Use

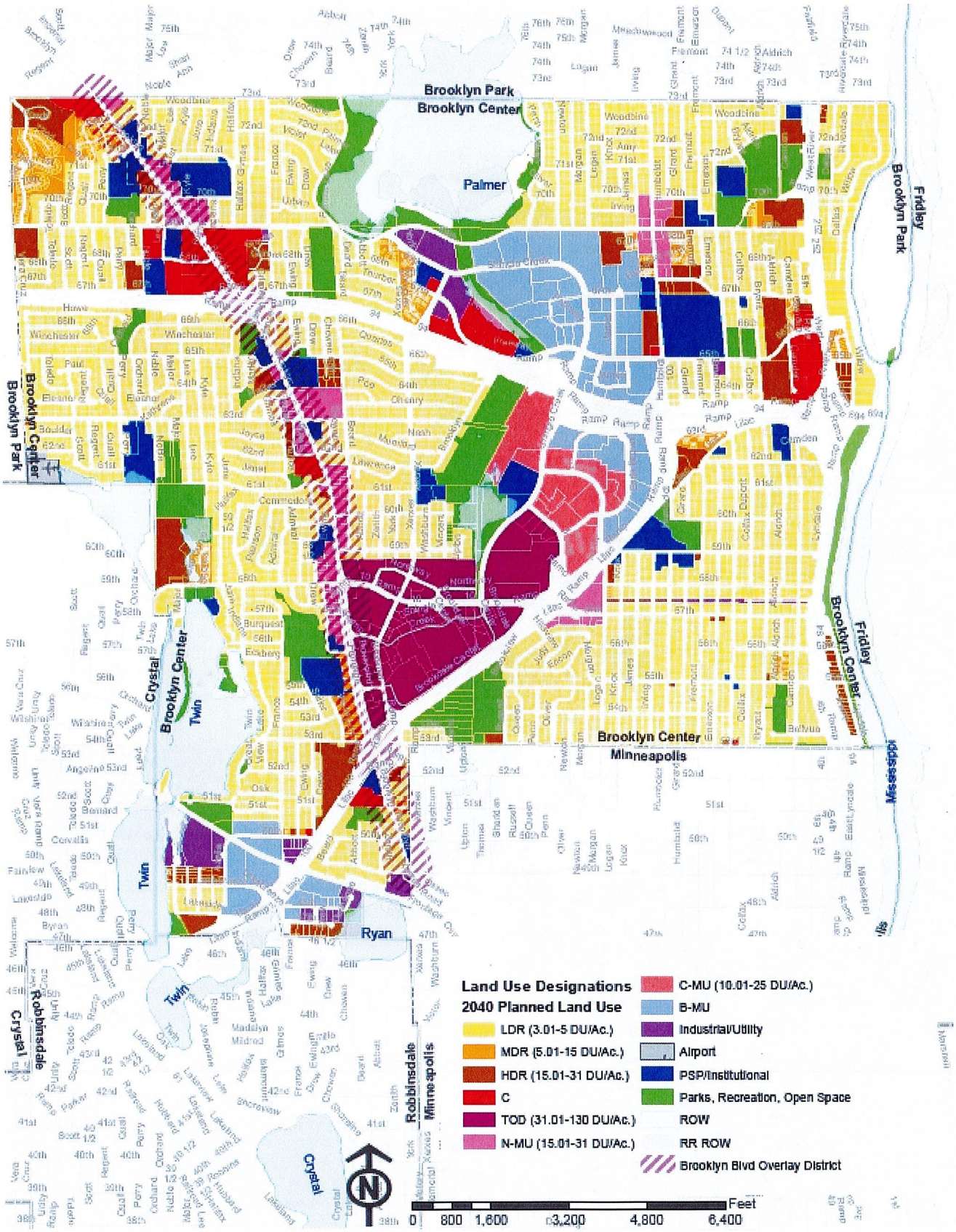
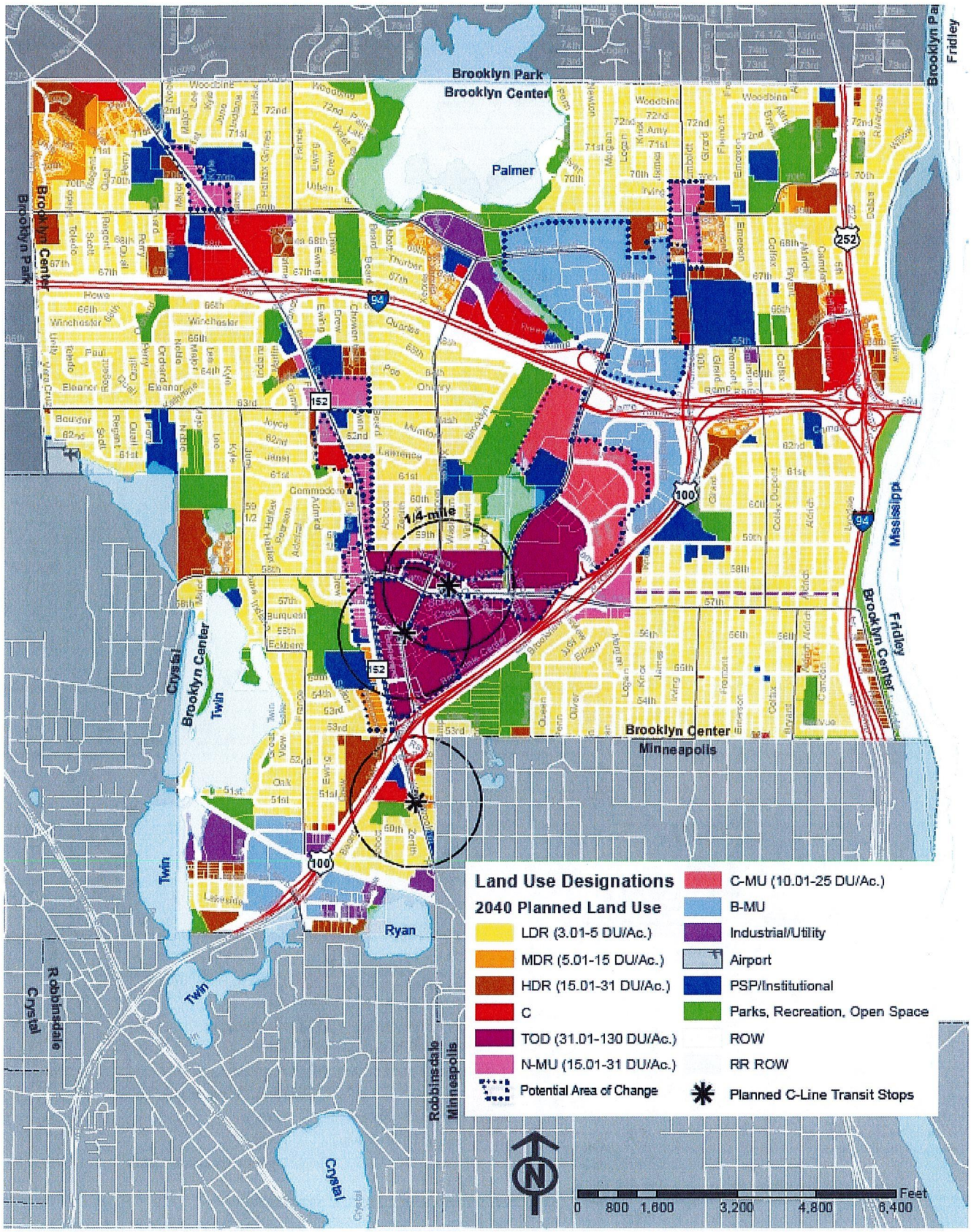


Figure 5. Redevelopment Areas & 1/4 Mile C-Line Station Area



Fiugre 6. Land Guided for Affordable Housing

Land Guided for Affordable Housing 2021-2030

Brooklyn Center

Hennepin County

Council Member Reva Chamblis, District 2

2021-2030 share of regional need for Affordable Housing: ***238 units***

2021-2030 total regional need for Affordable Housing: ***37,900 units***

	Available Acres	x	Minimum Density (units per acre)	x	Expected % Residential (if mixed use)	=	Minimum Units Possible
Transit Orient Development	48.00		31.01		75%		1,117
Neighborhood Mixed Use	12.00		15.01		50%		91
Commercial Mixed Use	14.00		10.01		50%		71
Total	**74**						**1,279**

Sufficient/(insufficient) units possible against share of regional need: **1,041**

Affordable units built since 2021: **0**

Sufficient/(insufficient) units possible adjusted for affordable units built: **1,041**

Number of Comp Plan Amendments approved since Comp Plan Update: **0**

METROPOLITAN COUNCIL

Figure 7. MRCCA Plan Approval Letter

DEPARTMENT OF NATURAL RESOURCES

June 13, 2019

Meg Beekman, Community Development Director
City of Brooklyn Center
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430

Re: Conditional Approval of City of Brooklyn Center's MRCCA Plan

Dear Ms. Beekman:

I am pleased to inform you that the Minnesota Department of Natural Resources (DNR) conditionally approves the City of Brooklyn Center's Mississippi River Corridor Critical Area (MRCCA) plan.

We reviewed the MRCCA plan chapter (Appendix A) of your 2040 Comprehensive Plan submitted to the Metropolitan Council on 4/25/19. We have found that the MRCCA plan is substantially consistent with Minnesota Statutes, §116G and Minnesota Rules, chapter 6106. We will send final approval of your MRCCA plan after the Metropolitan Council authorizes Brooklyn Center to put the comprehensive plan into effect. Within 60 days of receiving DNR final approval, the City of Brooklyn Center must adopt the MRCCA Plan. Brooklyn Center must then submit a copy of the final adopted plan, with evidence of adoption, to the DNR, the Metropolitan Council, and the National Park Service within ten days of the adoption.

Only MRCCA plans and plan amendments approved by the DNR have the force and effect of law. Once in effect, local governments must implement and enforce the DNR-approved plans.

We appreciate your efforts to develop and adopt the MRCCA plan, which provides a solid basis for future ordinance amendments and MRCCA management. Please contact Dan Petrik at 651-259-5697 or at daniel.petrik@state.mn.us if you have any questions about next steps.

Sincerely,

Jenny Shillcox
Land Use Unit Supervisor

c: Raya Esmaeili, Metropolitan Council
Alan Robbins-Fenger, National Park Service
Jason Spiegel, DNR Region 3 Area Hydrologist
Dan Petrik, DNR Land Use Unit

Minnesota Department of Natural Resources • Division of Ecological and Water Resources
500 Lafayette Road, Box 25, Saint Paul, MN 55155-4025

2040 System Statement

City of Brooklyn Center

System Statement Issued: September 17, 2015



METROPOLITAN COUNCIL

2015 SYSTEM STATEMENT FOR CITY OF BROOKLYN CENTER

September 17, 2015

Regional Development Plan Adoption

In May 2014, the Metropolitan Council adopted *Thrive MSP 2040*. Following adoption of *Thrive*, the Council adopted the *2040 Transportation Policy Plan,* the *2040 Regional Parks Policy Plan*, the *2040 Water Resources Policy Plan*, and the *2040 Housing Policy Plan*. The Metropolitan Council is now issuing system statements pursuant to State statute.

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and, as necessary, amend its comprehensive plan within the next three years, by the end of 2018. The complete text of *Thrive MSP 2040* as well as complete copies of the recently adopted metropolitan system and policy plans are available for viewing and downloading at *http://www.metrocouncil.org/Communities/Planning.aspx*. Paper copies are available by calling the Council's Data Center at 651-602-1140.

System Statement Definition

Metropolitan system plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for metropolitan wastewater services, transportation, and regional recreation open space. System statements explain the implications of metropolitan system plans for each individual community in the metropolitan area. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

> *Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under section 473.864, subdivision 2, each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.*

Local comprehensive plans, and amendments thereto, will be reviewed by the Council for conformance to metropolitan system plans, consistency with Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Council for review by December 31, 2018.

What is in this System Statement

The system statement includes information specific to your community, including:

- your community designation or designation(s);
- forecasted population, households, and employment through the year 2040;
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible.
- affordable housing need allocation;

In the following sections, this system statement contains an overview of each of the system plan updates and specific system changes that affect your community. The sections are:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning
- Regional parks and trails

Dispute Process

If your community disagrees with elements of this system statement, or has any questions about this system statement, please contact your Sector Representative, Eric Wojchik, at 651-602-1330, to review and discuss potential issues or concerns.

The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

Request for Hearing

If a local governmental unit and the Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Council's Land Use Advisory Committee or by the State Office of Administrative Hearings for the purpose of considering amendments to the system statement. According to Minnesota Statutes section 473.857, the request shall be made by the local governmental unit or school district within 60 days after receipt of the system statement. If no request for a hearing is received by the Council within 60 days, the statement becomes final.

Regional Development Guide

The Council adopted *Thrive MSP 2040* as the new regional development guide on May 28, 2014. *Thrive* identifies five outcomes that set the policy direction for the region's system and policy plans. Building on our region's history of effective **stewardship** of our resources, *Thrive* envisions a **prosperous**, **equitable**, and **livable** region that is **sustainable** for today and generations to come. The Council is directing its operations, plans, policies, programs, and resources toward achieving this shared long-term vision.

Three principles define the Council's approach to implementing regional policy: **integration**, **collaboration**, and **accountability**. These principles reflect the Council's roles in integrating policy areas, supporting local governments and regional partners, and promoting and implementing the regional vision. The principles define the Council's approach to policy implementation and set expectations for how the Council interacts with local governments.

Thrive also outlines seven land use policies and community designations important for local comprehensive planning updates. The land use policies establish a series of commitments from the Council for local governments and uses community designations to shape development policies for communities. Community designations group jurisdictions with similar characteristics based on Urban or Rural character for the application of regional policies. Together, the land use policies and community designations help to implement the region's vision by setting expectations for development density and the character of development throughout the region.

Community Designation

Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the *Thrive MSP 2040* Community Designations Map and the Community Designation map contained herein because of adjustments and refinements that occurred subsequent to the adoption of *Thrive*, communities should follow the specific guidance contained in this System Statement.

Thrive identifies Brooklyn Center with the community designation of Urban (Figure 1). Urban communities experienced rapid development during the post-World War II era, and exhibit the transition toward the development stage dominated by the influence of the automobile. Urban communities are expected to plan for forecasted population and household growth at average densities of at least 10 units per acre for new development and redevelopment. In addition, Urban communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the *2040 Transportation Policy Plan*.

Specific strategies for Urban communities can be found on Brooklyn Center's *Community Page* in the *Local Planning Handbook*.

Forecasts

The Council uses the forecasts developed as part of *Thrive* to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Council will maintain on-going dialogue with communities to consider any changes in growth trends or community expectations about growth that may have an impact on regional systems.

The *Thrive* forecasts for population, households, and employment for your community are:

	2010 (actual)	2014 (est.)	2020	2030	2040
Population	30,104	29,889	31,400	33,000	35,400
Households	10,756	10,852	11,300	12,300	13,300
Employment	11,001	12,582	13,000	13,800	14,600

Housing Policy

The Council adopted the *Housing Policy Plan* on December 10, 2014, and amended the plan on July 8, 2015. The purpose of the plan is to provide leadership and guidance on regional housing needs and challenges and to support *Thrive MSP 2040*. The *Housing Policy Plan* provides an integrated policy framework to address housing challenges greater than any one city or county can tackle alone.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), communities must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Council has also determined the regional need for low and moderate income housing for the decade of 2021-2030 (see Part III and Appendix B in the Housing Policy Plan).

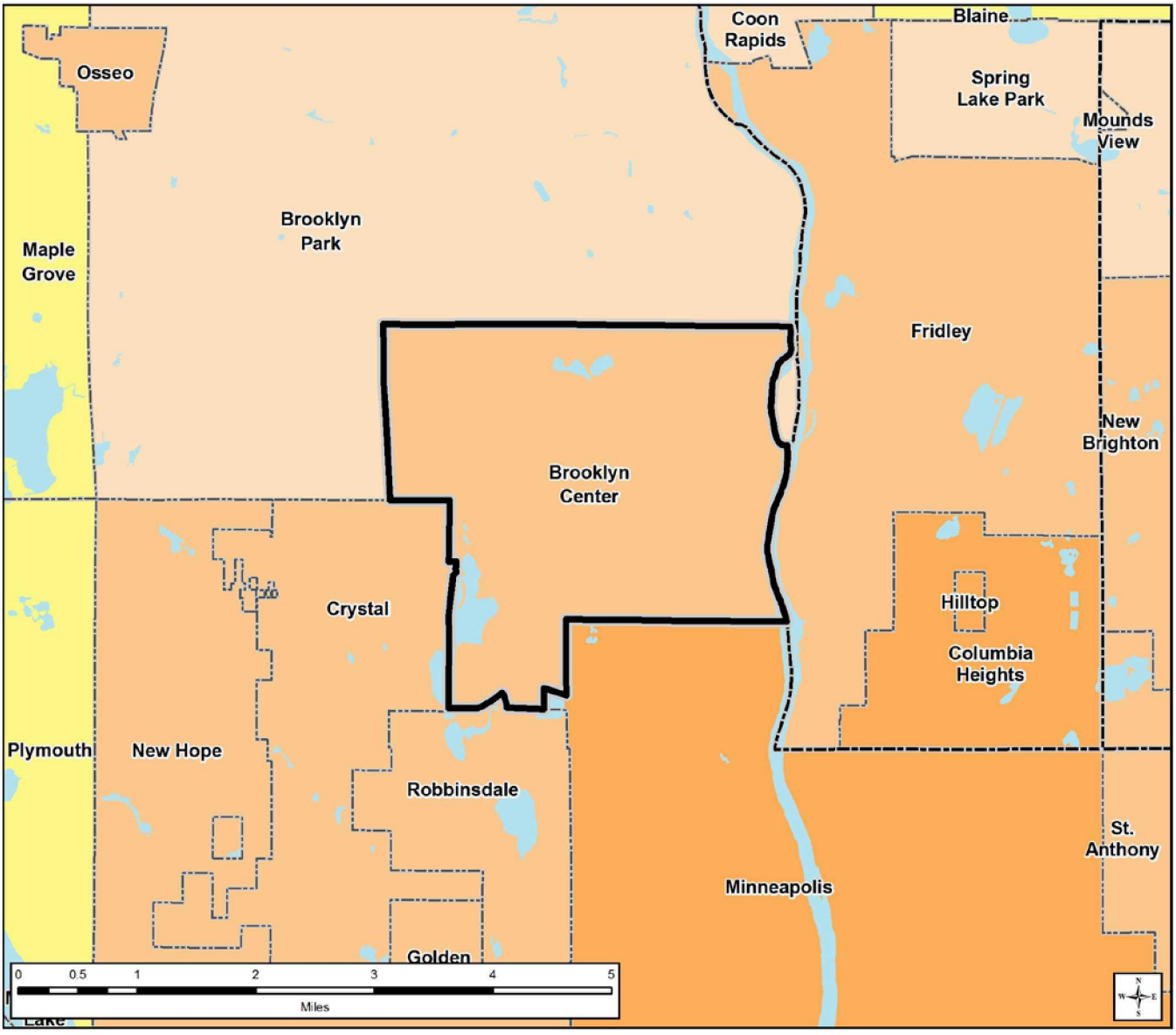
Brooklyn Center's share of the region's need for low and moderate income housing is 238 new units affordable to households earning 80% of area median income (AMI) or below. Of these new units, the need is for 103 affordable to households earning at or below 30% of AMI, 0 affordable to households earning 31% to 50% of AMI, and 135 affordable to households earning 51% to 80% of AMI.

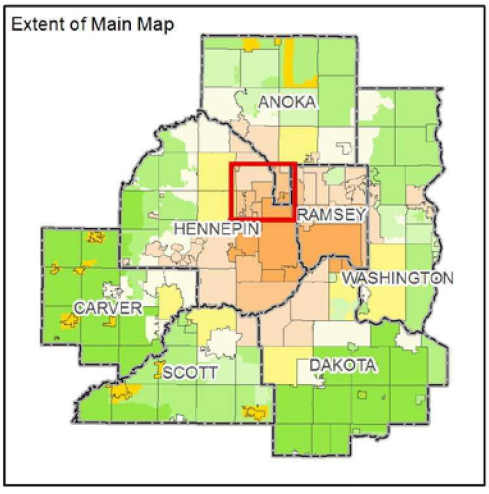
Affordable Housing Need Allocation for Brooklyn Center

At or below 30% AMI	103
31 to 50% AMI	0
51 to 80% AMI	135
Total Units	**238**

Specific requirements for the housing element and housing implementation programs of local comprehensive plans can be found in the *Local Planning Handbook*.

Figure 1. Brooklyn Center Community Designation





Community Designations

- Outside Council planning authority
- Agricultural
- Rural Residential
- Diversified Rural
- Rural Center
- Emerging Suburban Edge
- Suburban Edge
- Suburban
- Urban
- Urban Center

- County Boundaries
- City and Township Boundaries
- Lakes and Major Rivers

TRANSPORTATION SYSTEM STATEMENT

City of Brooklyn Center

The *2040 Transportation Policy Plan (TPP)* is the metropolitan system plan for highways, transit, and aviation to which local comprehensive plans must conform. This system statement summarizes significant changes to these three systems, as well as other changes made to the *Transportation Policy Plan* since the last *2030 TPP* was adopted in 2010, and highlights those elements of the system plan that apply specifically to your community. The *TPP* incorporates the policy direction and the new 2040 socio economic forecasts adopted by the Metropolitan Council in the *Thrive MSP 2040*, and extends the planning horizon from 2030 to 2040.

Federal Requirements

The *TPP* must respond to requirements outlined in state statute, as well as federal law, such as some new requirements included in the federal law known as the Moving Ahead for Progress in the 21st Century Act (MAP-21). For instance, metropolitan transportation plans must now be performance based, so the *TPP* now includes goals, objectives, and strategies outlined in chapter 2. In previous versions of the *TPP* the strategies were known as policies; while some are new, the wording of many strategies are similar to the wording of policies in previous plans. Performance measurements for this plan are also discussed in Chapter 12, Federal Requirements.

Federal law requires the long range plan to identify regionally significant transportation investments expected to be made over the next two decades, and to demonstrate that these planned investments can be afforded under the plan's financial assumptions. Both costs and available revenues have changed since the last plan was adopted in 2010, resulting in many changes in the plan. Federal law does allow the plan to provide a vision for how an increased level of transportation revenue might be spent if more resources become available, but the programs or projects identified in this scenario are not considered part of the approved plan.

The *TPP* includes two funding scenarios for the metropolitan highway and transit systems: the "Current Revenue Scenario" and the "Increased Revenue Scenario."

- The **Current Revenue Scenario** represents the fiscally constrained regional transportation plan, which assumes revenues that the region can reasonably expect to be available based on past experience and current laws and allocation formulas.
- The **Increased Revenue Scenario** represents an illustration of what be achieved with a reasonable increase in revenues for transportation.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the Current Revenue Scenario, which is the official metropolitan system plan. Potential improvements in the Increased Revenue Scenario can be identified separately in local plans as unfunded proposals. A more detailed description of how to handle the various improvements in this category is included under Other Plan Considerations.

In addition to reviewing this system statement, your community should consult the entire *2040 Transportation Policy Plan* to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Chapter 3, Land Use and Local Planning, has been expanded and all communities should carefully review this chapter. A PDF file of

the entire *2040 Transportation Policy Plan* can be found at the Metropolitan Council's website: *http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1).aspx*. The format of the plan is slightly different than past *Transportation Policy Plans*. An introductory Overview, Chapter 1: Existing System and Chapter 10: Equity and Environmental Justice have been added to this version of the *TPP*, in addition to the changes noted in the first paragraph. Please note some modifications have been made to the appendices as well.

Key Changes in the *2040 Transportation Policy Plan*

Adopted by the Metropolitan Council in January 2015, the revised *2040 Transportation Policy Plan* incorporates the following changes:

Metropolitan Highway System - Chapter 5

The Metropolitan Highway System is made up of principal arterials, shown in Fig 1-1 of the *TPP* and also attached to this system statement. Although no new highways have been added to this system in the *2040 TPP*, the last incomplete segment of this system, TH 610, is now under construction in Maple Grove.

- The *TPP* acknowledges that congestion cannot be eliminated or greatly reduced. The region's mobility efforts will need to focus on managing congestion and working to provide alternatives. The majority of resources available between now and 2040 will be needed for preservation, management and operation of the existing highway system.

- Due to increased costs and decreased revenue expectations, many long-planned major projects to add general purpose highway lanes are not in this fiscally constrained plan. While the preservation, safety, and mobility needs of these corridors are recognized, investments in these corridors will be focused on implementing traffic management strategies, lower cost-high benefit spot mobility improvements, and implementing MnPASS lanes. Some specific projects have been identified in this plan, but funding has primarily been allocated into various investment categories rather than specific projects. The highway projects specifically identified in the Current Revenue Scenario are shown in Figure 5-8 of the *TPP* which is also attached to this system statement.

- Modifications were made to *Appendix D - Functional Classification Criteria*, and Appe*ndix F – Highway Interchange Requests*. *Appendix C – Project List* is new and contains all of the transit and highway projects that have been identified between 2014 and 2023.

Transit System - Chapter 6

The transit system plan provides an overview of the basic components of transit planning, including demographic factors, transit route and network design factors and urban design factors that support transit usage. Local governments have the primary responsibility for planning transit-supportive land use, through their comprehensive planning, and subdivision and zoning ordinances.

- The *TPP* includes updated Transit Market Areas (shown in *TPP* Figure 6-3, also attached) which reflect 2010 Census information and an updated methodology that better aligns types and levels of transit service to expected demand. These market areas identify the types of transit services that are provided within each area.

- The *TPP* includes limited capital funding for transit expansion and modernization. Opportunities primarily exist through competitive grant programs such as the regional solicitation for US DOT

funding. These opportunities are guided by the strategies in the *TPP* and the various elements of the Transit Investment Plan.

- The *TPP* includes an updated transitway system plan that more clearly articulates which projects can be funded within reasonable revenue expectations through year 2040 (Current Revenue Scenario as shown in *TPP* Figure 6-8, which is also attached). The plan includes five new or expanded METRO lines, three new arterial bus rapid transit lines, and three corridors under study for mode and alignment but identified in the Counties Transit Improvement Board's (CTIB) Phase I Program of Projects. This system was developed in collaboration with CTIB, a major partner in regional transitway expansion.

- The *TPP* does not include operating funding for transit service expansion beyond the existing network of regular route bus, general public dial-a-ride, and Metro Vanpool.

- The Increased Revenue Scenario (shown *TPP* Figure 6-9, which is also attached) illustrates the level of expansion for the bus and support system and transitway system that might be reasonable if additional revenues were made available to accelerate construction of the transitway vision for the region.

- The plan includes updated requirements and considerations for land use planning around the region's transit system. This includes new residential density standards for areas near major regional transit investments and an increased emphasis on proactive land use planning in coordination with the planning of the transit system.

Aviation System - Chapter 9

The Metropolitan Aviation System is comprised of nine airports (shown in Figure 1-9 of the *TPP* and also attached to this system statement) and off-airport navigational aids. There are no new airports or navigational aids that have been added to the system in the *2040 TPP*.

- The *TPP* discusses the regional airport classification system as well as providing an overview of roles and responsibilities in aviation for our regional and national partners. The investment plan in includes an overview of funding sources for projects, and an overview of projects proposed for the local airports that will maintain and enhance the regional airport system.

- Modifications were made to *Appendix I – Regional Airspace, Appendix J – Metropolitan Airports Commission Capital Investment Review Process, Appendix K – Airport Long Term Comprehensive Plans and Appendix L – Aviation Land Use Compatibility.*

Other Plan Changes

Regional Bicycle Transportation Network - Chapter 7

The *2040 TPP* encourages the use of bicycles as a mode of transportation. To that end, the *TPP* establishes for the first time a Regional Bicycle Transportation Network (RBTN). The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails that complement each other to most effectively improve conditions for bicycle transportation at the regional level. Cities, counties, and parks agencies are encouraged to plan for and implement future bikeways within and along these designated corridors and alignments to support the RBTN vision.

Freight - Chapter 8

Most aspects of freight movement are controlled by the private sector, so unlike other sections of the *TPP*, there is not a specific plan adopted for future public sector investment in freight facilities. However, the discussion of the need for a safe and efficient multimodal freight system has been updated and expanded in the *TPP* to recognize challenges and opportunities for freight movement as well as the future direction of freight by mode. It acknowledges the closure of the Minneapolis Upper Harbor in 2015, leaving St Paul and Shakopee as the region's major barge terminal areas in the future. The plan also acknowledges the increase of trains since 2010 carrying oil from North Dakota on BNSF and CP rail tracks, which is expected to continue into the future. Although railroad trackage in the region was significantly decreased over the last 20 years to "right size" the system after federal deregulation, communities should not expect much additional rail abandonment. Many tracks that appear to be seldom used are owned by the smaller Class III railroads that serve local businesses by providing direct rail connections from manufacturing and warehousing/distribution facilities to the major national railroads. The major Class I railroads are approaching capacity and actually adding tracks in some locations.

System Plan Considerations Affecting Your Community

Brooklyn Center should consult the complete *2040 Transportation Policy Plan* in preparing its local comprehensive plan. In addition, Brooklyn Center should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's *Local Planning Handbook* for specific information needed in its comprehensive plan. Specific system plan considerations affecting Brooklyn Center are detailed below.

Metropolitan Highways

There are three principal arterials located within Brooklyn Center: I-94/694, TH 252 and TH 100. The *TPP* does not identify any specific regional mobility improvements on these highways, although maintenance and preservation investments will be made on all highways.

Transit System

Brooklyn Center includes the following Transit Market Areas:

Transit Market Area	Market Area Description and Typical Transit Services
Market Area II	Transit Market Area II has high to moderately high population and employment densities and typically has a traditional street grid comparable to Market Area I. Much of Market Area II is also categorized as an Urban Center and it can support many of the same types of fixed-route transit as Market Area I, although usually at lower frequencies or shorter service spans.
Market Area III	Transit Market Area III has moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable.

Brooklyn Center should identify and map existing transit services and facilities in the local comprehensive plan. Brooklyn Center should also work with transit providers serving their community to identify potential future transit service options and facilities that are consistent with the *TPP* and the applicable Transit Market Areas. Communities can find further maps and guidance for transit planning in the Transportation section of the *Local Planning Handbook*.

Transitways

Current Revenue Scenario Transitways

Brooklyn Center should acknowledge in your local comprehensive plan the transitway investments planned for your community in the Current Revenue Scenario (*TPP* Figure 6-8). Brooklyn Center includes Chicago-Emerson-Fremont Arterial BRT with a mode and alignment adopted in the *TPP*.

Brooklyn Center should also identify potential stations along planned transitways (once identified) and adopt guiding land use policies, station-area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations consistent with Chapter 3 - Land Use and Local Planning from the *TPP* and consistent with the project phase of development. Communities can find further guidance for station-area planning in the Transportation section of the *Local Planning Handbook* and the *Transit Oriented Development Guide*. The Transportation section of the *Local Planning Handbook* also includes a map of existing, planned, and proposed transitway stations throughout the region and the planning status of these stations that should be reflected in Comprehensive Plans.

Increased Revenue Scenario Transitways

The *TPP* Increased Revenue Scenario shows additional transitway corridors beyond the scope of the plan's adopted and fiscally constrained Transit Investment Plan (the Current Revenue Scenario). These corridors are listed on page 6.63 of the *TPP*, and *TPP* Figure 6-9, which is attached, shows the complete transitway vision for the region.

If Brooklyn Center believes it might be directly impacted by transitways in the Increased Revenue Scenario (for example, because they are participating in transitway corridor studies or feasibility analyses), the transitways may be acknowledged in the Comprehensive Plan. These additional corridors are or will be under study for mode and alignment recommendations, but they are not included in fiscally constrained plan. However, they should be clearly identified as not funded within the currently expected resources for transitways. The Council recognizes the important planning work that goes into a corridor prior to it becoming part of the region's Transit Investment Plan, especially if increased revenues were to become available.

Similar to Current Revenue Scenario Transitways, communities should identify known potential stations along planned transitways and consider guiding land use policies, station area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations. These policies can also influence station siting in initial planning phases of transitway corridors and influence the competitiveness of a transitway for funding. Communities can find further guidance for station area planning in the Transportation section of the *Local Planning Handbook* and the *Transit Oriented Development Guide*.

Communities not in the Transit Capital Levy District

Brooklyn Center is not within the Transit Capital Levy District as shown in Fig 1-3 of the *TPP* (Existing Transit System with Transit Capital Levy District). Regardless of the Transit Market Area or transitway corridor planning, the only transit services provided in this type of community are Transit Link dial-a-ride service and various ridesharing services. A list of Transit Link service areas and communities can be found on the Council's website: *http://www.metrocouncil.org/Transportation/Services/Transit-Link/Transit-Link-Service-Areas.aspx?source=child*

If Brooklyn Center is interested in additional transit services and a need for transit services can be identified, Brooklyn Center would first have to agree to pay the regional transit capital levy, as defined in MN Stat. 473.446 and 473.4461.

Aviation

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference.

Crystal Airport is within Brooklyn Center. The long term comprehensive plan (LTCP) for this airport shown in Appendix K of the *2040 TPP* has not changed from the LTCP included in the 2030 *TPP* adopted by the Metropolitan Council in 2010. However, updated LTCP's are anticipated prior to 2018. Communities influenced by this airport should review the LTCP to assure that the updated comprehensive plan developed by the community remains consistent with the airport plans. Consult the *Local Planning Handbook* for specific comprehensive planning requirements and considerations such as airport zoning, noise and other environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements, and general land use compatibility.

Other Plan Considerations

Regional Bicycle Transportation Network

TPP Figure 7-1 shows the RBTN as established for the first time in the *2040 TPP*. The network consists of a series of prioritized Tier 1 and Tier 2 corridors and dedicated alignments (routes). The process used to develop the RBTN, as well as the general principles and analysis factors used in its development, can be found in the Bicycle and Pedestrian Chapter of the *TPP*.

The RBTN corridors and alignments make up the "trunk arterials" of the overall system of bikeways that connect to regional employment and activity centers. These are not intended to be the only bicycle facilities in the region, and local units should also consider planning for any additional bike facilities desired by their communities. RBTN corridors are shown where more specific alignments within those corridors have not yet been designated, so local governments are encouraged to use their comprehensive planning process to identify suitable alignments within the RBTN corridors for future incorporation into the *TPP*.

In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board's biannual regional solicitation.

Figure 7-1 shows that your community currently has one or more RBTN corridors and alignments within its jurisdiction. The Council encourages local governments to incorporate the RBTN map within their local bicycle plan maps to show how the local and regional systems are planned to work together. An on-line interactive RBTN map, which allows communities to view the RBTN links in their community at a much more detailed scale than Figure 7-1, can be found in the Transportation section of the *Local Planning Handbook*. The handbook also includes best practices, references, and guidance for all local bicycle planning.

A Minor System / Functional Classification

The *TPP* has always recognized the A minor arterial system as an important supplement to the regional highway system, and the Transportation Advisory Board (TAB) continues to maintain the official regional map of these roads. The *2040 TPP* does include an updated functional classification map (Fig. 1-2 in Chapter 1) and a modified *Appendix D - Functional Classification Criteria.* Communities should

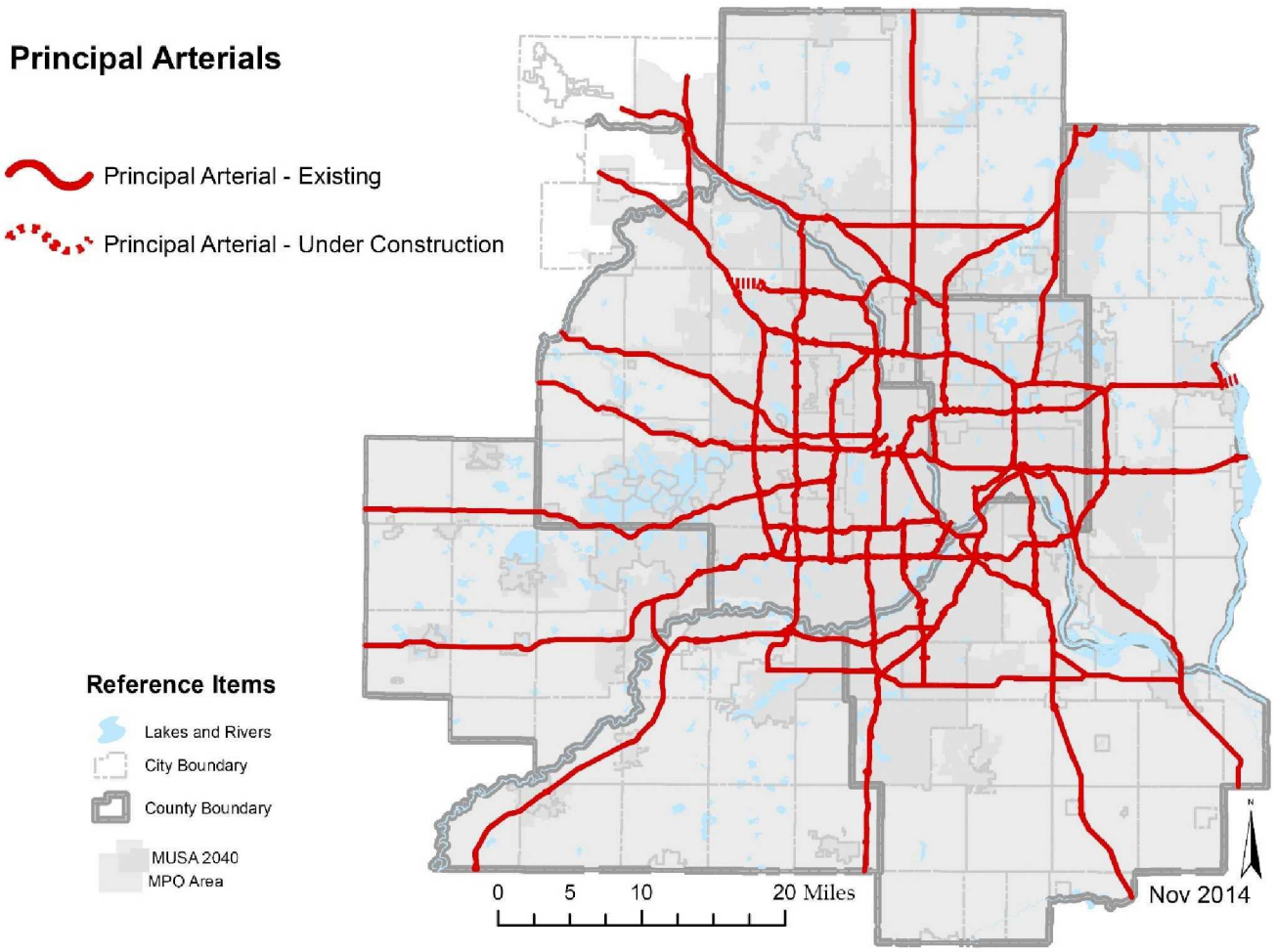
consult the Local Plan Handbook for more information on functional classification, how to reflect the A minor arterial system in their plan, and how to request functional classification changes if necessary.

Freight

The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.

Communities with special freight facilities shown on *TPP* Figure 8-1, Metropolitan Freight System, (attached) should also include those additional modes and facilities in their local plan, and plan for compatible adjacent land uses.

Figure 1-1 of the TPP



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL

Figure 1-1

METROPOLITAN COUNCIL

Figure 1-2 of the TPP

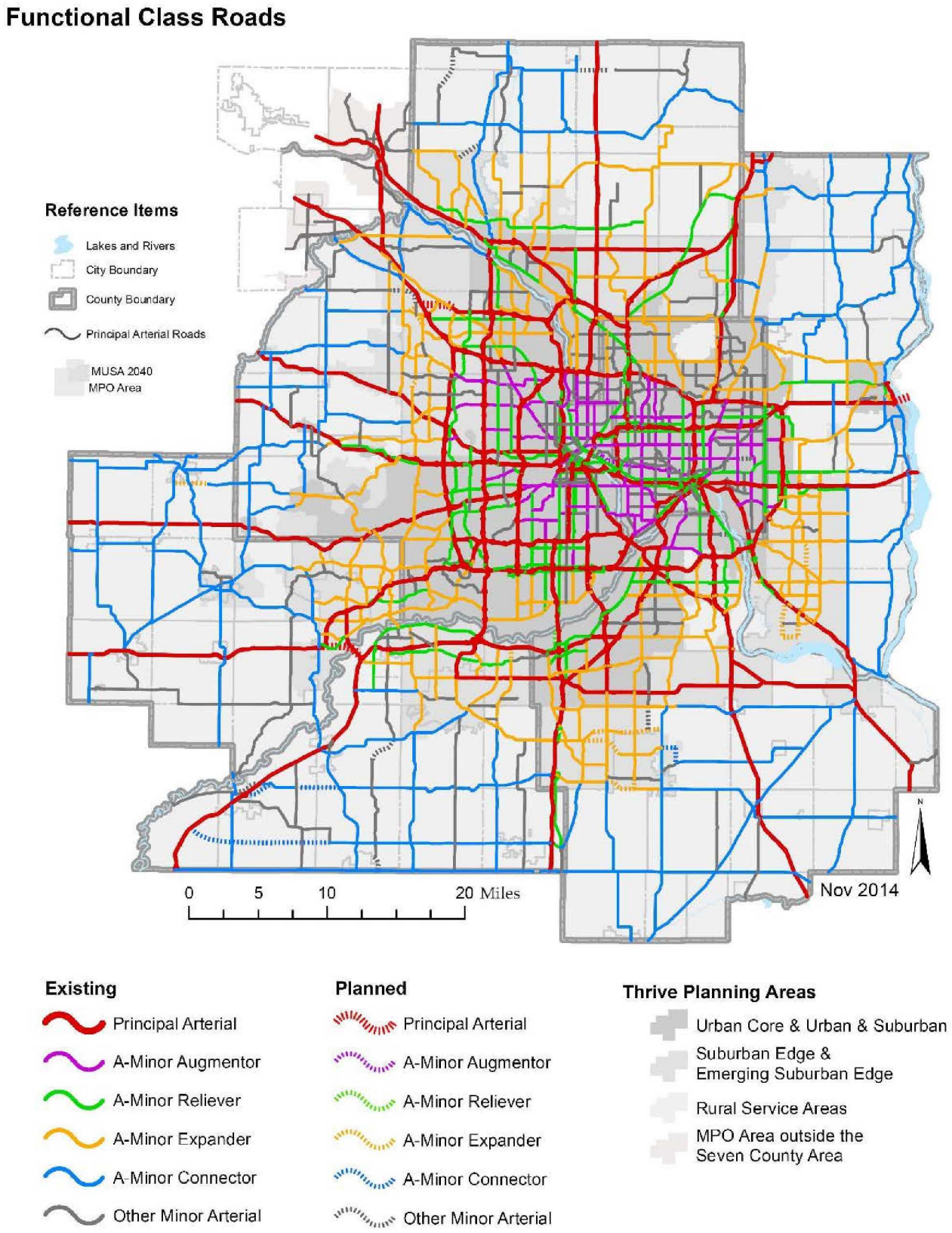


Figure 5-8 of the TPP

Identified Projects* in Highway Current Revenue Scenario

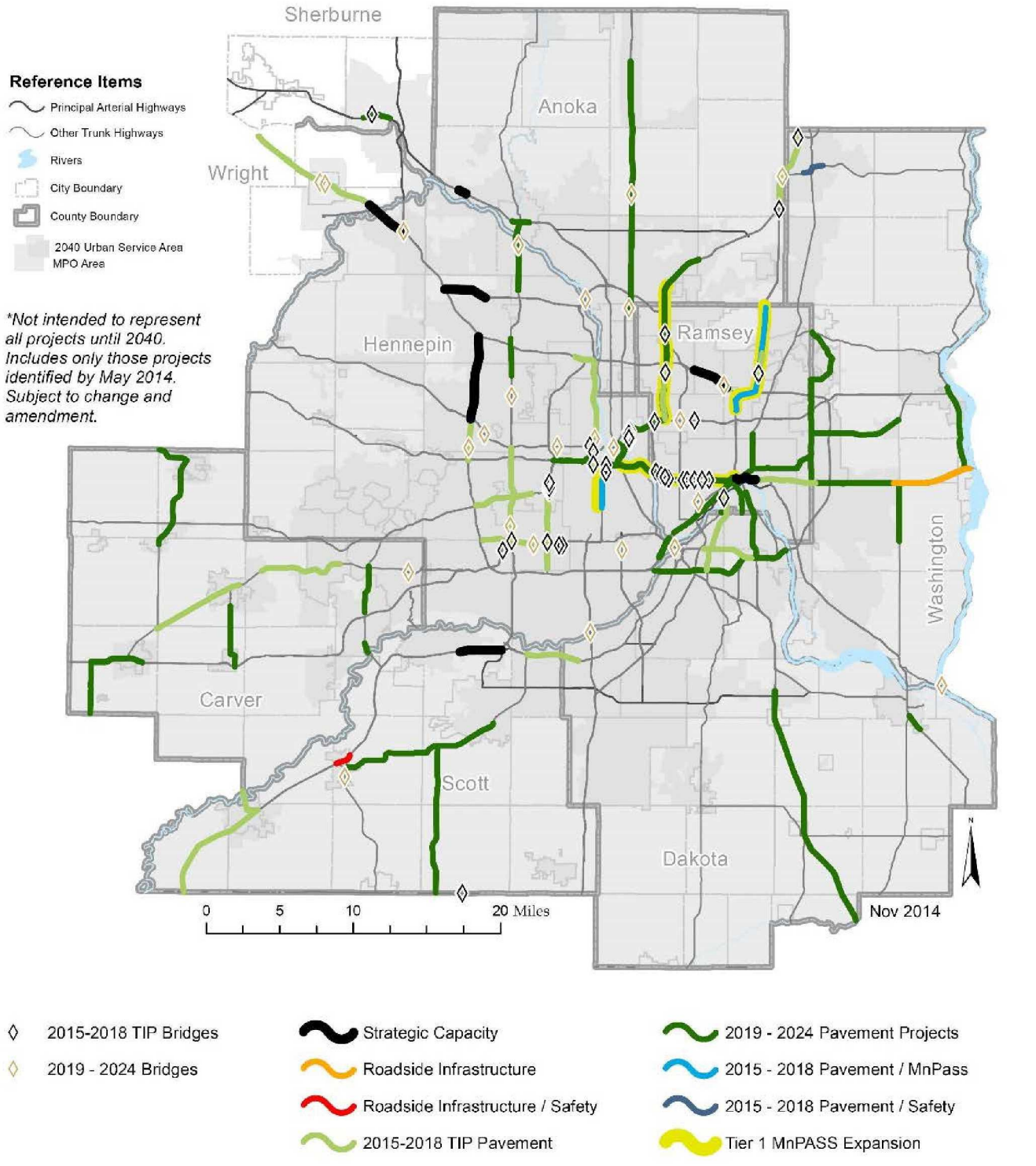


Figure 6-3 of the TPP

Transit Market Areas

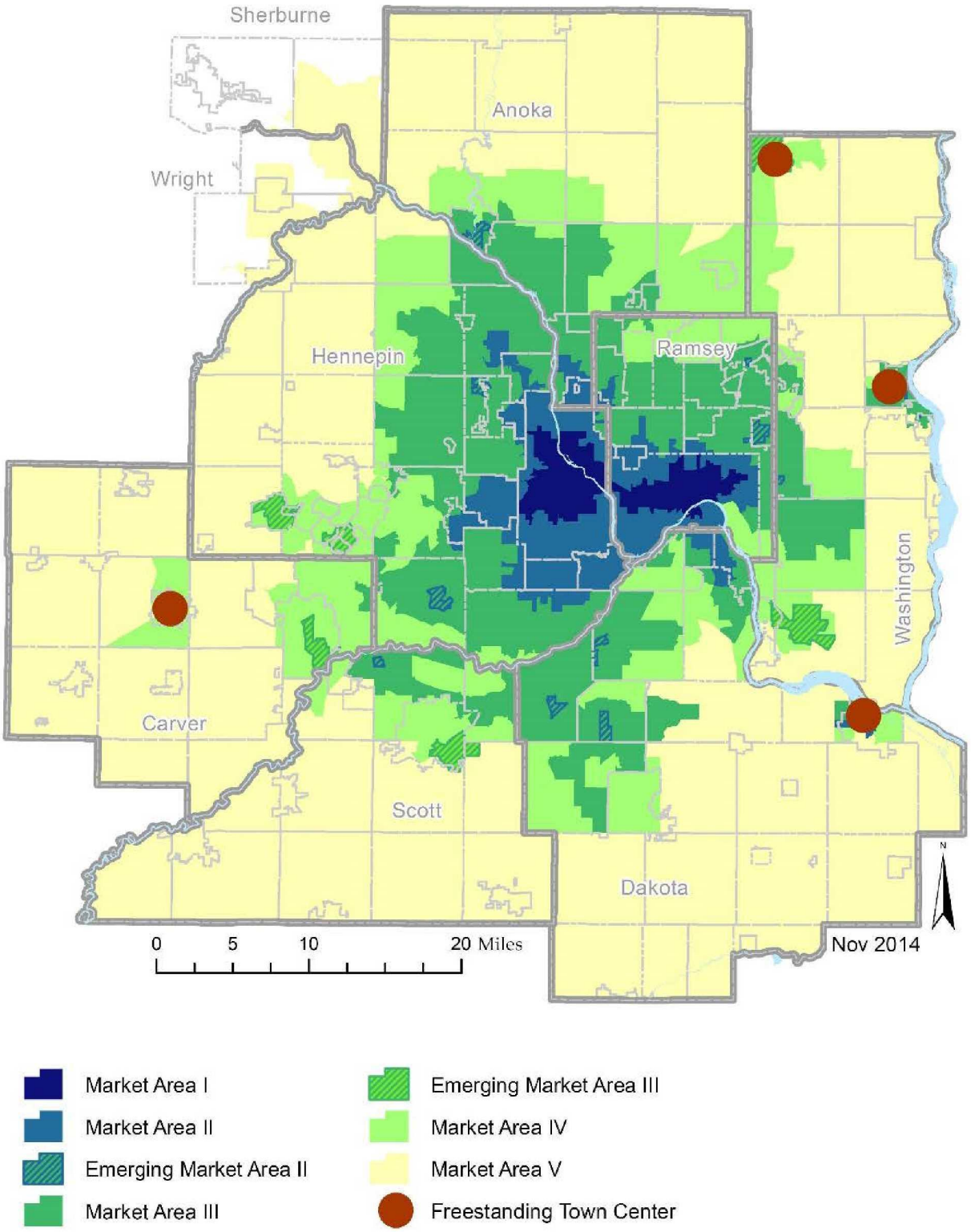


Figure 6-8 of the TPP

Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

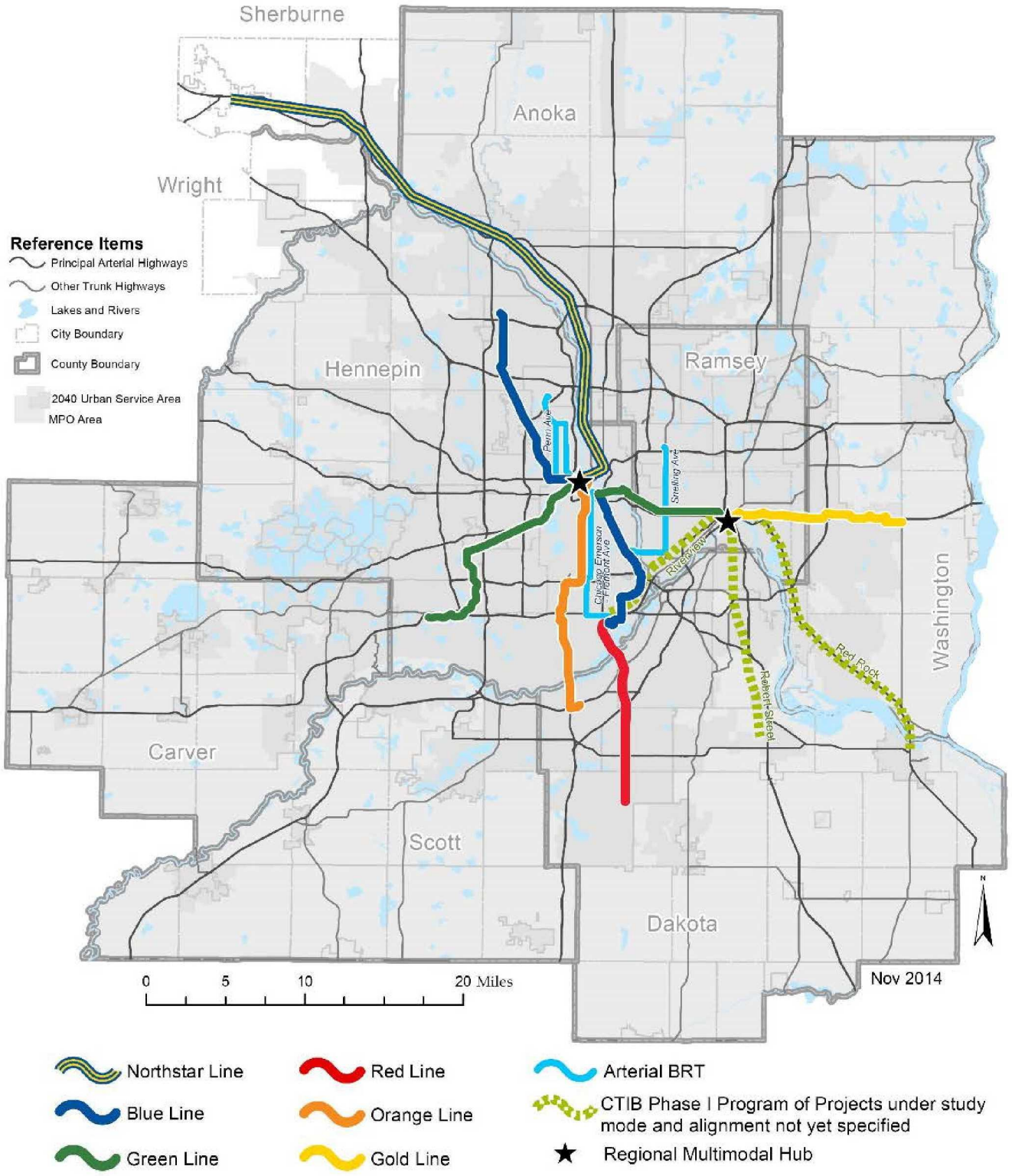


Figure 6-9 of the TPP

Increased Revenue Scenario Transitways

Building an Accelerated Transitway Vision

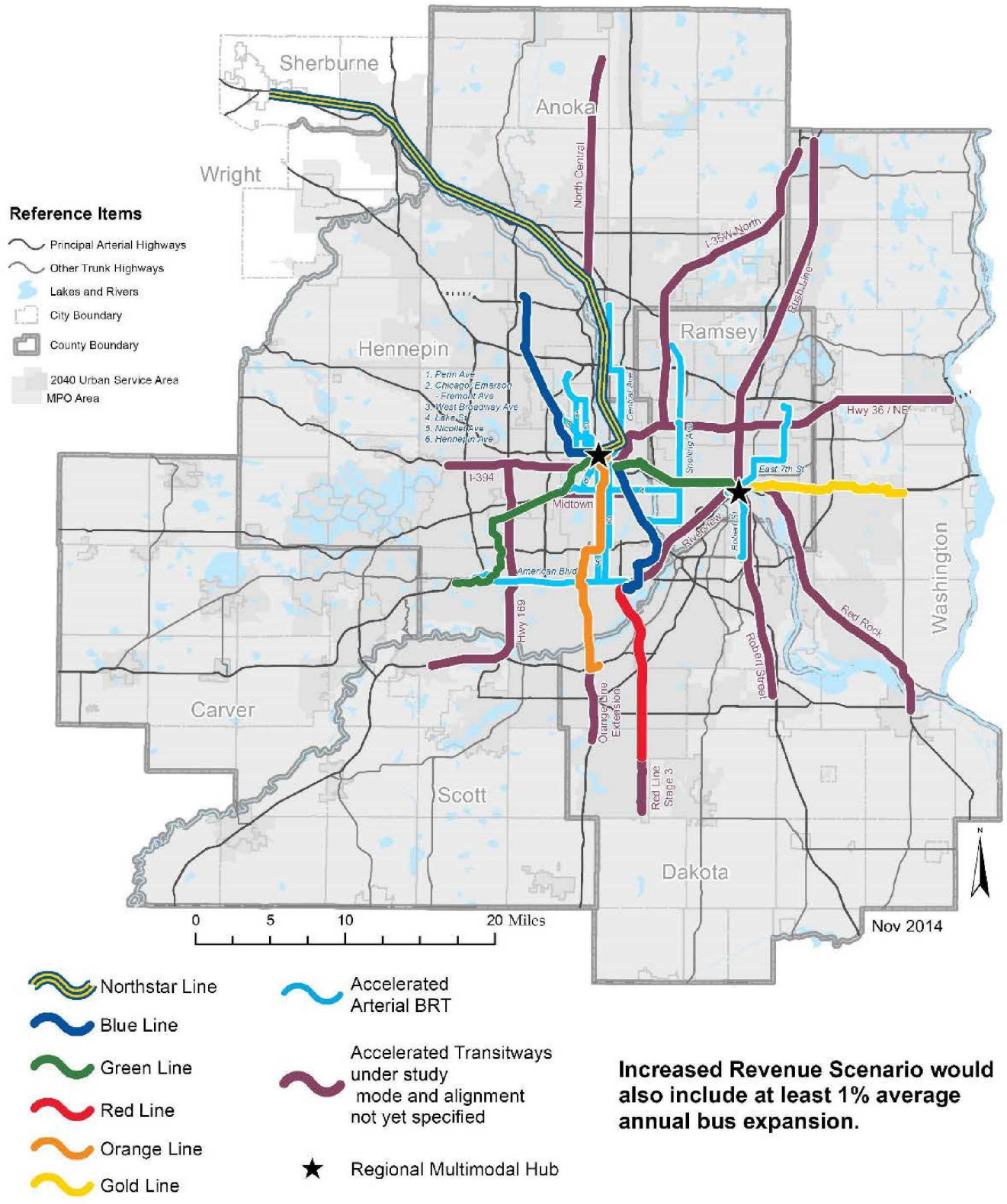
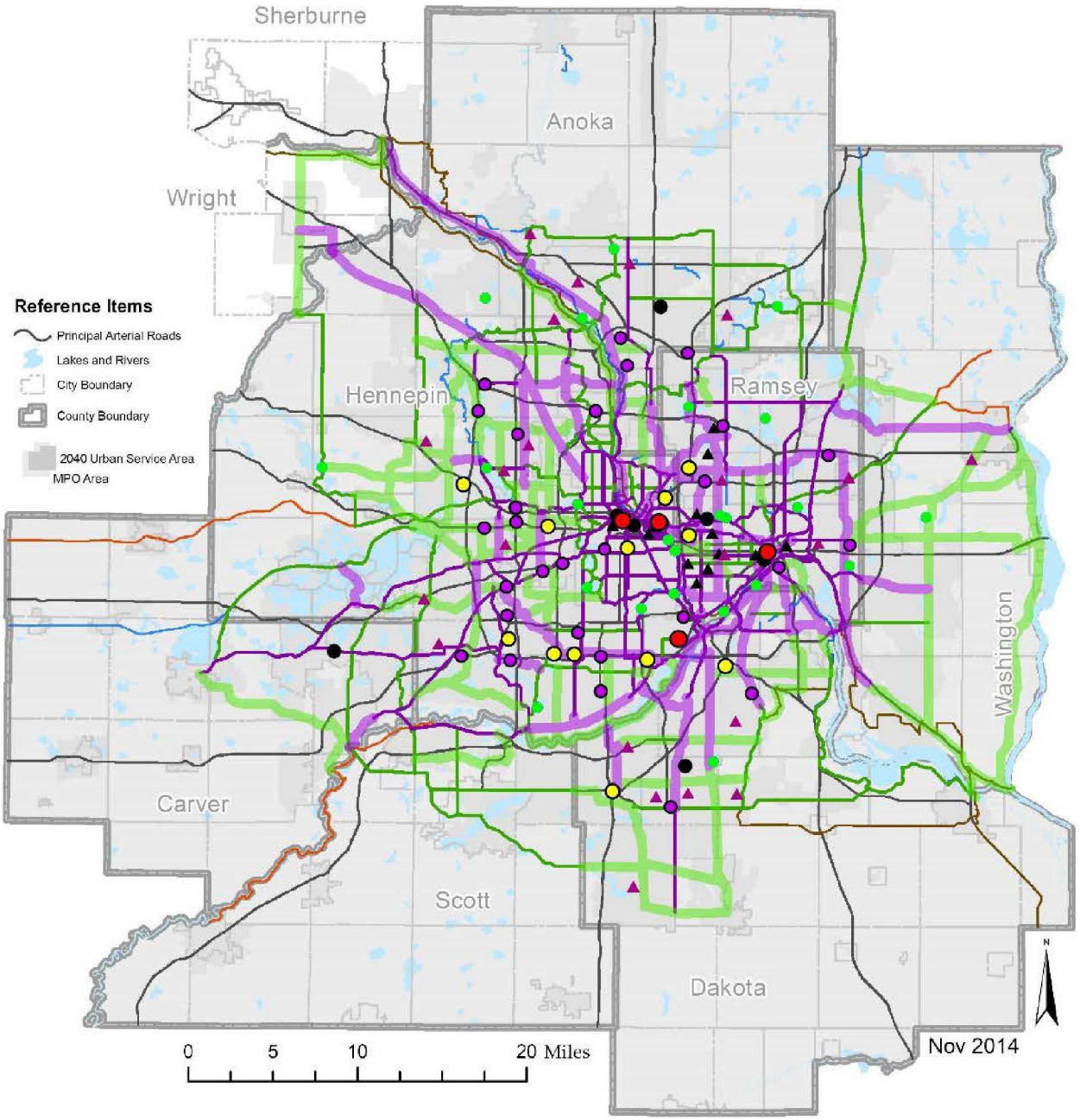


Figure 7-1 of the TPP

Regional Bicycle Transportation Network Vision



RBTN Alignments

- Tier 1 Alignments
- Tier 2 Alignments

RBTN Corridors (Alignments Undefined)

- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridors

Regional Destinations

- Metropolitan Job Centers
- Regional Job Centers
- Subregional Job Centers
- Large High Schools
- Colleges & Universities
- Highly Visited Regional Parks
- Major Sport & Entertainment Centers

Other Trail Systems

- Regional Trails (Regional Parks Policy Plan)
- Mississippi River Trail (US Route 45)
- State Trails (DNR)

Figure 8-1 of the TPP

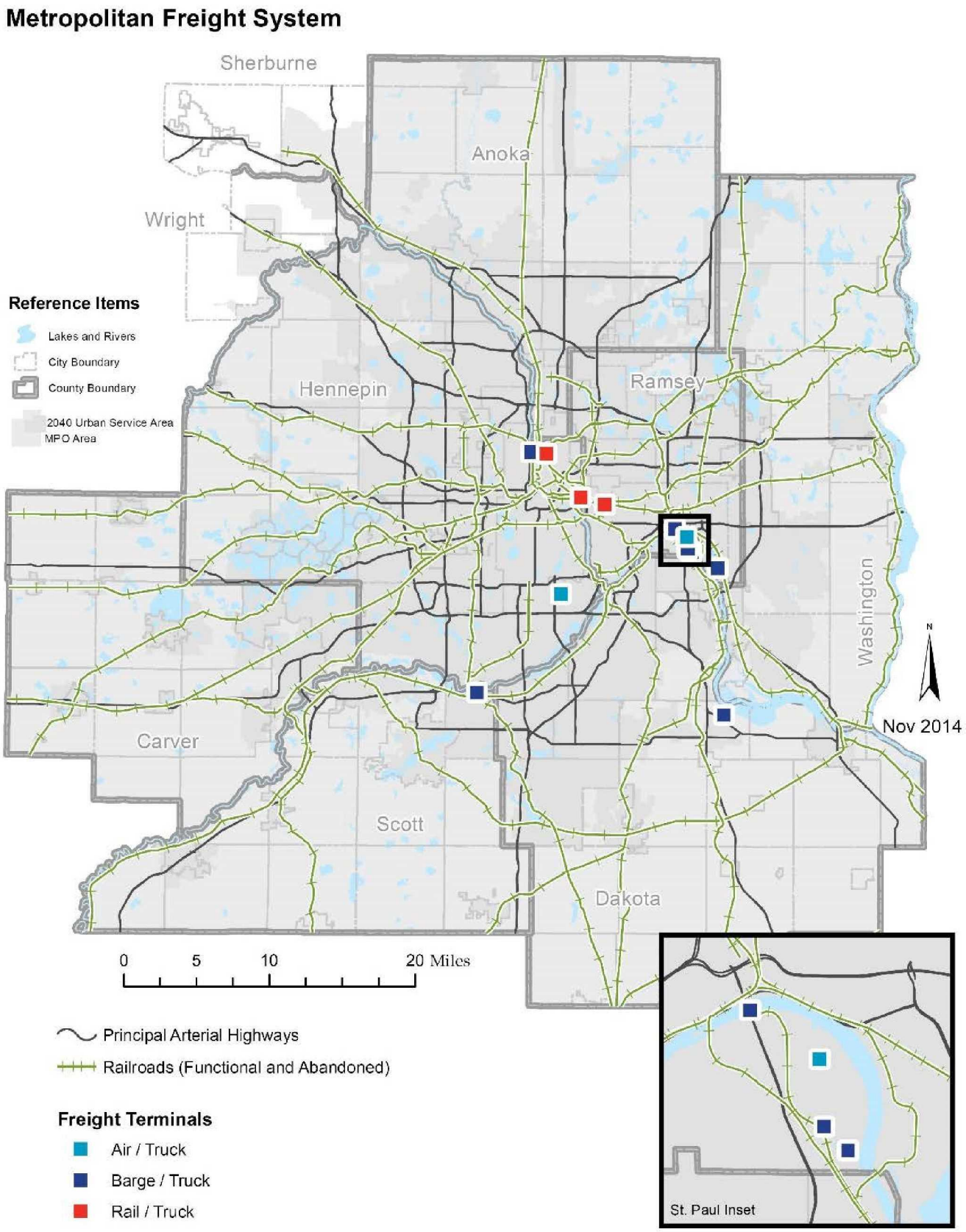
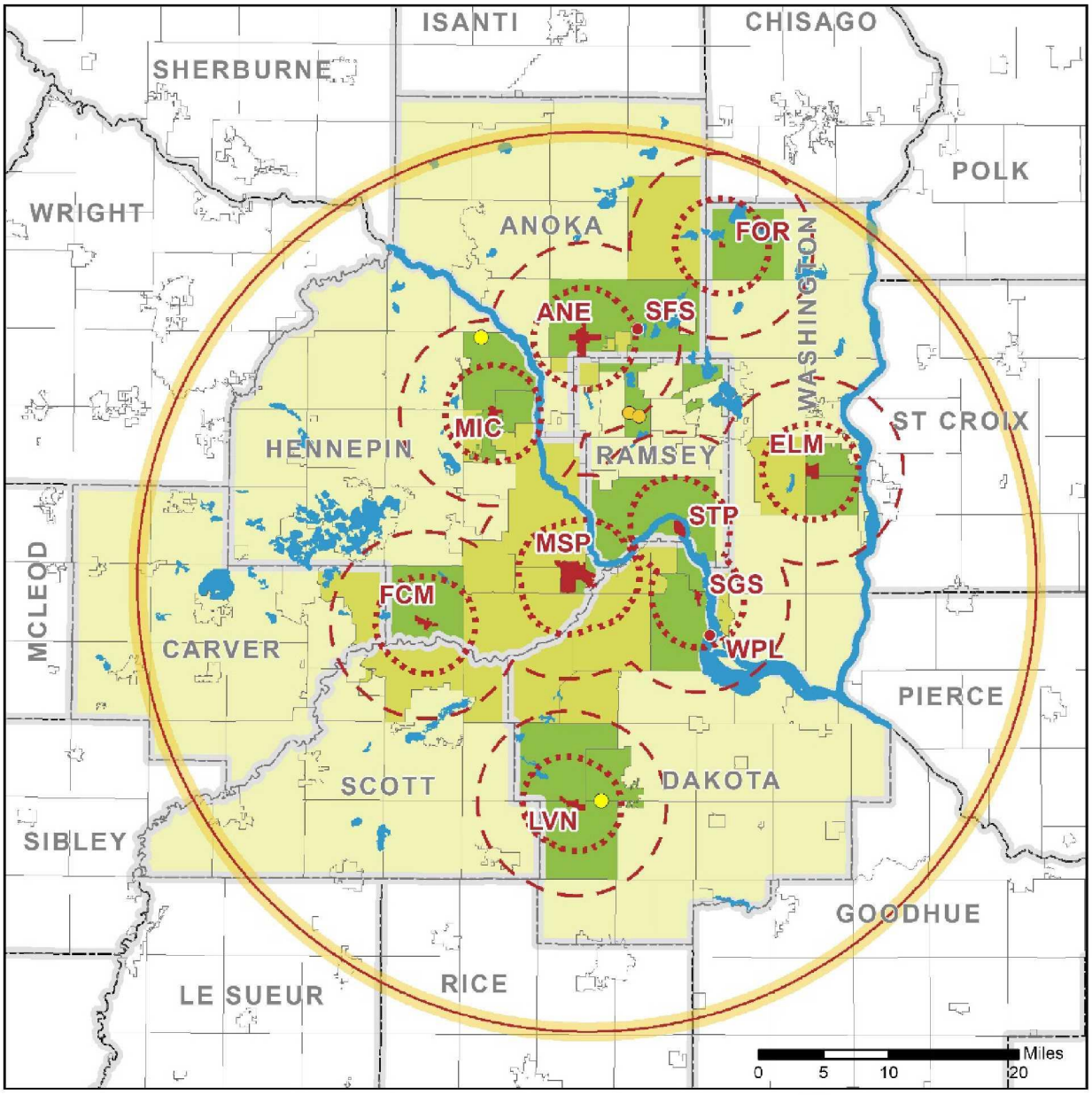


Figure 9-1 of the TPP

Airport Service Areas



Public Owned Public Use Airport

Airport Compatibility Area
(3 NM's – Noise, Zoning, Infrestructure)
(6 NM's – Landfills, Wind Towers)

MSP Minneapolis – St. Paul International Airport *(Wold-Chamberlain Field)*

STP St. Paul Downtown Airport *(Holman Field)*

ANE Anoka County – Blaine Airport *(Janes Field)*

FCM Flying Cloud Airport

MIC Crystal Airpot

SGS South St. Paul Airport *(Fleming Field)*

ELM Lake Elmo Airport

LVN Airlake Airport

FOR Forest Lake Airport

Privately Owned Public Use Airport

SFS Surf-Side Seaplane Base *(Rice Lake)*

WPL Wipline Seaplane Base *(Miss. River)*

Minneapolis Class-B Airspace Boundary

Permitted Seaplane Surface Waters *(within 7 County Area only)*

VOR Protection Zone

Tall Tower Areas

Aviation Facility Located in Community

Community Directly Affected by Facility(s)

General Airspace Notification/Protection

WATER RESOURCE REQUIREMENTS/ WASTEWATER SYSTEM STATEMENT

City of Brooklyn Center

The *2040 Water Resources Policy Plan* includes policies and strategies to achieve the following goal:

> *To protect, conserve, and utilize the region's groundwater and surface water in ways that protect public health, support economical growth and development, maintain habitat and ecosystem health, and provide for recreational opportunities, which are essential to our region's quality of life.*

The Policy Plan takes an integrated approach to water supply, water quality, and wastewater issues. This approach moves beyond managing wastewater and stormwater only to meet regulatory requirements by viewing wastewater and stormwater as resources, with the goal of protecting the quantity and quality of water our region needs now and for future generations.

The Policy Plan includes policies and strategies to:

- Maximize regional benefits from regional investments in the areas of wastewater, water supply and surface water.
- Pursue reuse of wastewater and stormwater to offset demands on groundwater supplies.
- Promote greater collaboration, financial support, and technical support in working with partners to address wastewater, water quality, water quantity and water supply issues.
- Implement environmental stewardship in operating the regional wastewater system by reusing wastewater, reducing energy use and air pollutant emissions, and reducing, reusing, and recycling solid waste.

Key Concepts in the *2040 Water Resources Policy Plan*

Adopted by the Metropolitan Council in May 2015, the *2040 Water Resources Policy Plan* is the metropolitan system plan for metropolitan wastewater services with which local comprehensive plans must conform. The Policy Plan incorporates the following changes*:*

- Centers on and around an integrated approach to water supply, wastewater, and surface water planning.
- Promotes the investigation of the issues and challenges in furthering our work in water conservation, wastewater and stormwater reuse, and low impact development practices in order to promote a more sustainable region.
- Promotes the concept of sustainable water resources where, through collaboration and cooperation, the region will take steps to manage its water resources in a sustainable way aimed at:
  - Providing an adequate water supply for the region
  - Promoting and implementing best management practices that protect the quality and quantity of our resources
  - Providing efficient and cost effective wastewater services to the region
  - Efficiently addressing nonpoint and point sources pollution issues and solutions, and,
  - Assessing and monitoring lakes, rivers, and streams so that we can adequately manage, protect, and restore our valued resources.
- Continues the Council's position that communities that permit the construction and operation of subsurface sewage treatment systems and other private wastewater treatment systems are

responsible for ensuring that these systems are installed, maintained, managed and regulated consistent with Minnesota Rules Chapter 7080-7083.
- Includes requirements in Appendix C for comprehensive sewer plans, local water plans, and local water supply plans.
- Establishes inflow and infiltration goals for all communities served by the regional wastewater system and requires all communities to include their inflow and infiltration mitigation programs in their comprehensive sewer plan.
- Works with the State to attempt to (1) make funds available for inflow and infiltration mitigation, and (2) promote statutes, rules, and regulations to encourage I/I mitigation.

Brooklyn Center should consult the complete Policy Plan in preparing its local comprehensive plan. In addition, Brooklyn Center should consult *Thrive MSP 2040* and the *Local Planning Handbook* for specific information needed in its comprehensive plan.

System Plan Considerations Affecting Your Community

Metropolitan Sewer Service

Under state law (Minn. Stat. 473.513) local governments are required to submit both a wastewater plan element to their comprehensive plan as well as a comprehensive sewer plan describing service needs from the Council. Specific requirements for the sewer element of your comprehensive plan can be found in the Water Resources section of the *Local Planning Handbook*.

Forecasts

The forecasts of population, households, employment, and wastewater flows for Brooklyn Center as contained in the adopted *2040 Water Resources Policy Plan* can be found at: *http://www.metrocouncil.org/Wastewater-Water/Planning/2040-Water-Resources-Policy-Plan.aspx* and on your Community Page in the *Local Planning Handbook*. These forecasts are for sewered development. The sewered housing forecasts were estimated using SAC data, annual city reports, current trends, existing and future local wastewater service areas and other information relating to your community. The wastewater flows are based on historical wastewater flow data, future projected wastewater generation rates, and the projected sewered population and employment data.

The Council will use these growth and wastewater flow forecasts to plan future interceptor and treatment works improvements needed to serve your community. The Council will not design future interceptor improvements or treatment facilities to handle peak hourly flows in excess of the allowable rate for your community. Brooklyn Center, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development. The Council will use its judgment as to where to assign growth within your community to determine regional system capacity adequacy. If Brooklyn Center wishes to identify specific areas within the community to concentrate its growth, it should do so within its Comprehensive Sewer Plan.

You should also note that urban development at overall densities that are substantially lower than those identified for your community in the Community Designation Section of this Systems Statement will also be analyzed by the Council for their potential adverse effects on the cost of providing metropolitan sewer service.

Description of the Metropolitan Disposal System Serving Your Community

Figure 1 shows the location of the Metropolitan Disposal System (MDS) serving your community. Wastewater flow from Brooklyn Center is treated at the Metropolitan WWTP.

Description of the Regional Inflow/Infiltration (I/I) Program

The *2040 Water Resources Policy Plan* states that the Council will establish I/I goals for all communities discharging wastewater to the MDS. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate excessive I/I. The Council will continue the implementation of its on-going I/I reduction program. Communities identified through the program as needing to eliminate excessive I/I will be required to submit a work plan that details work activities to identify and eliminate sources of I/I. The Council can limit increases in service within those communities having excess I/I that do not demonstrate progress in reducing their excess I/I. The Council will meet with the community and discuss this alternative before it is implemented.

It is required that those communities that have been identified as contributors of excessive I/I, and that have not already addressed private property sources, do so as part of their I/I program. Significant work has been accomplished on the public infrastructure portion of the wastewater system. The Council will pursue making funds available through the State for I/I mitigation, and promote statutes, rules and regulations to encourage I/I mitigation.

Management of Subsurface Sewage Treatment Systems (SSTS) and Private Systems

The Metropolitan Land Planning Act requires the sewer element of the local comprehensive plan to describe the standards and conditions under which the installation of subsurface sewage treatment systems and other private wastewater treatment systems will be permitted and to the extent practicable, the areas not suitable for public or private systems.

The appropriate density for development with subsurface sewage treatment systems depends on the suitability of the soils to treat wastewater and whether space is available for a primary and back up drainfield. It is the Council's position that all municipalities and counties allowing subsurface sewage treatment systems should incorporate current MPCA regulations (Minn. Rules Chapter 7080-7083) as part of a program for managing subsurface sewage treatment systems in the sewer element of their local comprehensive plan and implement the standards in issuing permits.

Brooklyn Center should adopt a management program consistent with state rules. An overview of Brooklyn Center's management program must be included in the community's local comprehensive plan update. If adequate information on the management program is not included; the comprehensive plan will be found incomplete for review until the required information is provided to the Council. Specific requirements for the local comprehensive plan can be found in the *Local Planning Handbook*.

Small private treatment plants are located throughout the Metropolitan Area serving such developments as individual industries, mobile home parks, and other urban type uses. The Council's position is that such private wastewater treatment plants should be permitted only if they are in areas not programmed for metropolitan sewer service in the future and they are provided for in a community's comprehensive plan that the Council has approved. Furthermore, the community is responsible for permitting all community or cluster wastewater treatment systems consistent with Minnesota Rules Chapter 7080-7083 and MPCA standards. The Council will not provide financial support to assist communities if these systems fail.

Brooklyn Center should include in the sewer element of its local comprehensive plan the conditions under which private treatment plants or municipal treatments would be allowed, and include appropriate management techniques sufficiently detailed to ensure that the facilities conform to permit conditions. Brooklyn Center is responsible for ensuring that permit conditions for private treatment plants are met and financial resources to manage these facilities are available.

Surface Water Management

In 1995, Minnesota Statutes Section 473.859, subd. 2 was amended to make the local water plan (often referred to as local surface water management plans) required by section 103B. 235 a part of the land use plan of the local comprehensive plan. Minnesota Rules Chapter 8410, updated in July of 2015, includes the requirements for local water management plans. The main change that you need to be aware of is that all communities in the metropolitan area must update their local water plan between January 1, 2017 and December 31, 2018. This means that Brooklyn Center must update its local water plan as part of the comprehensive plan update. The community's updated local water plan should be submitted to the Council for its review concurrent with the review by the Watershed Management Organization(s) within whose watershed(s) the community is located. **Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.**

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local surface water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix C of the Council's *2040 Water Resources Policy Plan* and in the Council's current *Local Planning Handbook.*

In addition, the Council has also updated its priority lake list that was first developed in the 1980s as part of the *Water Resources Policy Plan* update. Figure 2 shows the priority lakes for Brooklyn Center. The Council uses the priority lake list to focus its limited resources. The list is also used in the environmental review process. Where a proposed development may impact a priority lake, the project proposer must complete a nutrient budget analysis for the lake as part of the environmental review process.

Also included on Figure 2 is the watershed organization(s) that Brooklyn Center is part of and a list of impaired waters in the community for use in development of your local water plans.

Other Plan Considerations

Water Supply

Local comprehensive plans also address water supply (Minn. Stat., Sec. 473.859). For communities in the metropolitan area with municipal water supply systems, this local comprehensive plan requirement is met by completing the local water supply plan template, which was jointly developed by the Metropolitan Council and the Minnesota Department of Natural Resource (DNR).

FOR COMMUNITIES WHO OWN/OPERATE A PUBLIC WATER SUPPLY SYSTEM:

Because your community owns/operates a municipal community public water supply system (PWS), the local water supply plan must be updated as part of the local comprehensive plan (Minn. Stat., Sec. 103G.291).

The updated local water supply plan should include information about your community along with information about any neighboring communities served by your system.

You should update your local water supply plan upon notification by DNR. Local water supply plan due dates will be staggered between January 1, 2017 and December 31, 2018. Your updated local water

supply plan should be submitted to the DNR. DNR will share the plan with the Council, and it will be reviewed concurrently by both agencies. This schedule allows the local water supply plans to be completed and included in the local comprehensive plan.

Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.

The water supply plan template fulfills multiple statutory obligations including:

- Minn. Stat., Sec. 103G.291 to complete a water supply plan including demand reduction
- Minn. Stat., Sec. 473.859 to address water supply in local comprehensive plans
- Minn. Administrative Rules 4720.5280 to address contingency planning for water supply interruption

The plan must be officially adopted by your community, and if applicable the utility board, as part of the local comprehensive plan.

At a minimum, the updated local water supply plan must use the joint DNR and Metropolitan Council template and include water demand projections that are consistent with the community's population forecast provided in the introductory section of this system statement. Potential water supply issues should be acknowledged, monitoring and conservation programs should be developed, and approaches to resolve any issues should be identified.

Guidance and information for water supply planning can be found in the Appendix C of the *2040 Water Resources Policy Plan*, the *Local Planning Handbook*, and the Council's *Master Water Supply Plan.*

The Council's *Master Water Supply Plan* provides communities in the region with planning assistance for water supply in a way that:

- Recognizes local control and responsibility for owning, maintaining and operating water systems
- Is developed in cooperation and consultation with municipal water suppliers, regional stakeholders and state agencies
- Protects critical habitat and water resources over the long term
- Meets regional needs for a reliable, secure water supply
- Highlights the benefits of integrated planning for stormwater, wastewater and water supply
- Emphasizes and supports conservation and inter-jurisdictional cooperation
- Provides clear guidance by identifying key challenges/issues/considerations in the region and available approaches without dictating solutions

Figures 3-5 illustrate some water supply considerations that the community may consider as they develop their local water supply plans, such as: aquifer water levels, groundwater and surface water interactions, areas where aquifer tests or monitoring may be needed to reduce uncertainty, regulatory and management areas, and emergency interconnections.

Figure 1. MCES Sanitary Sewer Meter Service Areas

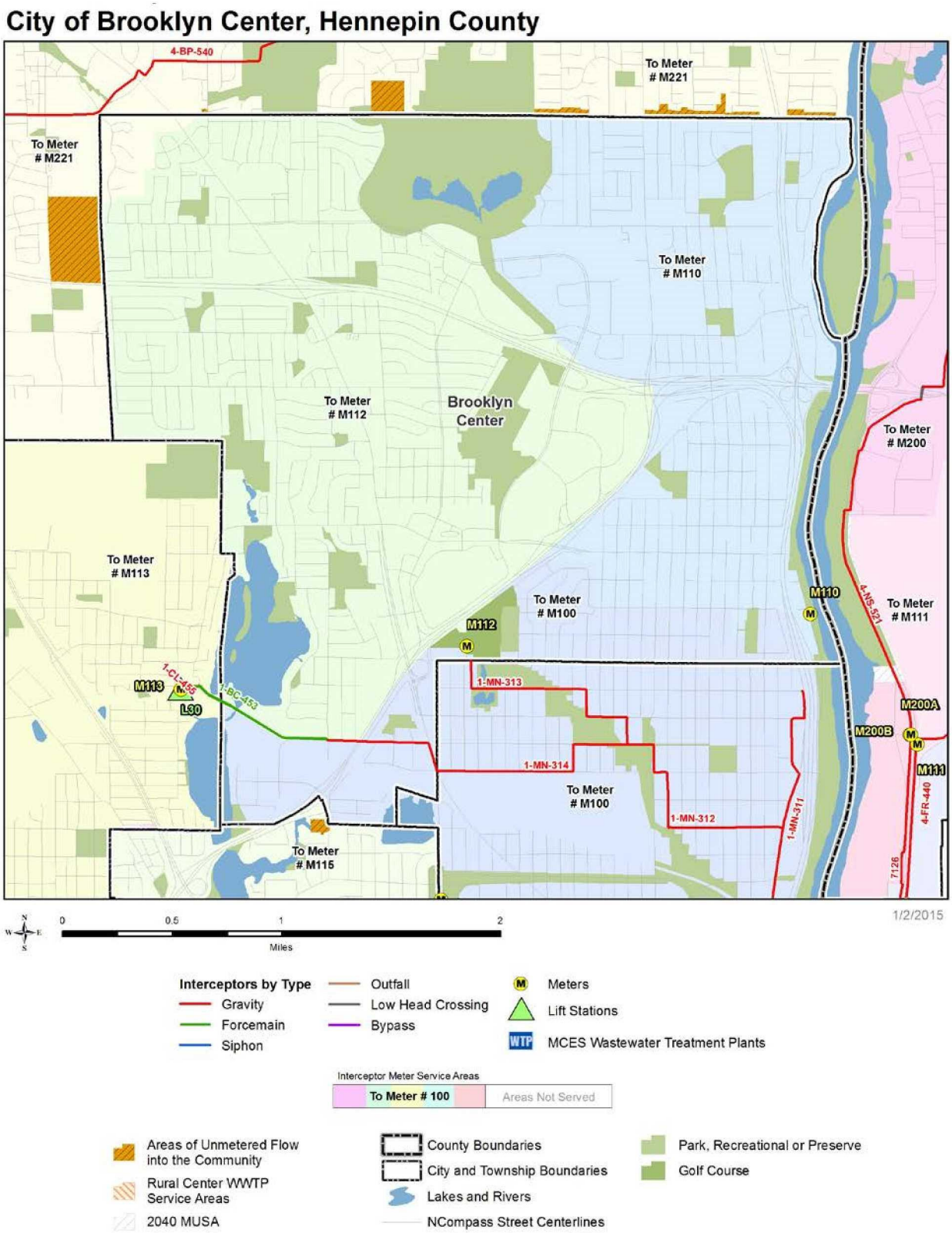


Figure 2. Surface Water Resources

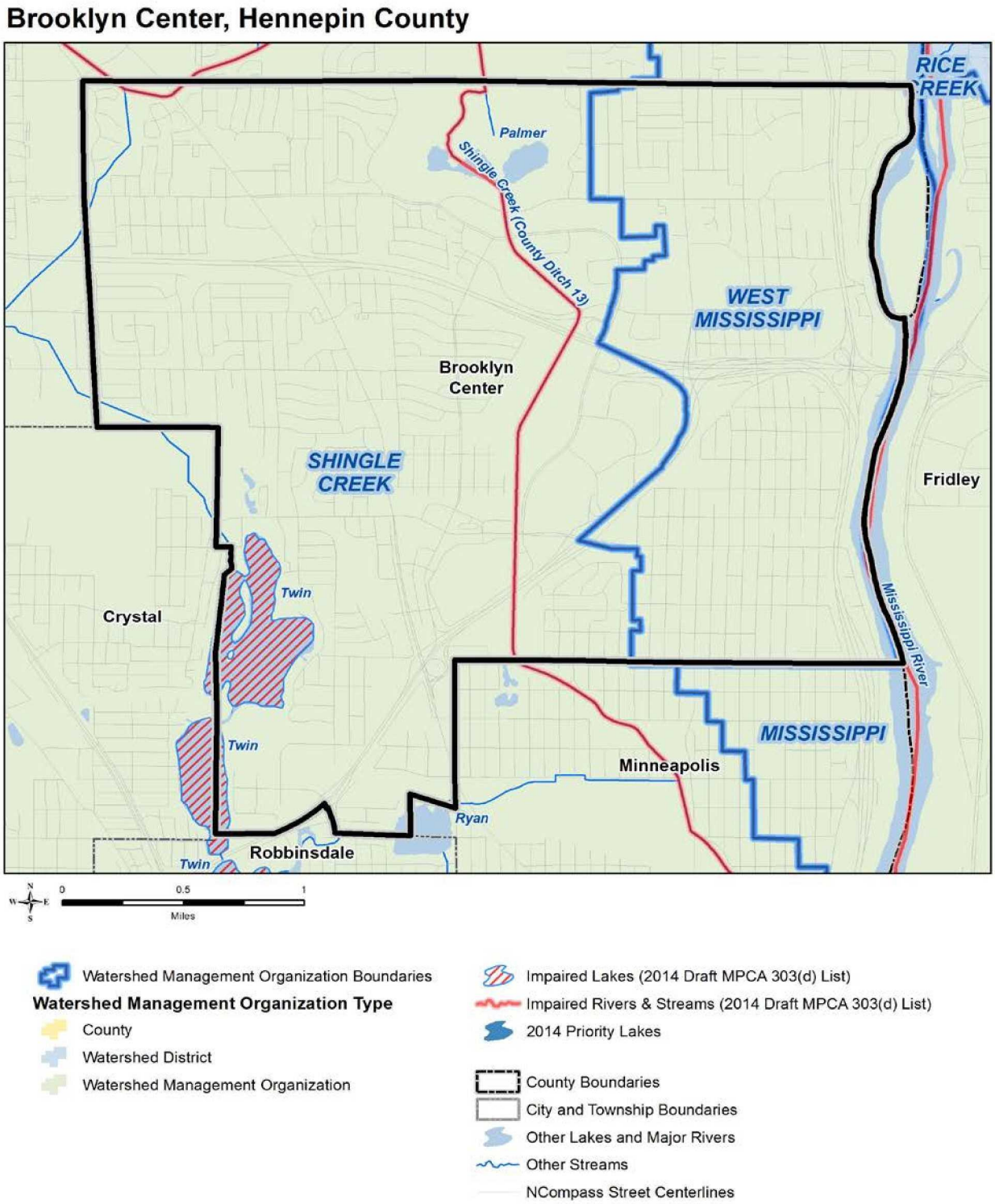


Figure 3. Surface water features and interaction with the regional groundwater system, and state-protected surface water features

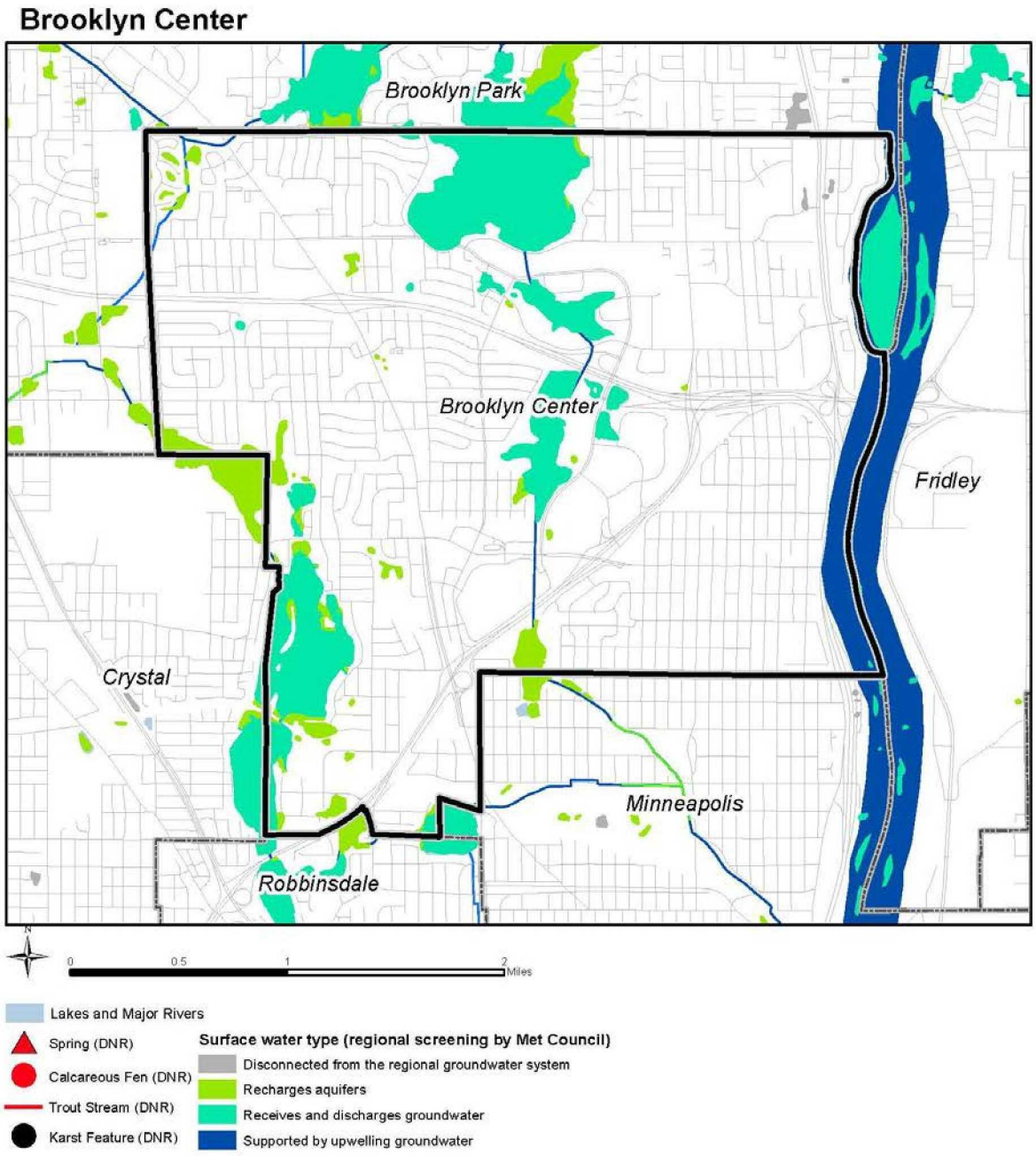


Figure 4. Availability of MN Department of Natural Resources groundwater level and MN Department of Health aquifer test data

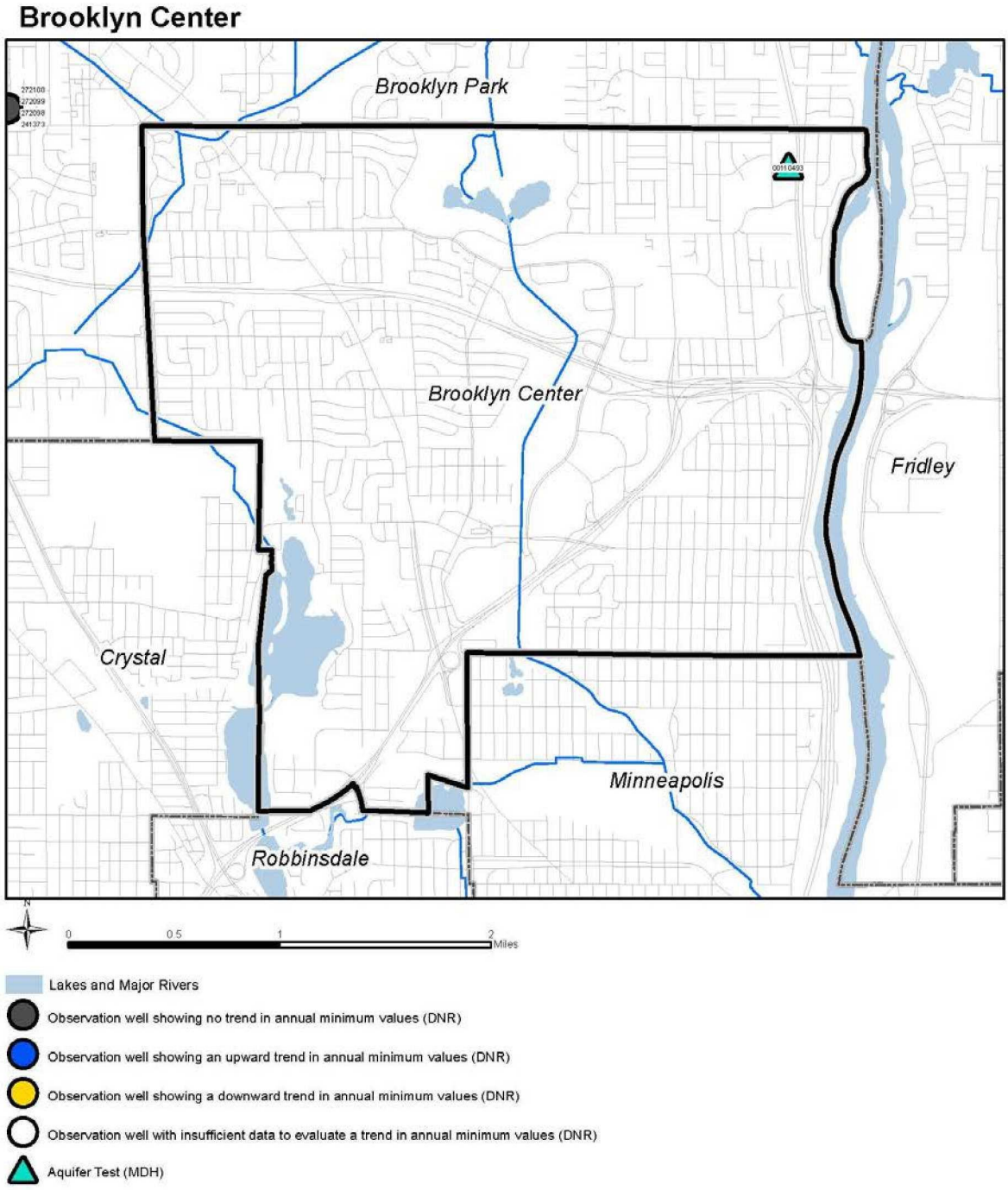
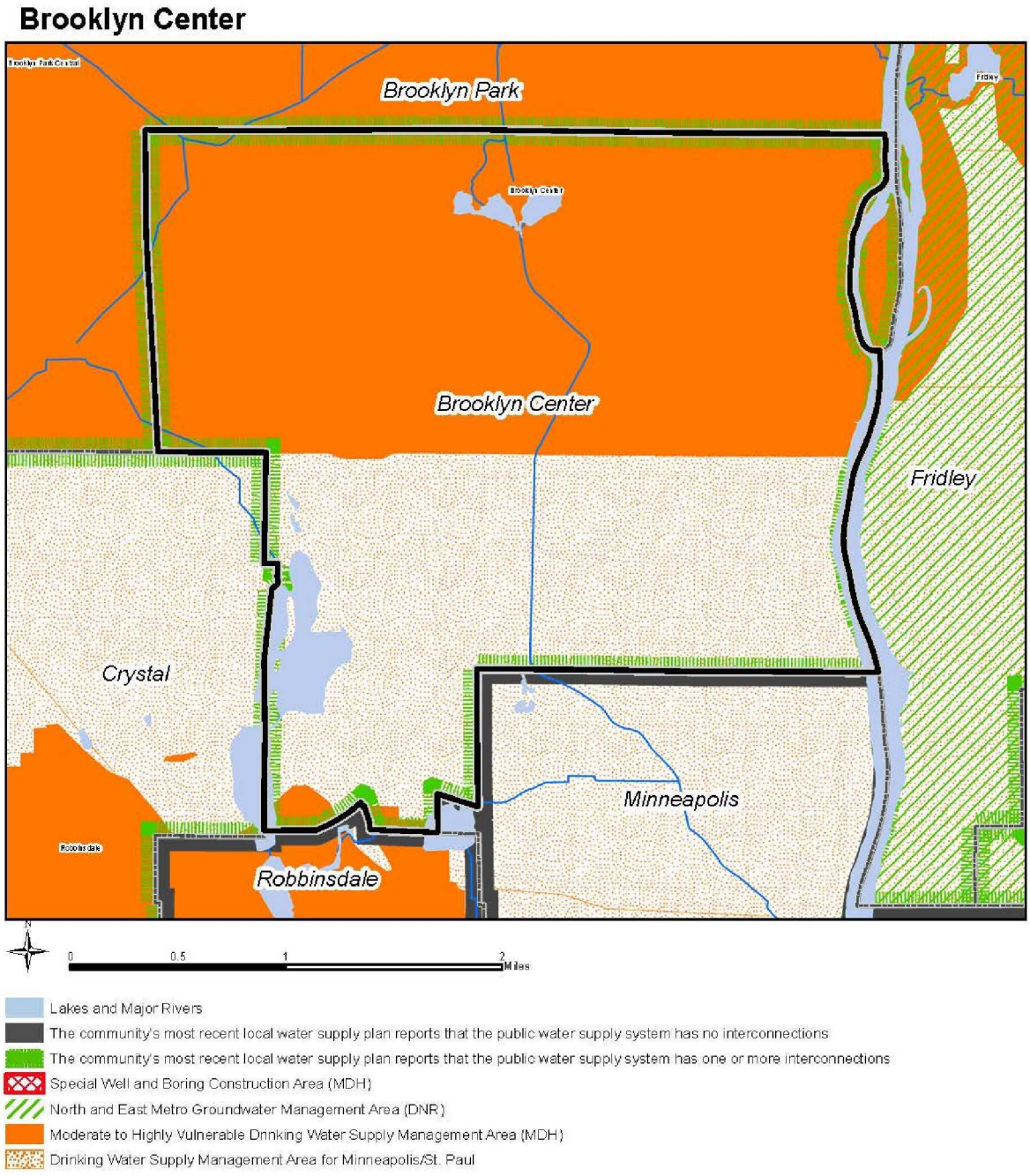


Figure 5. Municipal public water supply system interconnections and regulatory management areas



REGIONAL PARKS SYSTEM STATEMENT

City of Brooklyn Center

The Regional Parks System includes 62 regional parks, park reserves, and special recreation features, plus more than 340 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks System is well-loved by our region's residents and attracted over 48 million annual visits in 2014.

The organizational structure of the Regional Parks System is unique, built upon a strong partnership between the Council and the ten regional park implementing agencies that own and operate Regional Parks System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The *2040 Regional Parks Policy Plan* was developed based on furthering the *Thrive MSP 2040* outcomes of Stewardship, Prosperity, Equity, Livability, and Sustainability. *Thrive MSP 2040* states that the Council will collaborate with the Metropolitan Parks and Open Space Commission, the regional park agencies, and state partners to:

- Expand the Regional Parks System to conserve, maintain, and connect natural resources identified as being of high quality or having regional importance, as identified in the *2040 Regional Parks Policy Plan.*
- Provide a comprehensive regional park and trail system that preserves high-quality natural resources, increases climate resiliency, fosters healthy outcomes, connects communities, and enhances quality of life in the region.
- Promote expanded multimodal access to regional parks, regional trails, and the transit network, where appropriate.
- Strengthen equitable usage of regional parks and trails by all our region's residents, such as across age, race, ethnicity, income, national origin, and ability.

Key Concepts in the *2040 Regional Parks Policy Plan*

The *2040 Regional Parks Policy Plan* includes the following policies, each with specific associated strategies:

- **Recreation Activities and Facilities Policy:** Provide a regional system of recreation opportunities for all residents, while maintaining the integrity of the natural resource base within the Regional Parks System.

- **Siting and Acquisition Policy:** Identify lands with high-quality natural resources that are desirable for Regional Parks System activities and put these lands in a protected status so they will be available for recreational uses and conservation purposes in perpetuity.
- **Planning Policy:** Promote master planning and help provide integrated resource planning across jurisdictions.
- **Finance Policy:** Provide adequate and equitable funding for the Regional Parks System units and facilities in a manner that provides the greatest possible benefits to the people of the region.
- **System Protection Policy:** Protect public investment in acquisition and development by assuring that every component in the system is able to fully carry out its designated role as long as a need for it can be demonstrated.

The *2040 Regional Parks Policy Plan* is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the *2040 Regional Parks Policy Plan* on *the Council's website*.

2040 Regional Parks System Facilities

The Regional Parks System is comprised of four main types of facilities: regional parks, park reserves, special recreation features and regional trails.

Regional Parks

Regional parks most notably contain a diversity of nature-based resources, either naturally occurring or human-built, and are typically 200-500 acres in size. Regional parks accommodate a variety of passive recreation activities.

Park Reserves

Park reserves, like regional parks, provide for a diversity of outdoor recreation activities. One major feature that distinguishes a park reserve from a regional park is its size. The minimum size for a park reserve is 1,000 acres. An additional characteristic of park reserves is that up to 20 percent of the park reserve can be developed for recreational use, with at least 80 percent of the park reserve to be managed as natural lands that protect the ecological functions of the native landscape.

Special Recreation Features

Special recreation features are defined as Regional Parks System opportunities not generally found in the regional parks, park reserves or trail corridors. Special recreation features often require a unique managing or programming effort.

Regional Trails

Regional trails are classified as 1) destination or greenway trails and 2) linking trails. Destination or greenway trails typically follow along routes with high-quality natural resources that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks System facilities, most notably regional parks or park reserves.

2040 Regional Parks System Components

The *2040 Regional Parks Policy Plan* identifies six components which together comprise the vision for the Regional Parks System in 2040, as described below.

Existing Regional Parks System Facilities: include Regional Parks System Facilities that are open for public use. These facilities include land that is owned by regional park implementing agencies, and may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.

Planned Regional Parks System Facilities (not yet open to the public): include Regional Parks System Facilities that have a Council-approved master plan and may be in stages of acquisition and development, but are not yet open for public use.

Regional Parks System Boundary Adjustments: include general areas identified as potential additions to existing Regional Parks System Facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.

Regional Park Search Areas: include general areas for future regional parks to meet the recreational needs of the region by 2040 where the regional park boundary has not yet been planned.

Regional Trail Search Corridors: include proposed regional trails to provide connections between Regional Parks System facilities where the trail alignment has not yet been planned.

2040 Regional Trail Search Corridor System Additions: include regional trail search corridors that were added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*.

Key Changes in the 2040 Regional Parks Policy Plan

Adopted by the Metropolitan Council in February 2015, the *2040 Regional Parks Policy Plan* incorporates the following changes:

Identify all proposed regional trails as regional trail search corridors

All proposed regional trails that are not yet open to the public and do not have a Metropolitan Council approved master plan are represented as a general regional trail search corridor. The *2030 Regional Parks Policy* Plan depicted these trails with a proposed alignment. The alignment of these regional trails will be determined in the future through a planning process led by the regional park implementing agency. The alignment of these trails is subject to Metropolitan Council approval of a regional trail master plan.

Acquire and develop ten new regional trails or trail extensions to meet the needs of the region in 2040. The 2040 Regional Trail Search Corridor Additions include:

Carver County:

- County Road 61
- Highway 41

Three Rivers Park District:

- CP Rail Extension
- Dakota Rail Extension
- Lake Independence Extension
- Lake Sarah Extension

- Minnetrista Extension
- North-South 1
- North-South 2
- West Mississippi River

The *2040 Regional Parks System Plan Map* is depicted in Figure 1. Brooklyn Center should consult the complete *2040 Regional Parks Policy Plan* in preparing its local comprehensive plan. In addition, Brooklyn Center should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's *Local Planning Handbook* for specific information needed in its comprehensive plan.

System Plan Considerations Affecting Your Community

Regional Parks System Components in your community

The following Regional Parks System Components within Brooklyn Center as identified in the *2040 Regional Parks Policy Plan* are listed below.

Regional Parks, Park Reserves, and Special Recreation Features

North Mississippi Regional Park: This is an existing regional park with an established boundary. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.

Regional Trails

Shingle Creek Regional Trail: This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Minneapolis, Brooklyn Center, and Brooklyn Park as it connects Above the Falls Regional Park, Victory Memorial Parkway Regional Trail, Twin Lakes Regional Trail and Rush Creek Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Twin Lakes Regional Trail: This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Brooklyn Center and Robbinsdale as it connects Mississippi River Regional Trail Search Corridor, Shingle Creek Regional Trail and Crystal Lake Regional Trail. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

West Mississippi River Regional Trail Search Corridor: This regional trail search corridor was added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*. The search corridor travels through Dayton, Champlin, Brooklyn Park, and Brooklyn Center as it connects Crow River Regional Trail Search Corridor, Elm Creek Park Reserve, Rush Creek Regional Trail, Coon Rapids Dam Regional Park, Twin Lakes Regional Trail and North Mississippi Regional Park. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Brooklyn Center should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Three Rivers Park District for more information regarding Regional Parks System Components in Brooklyn Center.

Figure 1. 2040 Regional Parks System Plan Map

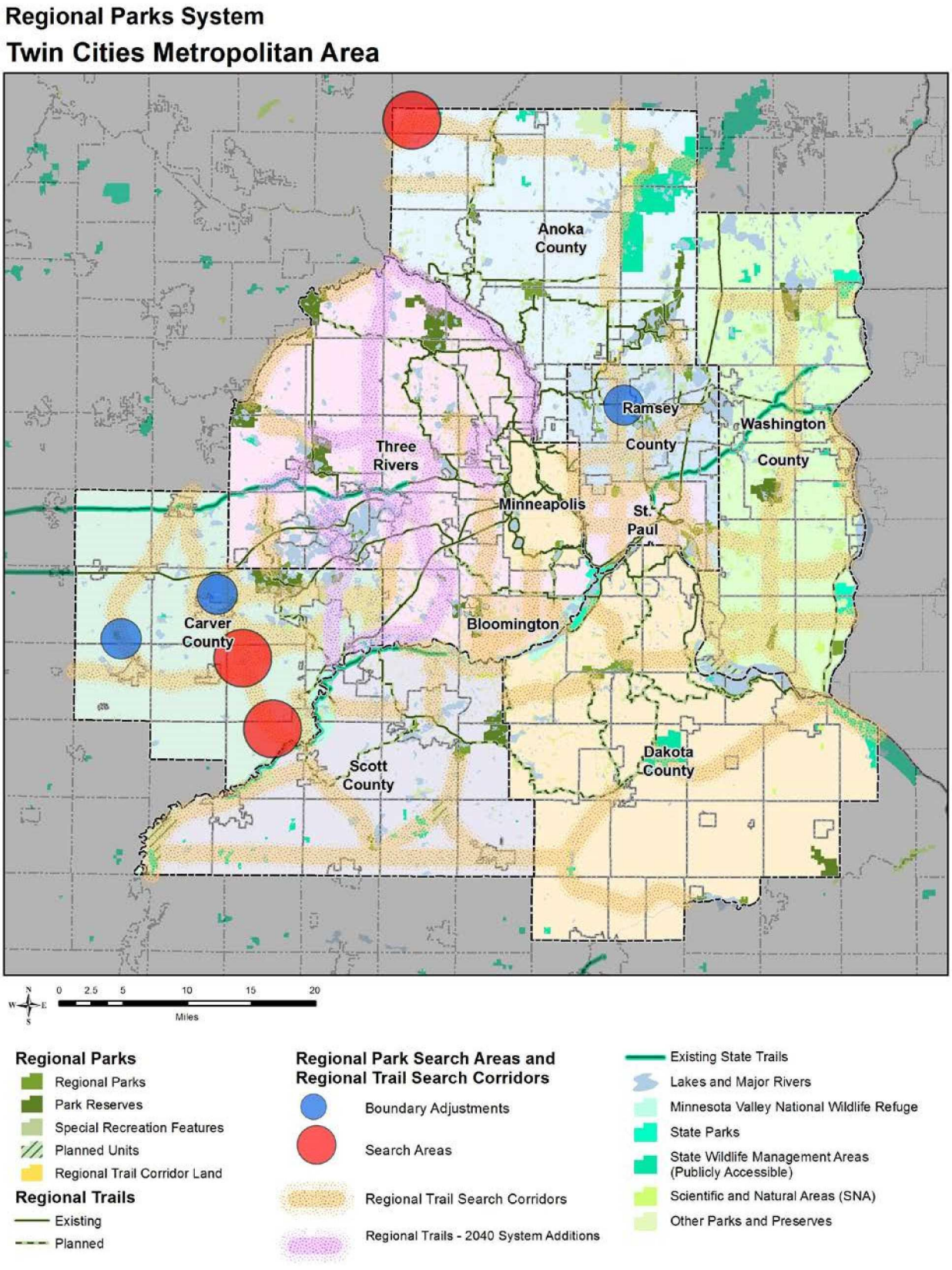
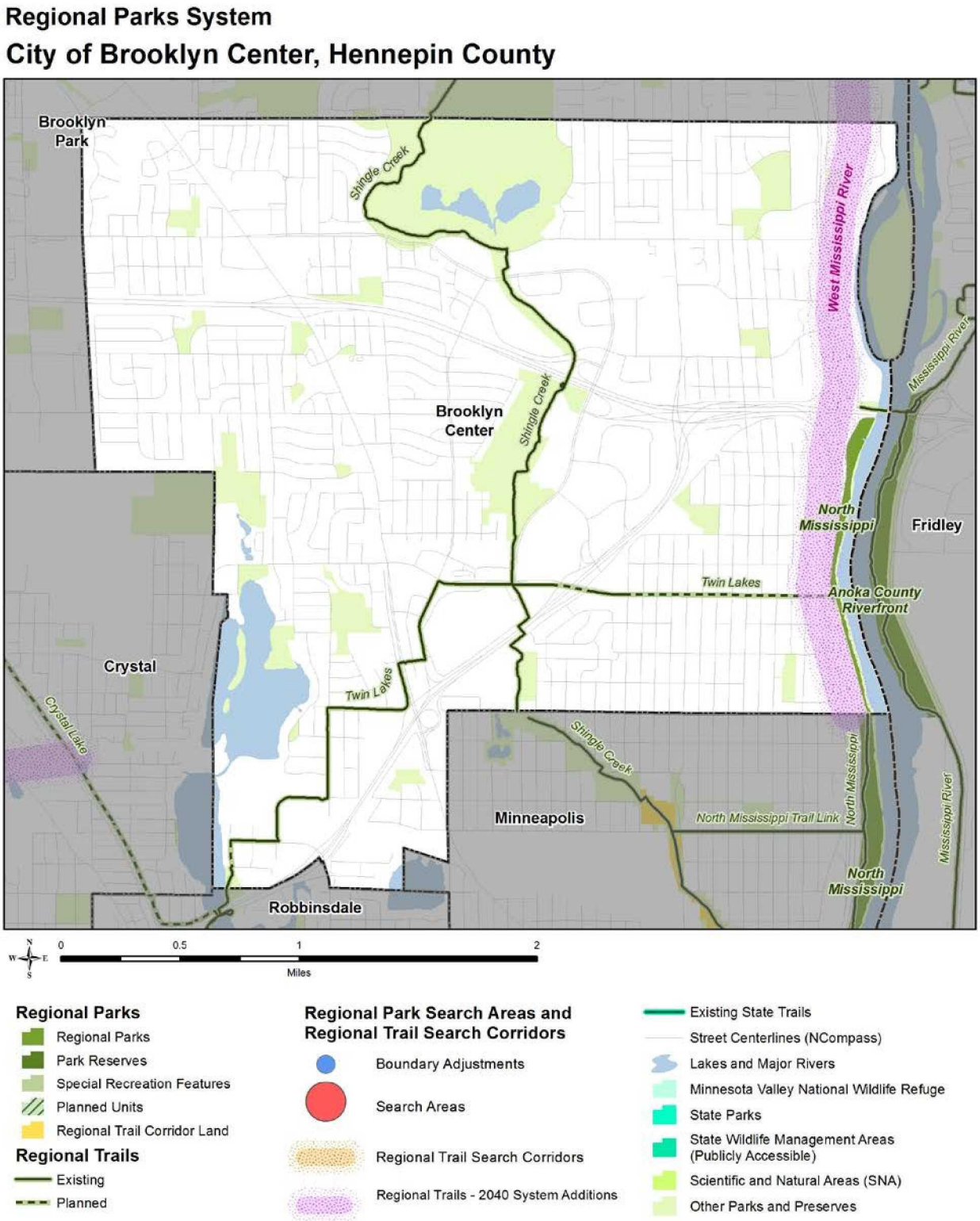


Figure 2. Regional Parks System Facilities in and adjacent to Brooklyn Center







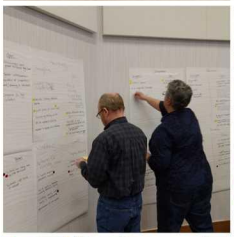
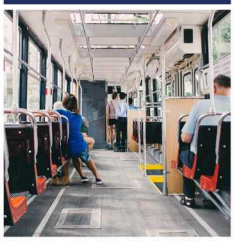


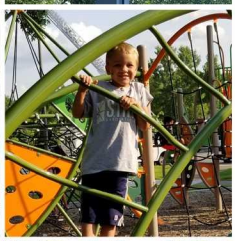


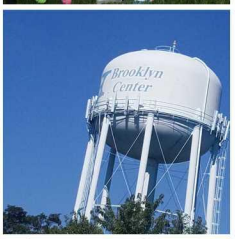


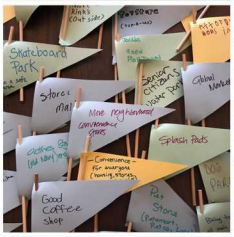
















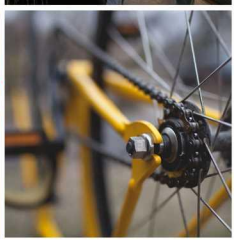










BROOKLYN CENTER

Comprehensive Plan Update 2040

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CHAPTER 1:

Community & Planning Context










INTRODUCTION

The City of Brooklyn Center is a first-ring suburb of the Twin Cities metropolitan area and is one of the best positioned, and most accessible communities in the region. Most of the community's neighborhoods were developed in the Post-World War II era between the 1950s and 1970s, with the community fully built-out by the 1980s. Once defined by the Brookdale Mall, the City was an active hub of regional retail activity for decades that provided a shopping destination for not only local residents but the northwest region of the Twin Cities. The presence of the mall played a significant role in shaping the physical development of the community as supporting retailers, service providers and offices soon began to co-locate near the mall creating a vibrant and active city center. Soon the 'center city' was bustling with activity, jobs, and eventually new residents in nearby multi-family developments.

For decades the presence of an indoor mall was an important differentiator of cities in the region – there were not many of them, so if your city was lucky enough to have a mall it was as close to a guarantee of success, not only the mall, but for all of the supporting small shops, offices and other destinations in the City. No one would have suspected that retail would change so drastically over the course of such a short period of time, but that is exactly what happened over the past decade and Brooklyn Center experienced the worst decline of any other City with a regional mall in the region. Brooklyn Center's core began to experience pressure and decline more than 15-years ago as adjacent communities like Brooklyn Park and Maple Grove began to develop. In conjunction with new residential development came new service and retail platforms that slowly replaced the demand for a regional, enclosed mall. The new, larger homes coupled with more modern retail environments in nearby communities would ultimately prove to be fatal to the success of Brookdale and the 'center city' that was once so vibrant.

For the better part of the past decade the 'center city' has slowly evolved into what is now a large national big box store and other local retail destinations that have replaced the once regional retail hub. Though some new users have started to emerge, there remains significant areas of under-developed and underutilized properties which present opportunities to Brooklyn Center that are unparalleled at this time within the region.

As this area began to decline, the City slowly began to shift its focus from 'saving Brookdale' to looking for new opportunities to redefine the City through redevelopment. For the past decade the City has methodically and strategically acquired properties within the center city to assemble a larger, contiguous area of land that would be available for redevelopment. The City's leaders and policy-makers have been proactive to support a new vision for the center city, one that once again will define Brooklyn Center as a resilient and vibrant community for generations to come.

This 2040 Comprehensive Plan Update (Plan) is not just about redevelopment in the center city, but it is about redefining and reimagining the community as whole as change takes hold over this planning period. While redevelopment of the center city has the potential to physically impact and define the community, equally important is its relationship and connectivity to existing neighborhoods. This Plan works to establish strategies that integrate and connect new and established parts of the community together – the concept that existing areas can benefit by improvements and investments of new areas thereby contributing to the long-term sustainability and resiliency of the community as a whole. Like many other first-ring suburbs, the City's early years were focused on single-family neighborhoods where residential uses dominated the landscape. That dominance remains today and as such housing continues to be at the forefront of the City's planning efforts within this Plan. Whether existing or new, housing stability, affordability and diversity will continue to be central to any planning and redevelopment efforts in the community.

However, before we can begin to develop the plan for the community's future it is important to describe the City's context within the region and understand the framework from which subsequent Chapters of this Plan are derived. The following sections of this Chapter provide a snapshot of the community's context that summarizes a more detailed set of data which can be found in the Background Report Appendix C. This Chapter is intended to provide context regarding the following:

- Summary of current demographic and socio-economic trends
- Current market snapshot (local and regional)
- Planning context:

  - Regional context and requirements - Metropolitan Council

  - Local context and objectives guiding Plan development

Community Demographics and Socio-Economic Conditions

The City of Brooklyn Center is a moderate size community comprising approximately 5,360-acres, and is bordered by the Cities of Minneapolis, Brooklyn Park, and Crystal. The full extent of the City's eastern border is along the Mississippi River, with intermittent public access and views to the river corridor. Brooklyn Center is considered a first-ring suburb to the City of Minneapolis, and is geographically positioned just 10-minutes from downtown Minneapolis. The community is highly accessible by car to the larger region from I-94, Highway 252, and Highway 100, and within the City by an extensive network of county and local roadways. The City's population in 2016 was estimated at 31,231 and approximately 11,300 households. Other key 2016 demographic statistics compiled from the American Community Survey and US Census that were used to inform Plan development include:

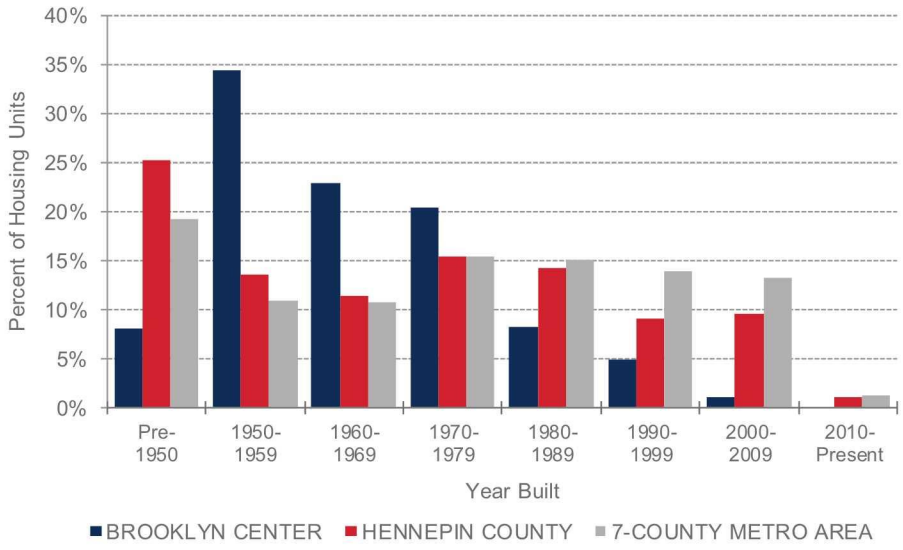
- Age
- Household tenure
- Race
- Median income

Market Snapshot

A critical component to planning for the City's future is to understand the current market dynamics in the community and compare those to the larger region. This is an important aspect of the planning process because it provides context from which the City's vision for it's future can be derived. The purpose of this Plan is to be aspirational, but also to consider and be rooted within market reality so that the community can evolve and grow over this planning period.

As shown in the following Figure 1-1 and Table 1-1 the City's existing housing stock is diverse and includes single-family, condominium, townhome and multi-family products. While the housing stock is diverse, most of the product was developed more than 40-years ago, and much of the single-family housing was developed more than 50-years ago.

Figure 1-1. Year Housing Structure Built 2015



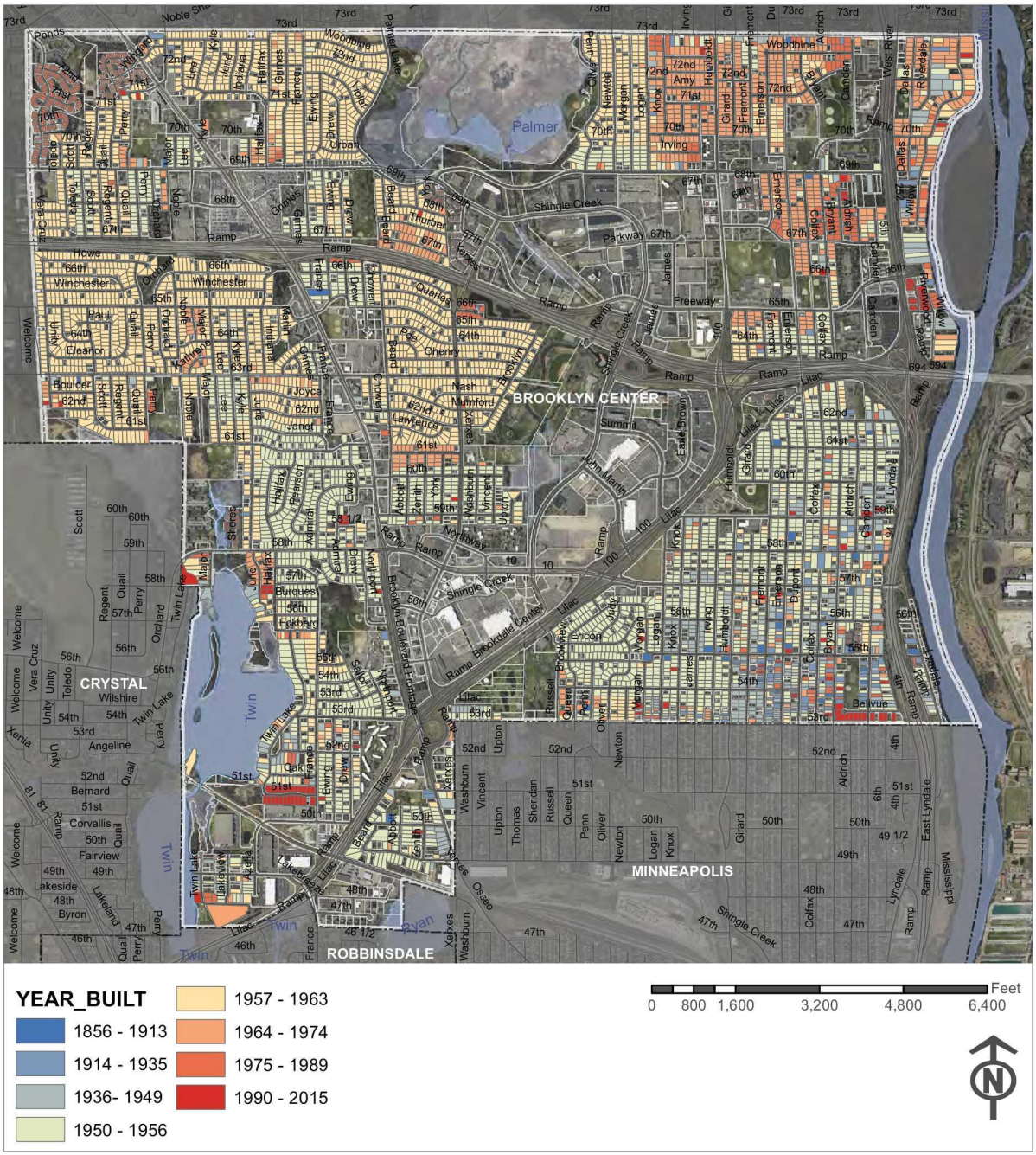
Source: US Census: 2011-2015 American Community Survey

Table 1-1. Housing Structure Type 2000-2015

				Change 2000-2015		Distribution		
Housing Type	2000	2010	2015	No.	Pct.	2000	2010	2015
BROOKLYN CENTER								
Single Family Detached	7,180	6,696	6,872	-308	-4.3%	62.9%	63.5%	62.5%
Single Family Attached	929	965	884	-45	-4.8%	8.1%	9.1%	8.0%
2-Units	97	83	94	-3	-3.1%	0.8%	0.8%	0.9%
3-4 Units	142	105	105	-37	-26.1%	1.2%	1.0%	1.0%
5 or more Units	3,048	2,678	3,033	-15	-0.5%	26.7%	25.4%	27.6%
Other Unit Types	28	26	8	-20	-71.4%	0.2%	0.2%	0.1%
Total	11,424	10,553	10,996	-428	-3.7%	100.0%	100.0%	100.0%
HENNEPIN COUNTY								
Single Family Detached	260,349	265,319	271,200	10,851	4.2%	57.1%	56.0%	55.3%
Single Family Attached	32,477	41,925	42,701	10,224	31.5%	7.1%	8.8%	8.7%
2-Units	20,555	17,579	16,841	-3,714	-18.1%	4.5%	3.7%	3.4%
3-4 Units	11,816	10,795	11,554	-262	-2.2%	2.6%	2.3%	2.4%
5 or more Units	129,411	136,607	146,411	17,000	13.1%	28.4%	28.8%	29.9%
Other Unit Types	1,521	1,631	1,489	-32	-2.1%	0.3%	0.3%	0.3%
Total	456,129	473,856	490,196	34,067	7.5%	100.0%	100.0%	100.0%
7-COUNTY METRO AREA								
Single Family Detached	624,734	669,718	682,595	57,861	9.3%	61.2%	60.3%	59.3%
Single Family Attached	84,436	123,763	130,366	45,930	54.4%	8.3%	11.1%	11.3%
2-Units	35,054	29,435	29,780	-5,274	-15.0%	3.4%	2.7%	2.6%
3-4 Units	24,416	22,573	23,891	-525	-2.2%	2.4%	2.0%	2.1%
5 or more Units	236,350	250,059	268,930	32,580	13.8%	23.1%	22.5%	23.4%
Other Unit Types	16,464	15,169	14,592	-1,872	-11.4%	1.6%	1.4%	1.3%
Total	1,021,454	1,110,717	1,150,154	128,700	12.6%	100.0%	100.0%	100.0%

Source: US Census, 2011-2015 American Community Survey

Map 1-1. Homestead Properties - Year Built



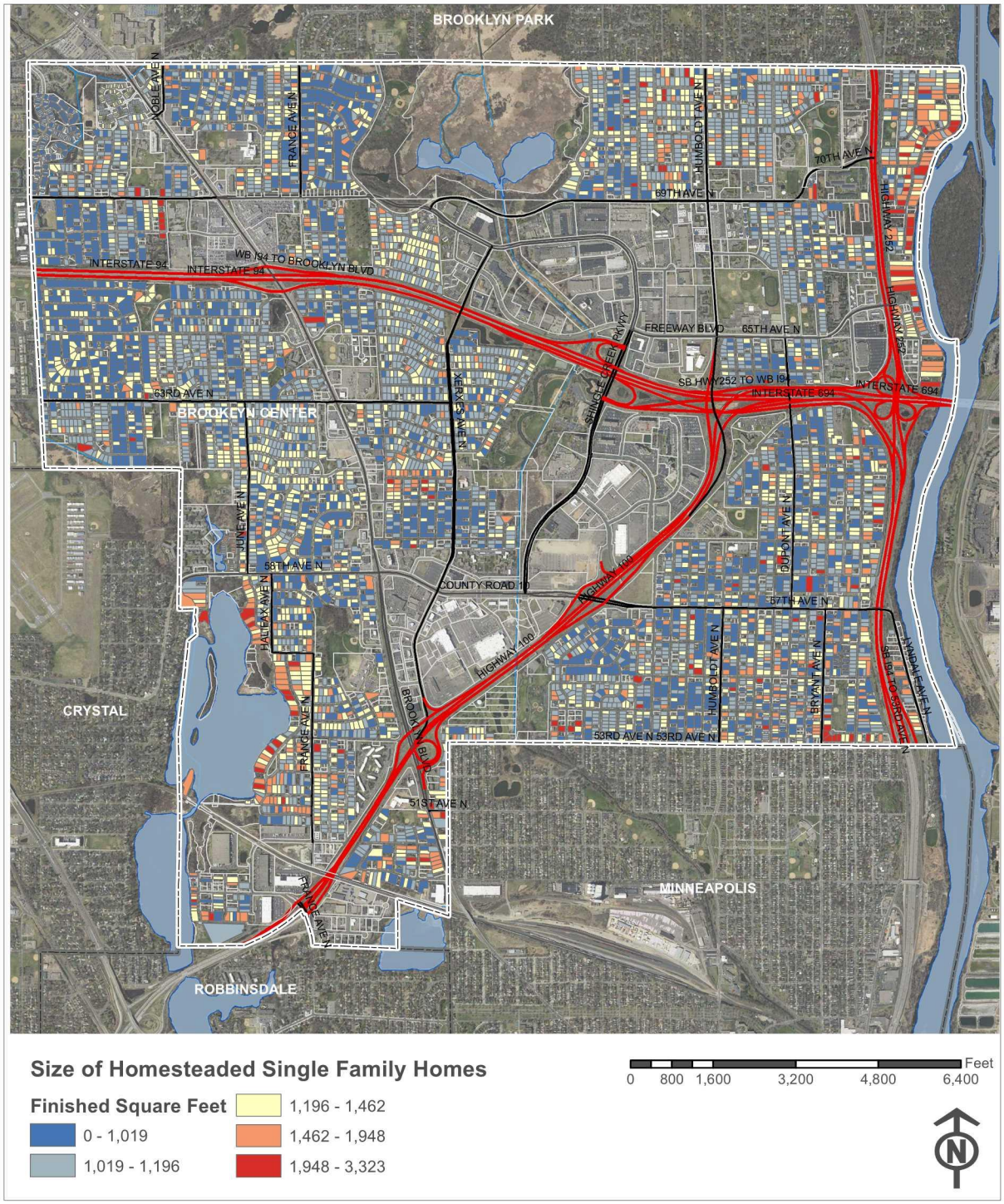
Housing Market Trends

The Brooklyn Center housing market was hit particularly hard in the housing bust of the late 2000s that resulted in a high number of foreclosures and declining median home values. The great recession was officially over by the late 2000s, but after-effects lasted far longer and impacted housing prices into the mid 2010s. By 2015 many communities within the region had recovered to pre-bust prices, but Brooklyn Center lagged slightly behind as indicated within the Background Report prepared in the fall of 2017. The market is slowly recovering, and finally in 2018 updated data indicates that the City has now surpassed pre-bust pricing for single-family homes.

Despite the modest recovery, the City's median home prices continue to be well below that of the metropolitan area. According to the Minneapolis Association of Realtors, the median sales price of homes in Brooklyn Center is $186,125 as compared to $247,900 in the metro area. As discussed in subsequent chapters, much of this price difference can be associated with the age of structures in the community, relatively small square-footage of structures (Map 1-2) and lack of neighborhood and structural diversity.

Nearly a third of the City's housing stock is renter occupied, and most is contained within larger multi-family structures and complexes. The majority of the multi-family housing is located adjacent to major roadway corridors and near the former regional mall site. The City's rental product is considered to be affordable, but it is naturally occurring due to age of buildings, units, and level of finish of existing units. This is an important distinction because no new multi-family housing or large-scale apartment product has been developed in the community for more than 40-years which may signal potential issues with deferred maintenance, unwanted conversions or wanted conversions to higher market-rate product, deteriorating quality and lack of options that meet changing demographic demands of the City's residents. The recent apartment boom in adjacent communities such as Saint Paul and Minneapolis bring new product to the market place that is renting at substantially higher rates, thus further contributing to the disparity between the region and the City. Part of this Plan is to evaluate and understand how pricing in new multi-family development will compare to the larger region, and to address affordability as a component of new development to ensure economic diversity within newer areas of the community is planned and strategies are developed to ensure a range of affordability into perpetuity.

Map 1-2. Square Footage of Single-Family Homes



Employment and Commercial Trends

This Plan acknowledges and identifies the significant change in retail, office and employment that has occurred in the City since the 2030 Plan was prepared and adopted. Peak employment in the City occurred around 2000 when there approximately 16,700 jobs which then began to decline steeply as Brookdale closed leaving a little more than 11,000 jobs in the community by 2010. Since 2010, the City has slowly begun to add jobs back into the community and that trend is expected to continue through this planning period as redevelopment efforts take shape and come to fruition.

Throughout this planning process residents, commissioners and policy-makers have emphasized that the City should capitalize on the entrepreneurial attitudes of new residents. Repeatedly this process revealed a passion, interest and commitment of residents and stakeholders to renew, reimagine and reinvigorate the city center with new business uses that could benefit from new nearby residences. From local restaurants, cafes, start-up business/office spaces to larger specialty shops and services residents are eager to create a more dynamic and mixed-use environment in the community.

This objective is consistent with regional trends provided new residences are also planned for so that vibrant, mixed-use areas are developed. At both a regional and national level, market trends suggest that creating experienced-based places with diverse services, work opportunities and retailers in an accessible location is most desirable for redevelopment. As described in subsequent chapters of this Plan, Brooklyn Center is uniquely positioned to capitalize on this trend because underdeveloped and undeveloped land is available with key regional adjacencies such as the new C-Line Bus Rapid Transit (BRT) which will open in 2019. The presence of key infrastructure, coupled with proximity to the major employment centers, provides an exceptional opportunity for the City to not only add new households to the region but to add new jobs and create a new identity for employment in the City.

Planning Context

The planning context of this Plan is also an important consideration to understand how and why the subsequent chapters of this planning document were created. While the City's location in the regional and current market dynamics provide context to where and why certain characteristics are emphasized within this Plan, the Planning Context establishes the requirements of this planning effort that must be addressed and also describes who was involved at the local level in the creation of this Plan. The following sections will define the planning context of the following:

1. Regional context and requirements - Metropolitan Council
2. Local context and objectives guiding Plan development

Regional context and requirements – Metropolitan Council

Cities often wonder when, and why, they should prepare an update to their Comprehensive Plan. While cities are able to amend or update their Plans at any time, the Metropolitan Land Planning Act requires all cities and counties in the Twin Cities Metropolitan Area (seven-county) to adopt a Comprehensive Plan, and to update and amend those plans on a minimum of a decennial basis for consistency with the regional systems. The Plan update may address a broad spectrum of issues and opportunities important to the City, but at a minimum the Plan must be updated for conformance with the Metropolitan Council's regional system plans that include transportation (highways and transit), water resources (wastewater services), airports, parks and open space.

To clearly define how a City must establish conformance with the Metropolitan Council's requirements the Metropolitan Council issues a System Statement to each community in advance of the decennial Plan update period. Within the System Statement, the Metropolitan Council outlines and details the key areas that Brooklyn Center must update for compliance with the regional system. The following information provides a summary of the System Statement requirements that were considered and planned for within subsequent sections of this Plan update.

Community Designations

The Metropolitan council groups cities and communities with similar characteristics into Community Designations for the application of regional policies. The entire community of Brooklyn Center is designated as an Urban community. This designation acknowledges and recognizes that the City is fully developed but may include redevelopment opportunities, and has been primarily developed with a fairly compact development pattern. It is also a recognition of the City's proximity to both Saint Paul and Minneapolis and is a nod to the dominant time period in which the community was developed. One of the primary objectives in establishing Community Designations, is to ensure that communities plan for development and corresponding infrastructure in a sustainable and fiscally responsible way that will support the objectives of the designation. (See Map 1-3. Community Designation).

Map 1-3. Community Designation



More detail regarding the community's roles and responsibilities as an Urban designated community can be found in Chapter 3: Land Use and Redevelopment. Some of the key highlights of the City's role are as follows:

- The City should plan for any redevelopment, or new development, to achieve average densities of no less than 10 dwellings per acre.
- Targeted redevelopment should be considered at key transportation corridors, or where regional transit investments are known.
- Focus should be placed on local infrastructure needs of current and future development in the community – including sidewalks, roadways, sewer, water and surface water management.

Forecasted Growth

To plan for the City's future the Metropolitan Council provided forecasted population and household projections that the City is required to consider as it prepared this Plan update. As stated within Chapter 3, the City believes it may grow beyond what is identified within the 2015 System Statement given current redevelopment expectations but is generally within the range of what the Metropolitan Council has forecasted. As the City contemplates redevelopment it is important that the City considers the following:

- Allow development that is consistent with this Comprehensive Plan, which includes revised household and population projections based on redevelopment plans.
- Promote redevelopment of key areas that provide the greatest access to existing transportation and transit lines.
- Consider redevelopment that incorporates sustainable and resilient infrastructure design standards to ensure adequate infrastructure is available to new areas.

If the areas identified for change and growth are redeveloped there is the potential to add more than 2,200 new households to this area of the region. While this represents a small portion of the overall expected growth, it would be first time the City has added that number of households and population since it first experienced its development boom in the 1950s and 1960s. The expected change is why this Plan emphasizes thoughtful and integrated planning of the redevelopment areas to ensure that new developments are interconnected with existing neighborhoods and that as areas are reimagined that they are seamlessly integrated into the City's existing fabric.

Local Planning Context & Objectives Guiding Plan Development

In part, the City has prepared this Comprehensive Plan Update to fulfill the requirements of the Metropolitan Council; however, the City also viewed this process as an opportunity to further refine its goals and aspirations for the future of Brooklyn Center.

2040 Plan Update Objectives

The following objectives were established to help guide the Plan update process:

1. Update the Comprehensive Plan to meet the Metropolitan Council's requirements for compliance with the four regional systems, while tailoring the Plan to meet the City's long-term goals and aspirations.

2. Simplify this Plan to more clearly define the City's aspirations so that residents, stakeholders, developers and policy-makers understand the objectives of the community through this planning period.

3. Create dimension within the Land Use Plan through incorporation of new land use designations that are clear, concise, and more responsive.

4. Establish an appropriate mix of uses that balance market realities with the aspirations and vision of the community.

5. Create a Plan that is easy to use and understand. The Plan should be helpful to staff, residents, stakeholders and policy-makers.

6. Engage the public, commissions, staff and policy-makers throughout the process to help guide Plan development.



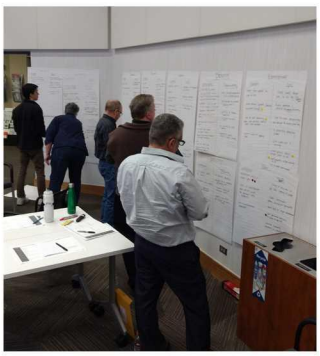
Engagement Process

An important component of this Plan update process is to solicit public input to ensure that the Plan accurately reflects the goals and objectives of the residents and stakeholders. This public engagement process was specifically tailored to this Plan development and included:

- Meeting the public where they were – this included booths at both Holly Sunday and Earle Brown Days to solicit feedback from a broad cross-section of residents and stakeholders of the community.
- Regular Planning Commission Meetings – the Planning Commission held regular monthly work sessions (open to the public) to guide the plan development process.
- Joint work sessions of the Planning Commission and City Council – The joint work sessions allowed for both bodies to work together to develop the contents of this Plan.
- On-line public comment surveys to 'check the plan' – this included online surveys to 'check' the contents of the draft Plan to ensure it responds to the aspirations of the community through this planning period.

The intent of the public engagement process was to create opportunities for meaningful feedback and to gain consensus on the direction for the future of Brooklyn Center over this planning period.







Plan Development & Changes from the 2030 Plan

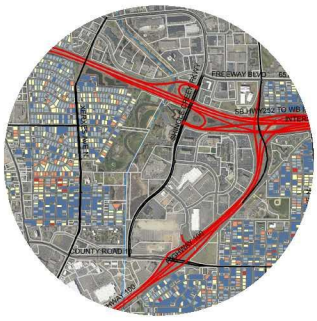
This 2040 Plan is a re-write of the previously adopted Plan, however, it is still informed by previous planning studies which served as a foundation to this effort. Some of the key highlights of this Plan are as follows:

- This Plan embraces transit, and introduces new land use designation that emphasizes compact and walkable redevelopment that capitalizes on the new Bus Rapid Transit C-Line which is planned to open in 2019.
- The 'center city' was expanded to not only address redevelopment of the former Brookdale site, but to encompass a 'central spine' that bisects the community along highway 100. The expanded area of consideration leads to increased opportunities for larger scale redevelopment with a greater mix of uses.
- Current market trends and projections were used to help inform the types of land use changes identified within this Plan. Integration of housing within the City's redevelopment efforts is identified as a critical component to success. This Plan carefully balances market dynamics with the goals and aspirations of the community.

This Plan identifies implementation strategies and steps to reinforce resilient, and sustainable redevelopment plans that focus on a more compact, connected system of transit, trails, and open spaces in City's identified redevelopment areas.

The Chapters that follow are the culmination of efforts of the Planning Commission, stakeholder and resident feedback, staff and the City Council. This Plan is intended to serve as a guide for the community's land use, redevelopment, housing and infrastructure planning through this planning period. The City acknowledges that the community relies on this Plan to understand where and how things may change and evolve in Brooklyn Center over the next decade, and where things are projected to stay the same. This Plan is intended to clearly describe to potential developers where the City is interested in redevelopment, and how those areas can be reimagined to redefine the image of Brooklyn Center for future generations. While this Plan makes every effort to lay out a path forward for the next 20 years, it is also intended to be a living document that should be reviewed, updated, and changed when necessary.

CHAPTER 2:
Vision, Goals & Strategies









Comprehensive Plan 2040


There Should Be More Single
DT/Main
More excercising equipment in parks
Theatre
LOW RENT HOUSING
Bungolo
More Roller Rink's (Out side)
(tox-R-us)
Jayda
a new
More neighborhood commercial (restaurants, corner store)
Skateboard Park
in a safe area
Senior Citizens
Splash Pad
stores
More neighborhood convenience stores
A Chicfala Restervant.
Splash Pads
clothes Stor (old Navy) etc.
— Convenience — for everyone (housing, stores,
More sit-down restaurants
Good Coffee Shop
Pet Store (Petsmart, Pet co,
Shopping matched with Brooklyn Center population Trader Joes, Lotto
More Handicapped access.
Signage for Businesses on

INTRODUCTION

Since the 2030 Comprehensive Plan was adopted Brooklyn Center has experienced significant changes in nearly all aspects of the community. Once known as the "City with Brookdale Mall" the loss of the regional retail destination left a large area of underutilized and vacant land at the core of the community. Suddenly Brooklyn Center's residents were left without a firm identity as the heart of the City no longer pulsed with the vibrancy it had for so many decades before. No one could have predicted how significantly and quickly retail trends would change, and how the rise of e-commerce and experience-based retail would result in less demand for physical bricks and mortar storefronts and large-scale malls. The swift change left Brooklyn Center in a state of flux, leaving a large area of the community ripe for redevelopment…but what would it become?

The loss of the regional retail destination had a significant impact on Brooklyn Center, but it is not the only change happening in the community. Over the past decade the City has become the most diverse community in the Twin Cities metropolitan area. Brooklyn Center's location in the region has made it a highly desirable place for new families to locate, and the population is younger with more families and kids than in the county and neighboring cities. The City has remained one of the most affordable and accessible places to live in the metro area, despite skyrocketing real estate prices in the region. All of these factors impact the City. They play a role in how the community thinks about what types of retailers, offices, services, houses, transit, and parks, trails and open spaces are needed to support the current and changing demographics of the community.

The evolving dynamics of Brooklyn Center reveal an opportunity for the City to plan for its future and to capitalize on its strengths. This Chapter is intended to serve as a guide for the City through this planning period. It includes a vision for the City's future as adopted and established through previous planning efforts and is further refined and supported through a set of goals and strategies for each topic area contained within this Comprehensive Plan (Plan). Sprinkled throughout subsequent chapters of this Plan goals are restated in call-out boxes to correlate how specific sections support the goal statements as a reminder of the community's aspirations. This Chapter serves as the roadmap for this planning period, and it is intended to help residents, stakeholders, business owners, and policy-makers bring the City's plan to fruition.

BROOKLYN CENTER VISION 2040

The City of Brooklyn Center's policy makers and leadership have engaged in several visioning and strategic planning initiatives over the past few years. The various efforts resulted in the development of a Vision and Mission Statement for the community, as well as a set of short-term Strategic Priorities. Rather than recreate the wheel, this Plan process validated that the Vision and Mission Statements continue to reflect the aspirations of the community. The adopted Strategic Priorities correlate to various components of this Plan and are highlighted and integrated into the relevant section of this Chapter. The purpose of restating the Strategic Priorities, even though they may be short-term, is to show how they are supported and enhanced by the goals and strategies developed through this process.

It became clear through various meetings and public engagement events that the City's efforts to establish a Vision and Mission Statement were successful, and that these statements continue to reflect the aspirations of the community. The City's adopted Vision and Mission statements are restated below and serve as guide for this Plan.

Vision Statement

"We envision Brooklyn Center as a thriving, diverse community with a full range of housing, business, cultural and recreational offerings. It is a safe and inclusive place that people of all ages love to call home and visitors enjoy due to its convenient location and commitment to a healthy environment."

Mission Statement

"The mission of the City of Brooklyn Center is to ensure an attractive, clean, safe, and inclusive community that enhances the quality of life for all people and preserves the public trust."

GOALS & STRATEGIES

The Vision and Mission Statements provide the framework and high-level direction from which supporting goals, strategies and policies can be derived to help bring this Plan to fruition. Having a clear Vision and Mission Statement was invaluable to this planning process because it allowed the effort to focus on developing a set of core goals and strategies that would support the Vision for the City's future.

The City assigned the Planning Commission as the Plan's primary working group, and the Planning Commission was responsible for establishing a set of goals and strategies from which subsequent chapters of this Plan were derived. The first step in establishing a set of draft goals was a Strengths, Weaknesses, Opportunities and Threats (SWOT) exercise that required the Planning Commission to identify what specific characteristics and qualities of the community they hoped would either be addressed, maintained or enhanced. The Planning Commission was then asked to prioritize their SWOT exercise to determine which characteristics and qualities rose to the level of aspirations and goals for this Plan.

The results of the SWOT and prioritization were then turned into goal statements using specific action-oriented works with a defined meaning. The draft goal statements became the foundation of the Planning Commission's discussion that addressed topics such as Community Identity and Character, Land Use and Redevelopment, Housing, Transportation, and Infrastructure.

The goal statements and themes became the foundation from which feedback and information were collected throughout the Plan planning process. These topics were used to structure and guide focused discussions with other city commissions, city staff, on-line surveys, and at public events. After collecting feedback through public engagement efforts and working with the Planning Commission and city staff, a set of supporting strategies were developed based on the input received.





The following goals and strategies are a culmination and synthesis of information collected through the various efforts to engage the public, the Planning Commission, other city commissions, policy-makers and staff. This Chapter is the core of the Plan and establishes the priorities and initiatives the City has identified as essential during this planning period. Given the importance of this Chapter to the Plan, it is critical that definitions for certain terms and words are universally understood by the user of this Plan. For purposes of this document, the following definition of a goal and a strategy are provided:

Goal A general statement of community aspirations and desired objectives indicating broad social, economic, or physical conditions to which the community officially agrees to try to achieve in various ways, one of which is the implementation of the Comprehensive Plan.

Strategy An officially adopted course of action or position to implement the community goals.

In addition to properly defining a "Goal" and a "Strategy", the definition of the action word contained within the goal and strategy statements must also hold a common definition that assigns various roles, commitments, and responsibilities to the City. A glossary of these terms is found in Appendix B of this Plan. The 'action' words used in the following goal and strategy statements are assigned the following levels of financial commitment:

No commitment of financial investment, staff resources & policy directives	May include financial investment, staff resources & policy directives	Commitment to financial investment (if needed), staff resources & policy directives
Continue	Create	Protect
Endorse	Encourage	Provide
Reserve	Enhance	Strengthen
Recognize	Explore	Support
Promote	Maintain	Sustain
Work	Identify	

The following goals and strategies are categorized by topic area, and generally correspond to the individual Chapters that are contained within this Plan. Preceding the goals and strategies, if applicable, are the City's adopted short-term Strategic Priorities. While these statements are identified as 'short-term' in many cases the priority is relevant and applicable to the long-term goal and strategy statements. Each Chapter should support, build upon, and incorporate these goals and strategies into the Plan component and develop implementation steps that will help achieve the goals and strategies as identified. The intent of these statements is to provide a roadmap for development in the City; to be aspirational; and to create a framework for policy-makers, commissions, city staff, developers, landowners, businesses and residents.

Intergovernmental & Community Relationship Goals

Adopted Strategic Priority: Inclusive Community Engagement

"In order to provide effective and appropriate services, we must clearly understand and respond to community needs. We will consistently seek input from a broad range of stakeholders from the general public, non-profit, and for-profit sectors. Efforts to engage the community will be transparent, responsive, deliberately inclusive, and culturally sensitive."

Intergovernmental & Community Relationship Goal 1:

Identify opportunities to improve communication and engagement with the community's residents, business owners and stakeholders.

Strategies

- Recognize that the City's demographics are changing quickly, and it is important to adapt and change engagement and communication methods on a regular basis to meet the needs of residents and business owners.
- Work to maintain the City's communication materials in a variety of platforms with various languages that match the cultural needs of the community.

Intergovernmental & Community Relationship Goal 2:

Strengthen opportunities to collaborate with adjacent municipalities, agencies and the County on planning, marketing, transportation and infrastructure initiatives that may impact the City.

Strategies

- Recognize the importance of the City's participation within the region and the importance of planning across borders (i.e. regional transit and bikeway planning, economic development, access to job centers, etc.)
- Encourage City staff to work with staff members in adjacent communities to identify opportunities to coordinate efforts that are mutually beneficial.

Intergovernmental & Community Relationship Goal 3:

Explore ways to collaborate with the school districts, non-profits and the for-profit sectors to engage the City's youth so that they are invested in the community.

Strategies

- Strengthen the City's relationship with the schools to better understand the needs of the youth in the community (i.e. better access to jobs, transit, bikeways, etc.)
- Explore opportunities to involve the City's youth on advisory boards, in planning initiatives and on other engagement events to encourage their participation and feedback to help shape the future of the City.
- Create a consistent presence of the City and its available opportunities, services and facilities in local schools, community gathering spaces and areas where Brooklyn Center's youth congregate.



Land Use & Redevelopment Goals

Adopted Strategic Priority: Targeted Redevelopment

"Redeveloping properties to the highest value and best use will accomplish our goals regarding housing, job creation, and growth of the City's tax base. We will appropriately prepare sites and provide the necessary supporting infrastructure investments to guide redevelopment of publicly- and privately-owned properties."

Land Use & Redevelopment Goal 1:

Support the Future Land Use Plan through the update or creation of relevant and market-based small area plans, redevelopment plans, and the zoning ordinance.

Strategies

- Identify and prioritize key redevelopment areas and develop a work plan and potential schedule/timeline for each area.
- Provide staff and consultant resources to prepare a comprehensive update to the City's zoning ordinance to support the Planned Land Uses.
- Protect the Future Land Use Plan through development of clear, concise and descriptive policy documents and initiatives that support the City's long-term vision.

Land Use & Redevelopment Goal 2:

Continue to support a proactive, integrated approach to redevelopment that clearly defines the City's objectives for specific areas and sites within the community.

Strategies

- Strengthen the City's vision for key redevelopment areas through preparation of master plans and small area studies to ensure thoughtful and responsive development.
- Encourage developers, staff, and stakeholders to think-big and creatively about redevelopment to create an interesting, vibrant, and innovative city center and surrounding neighborhoods.

- Support and encourage development concepts that incorporate flexibility for space and programming that could be used for start-ups, small companies, pop-ups, and local markets that provide opportunities to promote the City's diverse residents.
- Explore opportunities to increase the mix of uses on the Brooklyn Boulevard corridor, increasing densities, identifying key nodes for the concentration of commercial uses and providing opportunities for new housing types.

Land Use & Redevelopment Goal 3:

Strengthen opportunities for high-quality redevelopment through establishing clear planning and regulatory documents.

Strategies

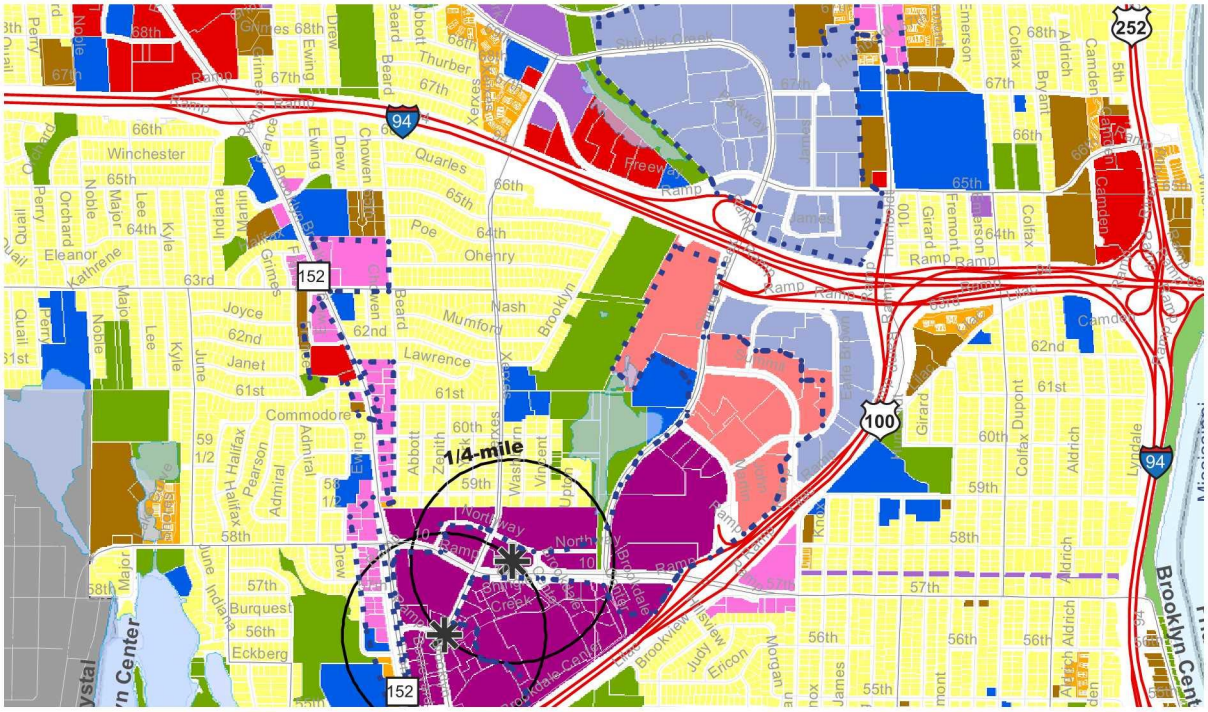
- Provide clear ordinances that permit uses consistent with the City's vision and minimize the number of uses required to obtain special or conditional use permits.
- Create new zoning and overlay districts that are concise, directive and use graphics (pictures and/or diagrams) to explain the City's requirements.
- Explore opportunities to streamline the development process and utilize Brooklyn Center's customer focus and nimble approach as a competitive advantage.

Land Use & Redevelopment Goal 4:

Enhance and **maintain** existing neighborhoods through proper land use designations and clear supportive zoning that makes reinvestment and rehabilitation easy for residents.

Strategies

- Create and maintain a cheat-sheet for residents that explains in plain language the permitting and regulatory process. Provide this in multiple languages.
- Explore opportunities to engage and communicate with residents to learn about their needs and identify ways the City may help, either through education, information, or direct assistance.
- Create a policy and ordinance that describes expectations for home-based businesses and establishes a permitting process to ensure compatibility with existing single-family uses.
- Explore opportunities to utilize technology to make it easier and more convenient for residents to interact with the City.
- Create zoning regulations that reflect the demands of the current single-family housing market.



Land Use & Redevelopment Goal 5:

Recognize that many areas in the community are aging and may require reinvestment, redevelopment, or reimagining and that all scales and sizes of opportunity have merit to further support the community's future.

Strategies

- Explore opportunities to create neighborhood nodes that are integrated and support the needs of residents and encourage a more walkable community.
- Identify opportunities and tools (that may include financial resources) that assist residents with regular maintenance, upkeep, and/or remodeling so that their homes meet their needs and are places they want to stay and contribute to a more stable neighborhood.
- Continue to evaluate how redevelopment can further enhance and support the sustainability of individual properties, neighborhoods and the larger community.

Land Use & Redevelopment Goal 6:

Provide clear direction to developers, property owners, and residents about the City's desires for each redevelopment area through this Plan, as well as small area studies, master plans and the zoning ordinance.

Strategies

- Support redevelopment initiatives through a coordinated Request for Proposal (RFP) process to solicit interest and responses from developers for city-owned properties.
- Promote the City's vision for each redevelopment area through various means including on-line, print, and media.
- Explore opportunities to encourage redevelopment through site assembly, master planning, pre-development, and land preparation.

Land Use & Redevelopment Goal 7:

Explore opportunities to create unified branding, connections, and visual cues to reinforce Brooklyn Center's identity and relationship to existing neighborhoods.

Strategies

- Create a city-wide beautification strategy that includes a process for creating community identity and pride through the use of public art.
- Work to develop a comprehensive list of design guidelines for residents, developers and stakeholders that provide a menu of Brooklyn Center "branding' elements that can be incorporated into new and existing developments and neighborhoods.
- Strengthen the City's commitment to its designation as a Tree City USA by incorporating more trees and landscaping at the City's main gateways and entrances.
- Encourage residents, developers, and other stakeholders to use city authorized branding elements in marketing materials, streetscape improvements, and design elements.
- Identify key pedestrian, bikeway, auto and transit corridors that should incorporate consistent branding elements and landscape themes.
- Promote Brooklyn Center's diversity through the development of flexible spaces, opportunities for pop-ups and other small business incubators.

Land Use & Redevelopment Goal 8:

Enhance the City's economic position in the region through easy to navigate processes and creative land use designations.

Strategies

- Explore ways to improve the City's ordinances so that the entitlement process is clear and easy to navigate.
- Identify opportunities throughout the region to promote the City's redevelopment areas as a great place for new businesses to locate (i.e. DEED, Hennepin County Business Associations, Chamber of Commerce, etc.)

Housing & Neighborhood Goals

Adopted Strategic Priority: Safe, Secure, and Stable Community

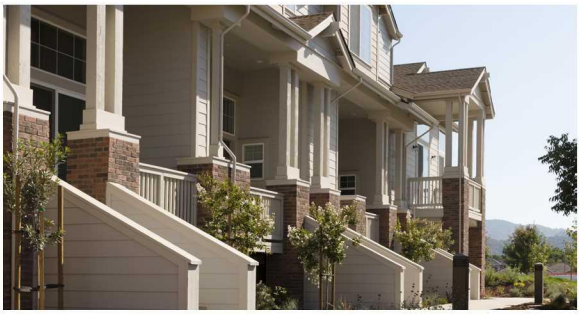
"For residents and visitors to fully appreciate and enjoy a great quality of life, it is essential that all neighborhoods are safe, secure, and stable. We will assure compliance with neighborhood condition and building safety standards, provide proactive and responsive public safety protection, wise stewardship of City resources and policies that promote safety, security, and a lasting stable environment."

Housing & Neighborhood Goal 1:

Promote a diverse housing stock that provides safe, stable, and accessible housing options to all of Brooklyn Center's residents.

Strategies

- Protect existing naturally occurring affordable housing options within the City through supportive land use designations and associated policies.
- Explore opportunities within multi-family redevelopment areas to include market-rate and affordable housing options within each project.
- Strengthen existing neighborhoods through focused efforts to assist with maintenance and preservation of the housing stock.
- Continue to enforce the rental licensing program and update and refine applicable ordinances and processes to ensure the program supports the needs of local residents.





Housing & Neighborhood Goal 2:

Identify ways to match Brooklyn Center's housing with the City's changing demographics.

Strategies

- Identify and inventory the City's existing rental housing stock to understand the rental unit-mix and unit-type to determine where gaps in the supply exist.
- Work to incorporate increased diversity of units within new redevelopment areas from micro-apartments to three- and four-bedroom units.
- Encourage property owners to reinvest in existing properties to maintain owner-occupied and renter-occupied units to create a more sustainable and stable housing stock.
- Strengthen outreach efforts to understand what housing needs exist for current and prospective Brooklyn Center residents.

Housing & Neighborhood Goal 3:

Explore opportunities to improve the City's housing policies and ordinances to make them more responsive to current and future residents.

Strategies

- Identify and review existing housing policies to ensure that they support the needs of current Brooklyn Center residents.
- Work with existing owners and renters to understand what challenges exist within current permitting and regulatory processes.
- Enhance existing strategies and policies to better meet the needs of current and prospective residents.

Housing & Neighborhood Goal 4:

Maintain the existing housing stock in primarily single-family neighborhoods through proper ordinances, incentive programs and enforcement.

Strategies

- Protect existing neighborhoods through the refinement of existing ordinances to ensure compatible uses are permitted, or conditionally permitted.
- Work with existing homeowners and renters to understand current challenges within existing neighborhoods.
- Endorse the update of existing ordinances and regulations to match and address the challenges identified by residents to make neighborhoods more accessible, stable and sustainable long-term

Housing & Neighborhood Goal 5:

2-14

Explore opportunities to incorporate new affordable housing into redevelopment areas that promote safe, secure and economically diverse neighborhoods.

Strategies

- Recognize the importance of incorporating and integrating protected affordable housing in new projects.
- Encourage developers to incorporate protected affordable housing units within projects through establishing incentives such as density bonuses or other tools.
- Strengthen existing policies to promote the diversity of housing choices within a single project, and throughout all redevelopment areas.



Community Image, Economic Competitiveness & Stability Goals

Adopted Strategic Priority: Enhanced Community Image

"Our ability to attract and retain residents and businesses is influenced by the perception of the City. We will take specific actions to assure that Brooklyn Center is recognized by residents, businesses, stakeholders, and visitors as a high quality, attractive, and safe community."

Adopted Strategic Priority: Resident Economic Stability

"The economic stability of residents is essential to vibrant neighborhoods and to retail, restaurant, and business growth. We will lead by supporting collaborative efforts of education, business, and government sectors to improve income opportunities for residents."

Community Image, Economic Competitiveness & Stability Goal 1:

Promote Brooklyn Center as an exceptional place for businesses, visitors and residents, both existing and new, because of its locational advantage and accessibility within the region.

Strategies

- Continue to refine and enhance the City's recent print and online rebranding efforts.
- Strengthen the City's identity through proactive communications that reach the larger region (e.g. develop marketing collateral to send to DEED, professional associations, press releases, etc.)
- Support the development of a task force or working group of community stakeholders to provide on-going perspectives and feedback to improve and help guide the City's marketing and branding initiatives.
- Encourage further enhancement of the public realm through the development of a public art and beautification master plan with Forecast for Public Art that reflects the community, its residents and businesses.





Community Image, Economic Competitiveness & Stability Goal 2:

Support the development of sustainable, resilient, and accessible neighborhoods in the city center that reinforce the City's commitment to its diverse residents, neighborhoods, and businesses.

Strategies

- Promote redevelopment of the former regional retail center city site as a Transit Oriented Development site that plans for a mix of uses including diverse housing types.
- Create a walkable and connected street, sidewalk and bikeway system throughout the city center that connects to surrounding neighborhoods.
- Recognize the limitations of existing structures and land uses and allow for the reimagining and intensification of uses to further development of a Transit Oriented Development (TOD) city center.
- Encourage developers to incorporate innovative and sustainable site design elements that reintroduces and reestablishes green space in the city center and adjacent redevelopment areas.
- Identify opportunities to incorporate green infrastructure into existing and redevelopment areas in all types of development.
- Provide incentives for redevelopment that incorporates housing at all levels of affordability from affordable to high-end market rate units, within a single project when feasible.
- Promote the city center as a community gathering space with pop-up shops, open air markets, and flexible space to support local businesses.







Community Image, Economic Competitiveness & Stability Goal 3:

Explore meaningful ways to represent the community's diversity through the City's branding, marketing and visual communications.

Strategies

- Enhance City issued and sponsored communications by providing materials translated in multiple languages that are tailored to Brooklyn Center's population.
- Create a working group or task force with diverse representation to provide feedback and suggestions on major branding and marketing efforts.
- Identify key marketing and branding initiatives, particularly of redevelopment areas, and engage Brooklyn Center's residents and business owners on-line to solicit feedback early and often throughout development projects.

Community Image, Economic Competitiveness & Stability Goal 4:

Encourage and promote reinvestment in the City's infrastructure including roadways, streetscapes, trails and utilities to signal Brooklyn Center's commitment to the long-term success of its residents and businesses.

Strategies

- Maintain the City's existing infrastructure through appropriate budgeting through the City's Capital Improvement Plan process.
- Identity areas that could be revitalized through targeted infrastructure reinvestment and include relevant inventory and analysis in applicable small area plans, redevelopment studies, etc.
- Work to develop a comprehensive wayfinding and signage system for bikeways and trails throughout the City.

Community Image, Economic Competitiveness & Stability Goal 5:

Recognize the opportunity and value of Brooklyn Center's changing demographics and entrepreneurial attitudes to create an identity that embraces diversity as part of the City's future.

Strategies

- Work to understand the needs of Brooklyn Center's population for office, commercial, restaurant, retail and multi-use spaces.
- Identify opportunities within redevelopment areas that could fulfill the needs of Brooklyn Center's entrepreneurs and small business owners.

Parks, Trails, & Open Space Goals

Parks, Trails, & Open Space Goal 1:

Provide a park and recreation system that is based on the needs of the City's residents and stakeholders.

Strategies

- Enhance and maintain a mix of facilities throughout the City's park and recreation system that is accessible to all ages and abilities.
- Identify gaps within the City's system and plan for improvements to match resident and stakeholder needs.
- Utilize the positive relationship between the City and Three Rivers Parks District to continue to improve the vibrant regional park and trail system.
- Explore opportunities to partner with local school districts and the private sector to improve, and in some areas complete, the park and recreation system.
- Support the continued use of citizen surveys and interviews to understand the effectiveness of existing facilities and, programs and system deficiencies.
- Maintain the system through prioritizing the highest-priority improvements which are those that address health or safety concerns, reduce maintenance costs, or address overall system deficiencies.
- Maintain and improve the system on a regular and continuous basis through the operating budget and the Capital Improvements Program to avoid deferred maintenance of the system.

Parks, Trails, & Open Space Goal 2:

Encourage residents and stakeholders to participate in the park and recreation system planning process.

Strategies

- Continue to utilize a City Council appointed citizen Park and Recreation Commission that advises the Council on the park system and environmental planning initiatives in the community.
- Encourage neighborhood groups to participate in the planning of all major park improvements.

Parks, Trails, & Open Space Goal 3:

Explore ways to incorporate design and preservation standards into the City's ordinances and policies to improve and maintain a high-quality system.

Strategies

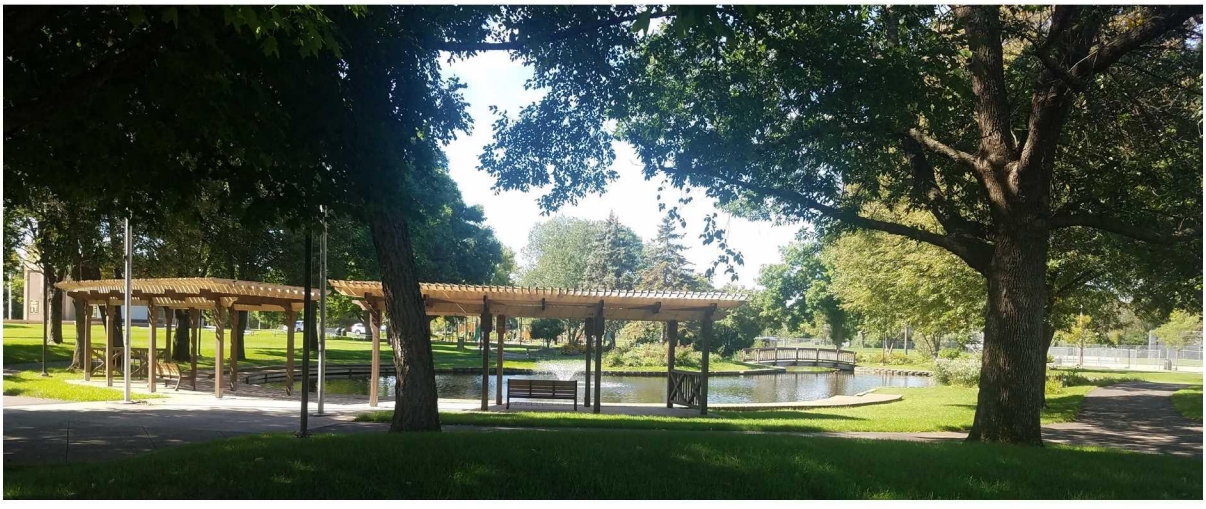
- Continue to explore ways to incorporate and plan for innovative park and recreation development as the system is maintained or expanded.
- Maintain a classification system for the parks, trails and open spaces in the community to match needs and programming with appropriate park typologies.
- Continue to design system improvements that balance function and aesthetics with the conservation of natural resource areas.
- Protect surface water resources in parks, such as wetlands, for habitat and wildlife corridors where appropriate.
- Explore ways to re-vegetate the opens space areas owned by the City where active recreational improvements have not been planned.
- Encourage creative park design to develop a dynamic and diverse system.
- Identify ways to use park design as a neighborhood improvement theme, or as a way to complement redevelopment.



Parks, Trails, & Open Space Goal 4:

Support efforts to maximize the use and accessibility of the system by local residents.

- Identify ways to improve access to, signage for, and information about Central Park to drive increased awareness about the facility.
- Create a connected system through bicycle/pedestrian trails and a collector sidewalk system to ensure the accessibility of the City's parks. Volunteers and service organizations in the community will be afforded opportunities for service in the development and maintenance of the park and recreation system.
- Promote the Mississippi River Critical Corridor Area and its park as an opportunity for further development and use in the community.
- Provide an identification system of all park areas, facilities and programs that is consistent, functional and creative.
- Identify locations to install signage, kiosks, and other forms of communication that establish an identity for the system and provides information about the system to the user.
- There will be an ongoing information and education process to make residents knowledgeable about and aware of park and recreation facilities and programs.



Transportation, Transit, Bikeways & Walkability Goals

Adopted Strategic Priority: Key Transportation Investments

"Proactively maintaining an efficient and effective infrastructure will meet the high level of community expectations. We will plan for and invest in critical infrastructure improvements that enhance safety, improve life quality, and support opportunities for redevelopment, while sustaining the natural environment."

Transportation, Transit, Bikeways & Walkability Goal 1:

Provide a safe network of roadways, bikeways and pedestrian ways that connect residents in the City and to the larger region.

Strategies

- Continue to budget for needed improvements to the City's transportation network through the Capital Improvement Plan process.
- Support new roadway designs in redevelopment areas that incorporate bikeways and pedestrian ways, and that visually connect to transit stops and stations.
- Work to understand the transportation needs of the City's residents and match scheduled improvements to help fill identified gaps.
- Create a plan to work with Metro Transit on a more balanced and equitable transit market area that matches the needs of residents.





Transportation, Transit, Bikeways & Walkability Goal 2:

Encourage residents to chose alternate transportation modes (other than automobile) by enhancing access to bikeways, transit, and pedestrian networks.

Strategies

- Enhance existing ordinances, and incorporate requirements into new zoning districts that make pedestrian and bike access more efficient (e.g. bike parking requirements, awnings, pedestrian shelters, etc.)
- Work with Metro Transit to identity potential improvements to the transit station, bus stops and bus shelters that could improve the rider experience.
- Explore ways to improve wayfinding through visual cues to make bike routes, walkways, and transit stops clearer to users.

Transportation, Transit, Bikeways & Walkability Goal 3:

Support the City's commitment to creating a Complete Street Network in existing and redevelopment areas.

Strategies

- Identify opportunities to connect the existing bikeway and pedestrian network through redevelopment areas and a condition of development approval to incorporate prioritized connections.
- Work to update necessary ordinances or policies within the City's zoning ordinance and other official controls to support the development of a Complete Street Network.





Infrastructure & Utilities Goals

Infrastructure & Utilities Goal 1:

Provide adequate infrastructure including sewer, water, and facilities to serve existing residents and redevelopment areas.

Strategies

- Support redevelopment consistent with the Future Land Use Plan, Transportation and Transit Plan so that infrastructure is appropriately sized and planned for based on anticipated development patterns.
- Sustain current city staff's efforts to plan for and study needed improvements, as well as staying current with best practices and innovation.

Infrastructure & Utilities Goal 2:

Maintain the level of city services to existing neighborhoods and plan for improvements through appropriate capital expenditures.

Strategies

- Work with existing neighborhoods and community liaisons to plan for any needed improvements and where applicable, incorporate such improvements in the City's Capital Improvement Plan.
- Sustain development patterns consistent with the Future Land Use Plan to ensure appropriately designed and planned infrastructure.

Infrastructure & Utilities Goal 3:

Support opportunities to create resilience within the City's infrastructure as redevelopment or reconstruction activities occur.

Strategies

- Explore and identify opportunities to incorporate best management practices or innovative practices in the city's ordinances and policies to better respond to natural disasters and environmental degradation.
- Strengthen existing infrastructure through incorporating innovative methods for system management and maintenance in conjunction with traditional engineering methodology.

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CHAPTER 3:
Land Use & Redevelopment



Comprehensive Plan 2040



INTRODUCTION

The City of Brooklyn Center is at a pivotal time in its history and is faced with the unique opportunity to reimagine and redefine its land use and development patterns for generations to come. For many decades the community's land use and development was planned around a "core" retail area that served not only the local community but the greater region. Emanating out from the retail center were pockets of multi-family housing that transitioned quickly into single-family neighborhoods. Residents in those neighborhoods were offered the best of both worlds – they were connected to major freeways and highways with efficient routes to job centers - and once they were home they didn't have to leave because every shop, restaurant or service they could ever need could be found in the bustling city center.

Fast forward to the mid-2000s and change began. Slowly, or what may have felt rapid for some residents, the City's "center" or "core" began to lose its share of the regional retail and service market place. As nearby communities increasingly welcomed new retailers, restaurants and service providers into their developing areas, Brooklyn Center began to see stores closing leading to the eventual end of the Brookdale Mall. While all of these changes were happening in the City's "core" the change affected nearly 300-acres of the community, or nearly 6% of the City's total land area. Exacerbating the loss of actual users and businesses was the concurrent loss of identity and image the community had established so many decades ago.

This evolution in the City's land use and development patterns affects the entire community, even if it the truly 'vacant' area is found only within its core. The impact can be seen in both multi-family and single-family neighborhoods, in the schools, parks, transportation, and public facilities. At its simplest level it was, and is, the 'Center' of the City. Residents, new and old, continue to identify the vacant and underutilized land in the City Center as an important area to 'get right', and to revitalize and reinvigorate. The success of this area will influence and impact the surrounding land uses, neighborhoods, and community and lead to a more sustainable and vibrant community long-term.

2040 Land Use & Redevelopment Goals

- Support the Future Land Use Plan through the update or creation of relevant and market-based small area plans, redevelopment plans, and the zoning ordinance.
- Continue to support a proactive, integrated approach to redevelopment that clearly defines the City's objectives for specific areas and sites within the community.
- Strengthen opportunities for high-quality redevelopment through establishing clear planning and regulatory documents.
- Enhance and maintain existing neighborhoods through proper land use designations and clear supportive zoning that makes reinvestment and rehabilitation easy for residents.
- Recognize that many areas in the community are aging and may require reinvestment, redevelopment, or reimagining and that all scales and sizes of opportunity have merit to further support the community's future.
- Provide clear direction to developers, property owners, and residents about the City's desires for each redevelopment area through this 2040 Plan, as well as small area studies, master plans and the zoning ordinance.

** Supporting Strategies found in Chapter 2: Vision, Goals & Strategies*

PURPOSE AND BACKGROUND

The purpose of this Chapter is to establish and guide land use and redevelopment over this planning period. The intent is to create a clear, concise and responsive Future Land Use Plan that describes the City's aspirations for the future. The specific details of zoning, small area plans, and other details are not contained within this Chapter but instead will be developed as implementation tools to bring this Plan to fruition. Though this Chapter does not describe individual properties or plans for specific areas, it clearly, and descriptively, defines the vision for each land use designation. This definition and policy will serve as the City's guide or 'brand' for the future of its neighborhoods, redevelopment areas, business parks, offices, industrial areas, parks, trails and natural resource areas for the future.

This Chapter was prepared with the help of the City's residents, staff, commissions and policy-makers. It is a reflection and response to feedback and input heard throughout the Plan development process and should be thoughtfully considered and evaluated as redevelopment progresses throughout the community. In the following sections the existing land use, future land use and redevelopment focus areas are described, and corresponding maps are provided. Some of the more substantial changes in this Plan are discussed in subsequent sections to highlight the areas of this Plan that were intentionally updated to better reflect changes in Brooklyn Center, and in some cases to better respond to current and projected market conditions. As with any policy document this Chapter should be reviewed and contemplated often and should be thought of as a living document – it is important to use the Plan so it remains relevant.

Changes in Land Use & Redevelopment Chapter from the 2030 Plan

As a mostly-developed community much of the City's existing land use pattern is anticipated to remain the same. The core of existing single-family neighborhoods will be maintained, with changes only projected to occur at specific neighborhood nodes or along edges, where the edges are adjacent to major roadways or other physical characteristics. However, though a large percentage of the City's land is projected to remain largely unchanged, there are pockets of vacant, underdeveloped and redevelopment areas that are guided for change within this Plan (in a way similar to the 2030 Plan). The "Center City" was guided for change in the 2030 Plan, but this Plan contemplates a more diverse land use pattern and focus on housing in the redeveloping areas – which is different from what was contemplated in the last planning period.

The following summary is provided to identify the substantive changes from the 2030 Plan, and to introduce new concepts:

Rethinking the "Core" and Reorganizing Around Access

The City has regularly studied and contemplated how to redevelop and reimagine its core hoping to bring back the vitality and vibrancy that once defined the community. Many studies and plans have been completed and those ideas and strategies will continue to be influential as the area redevelops. Building on previous efforts, this Plan introduces the idea of transit and accessibility as an overarching way to organize and guide land uses and redevelopment of the area. Though not a significant shift in thinking at the policy level, it does represent a subtle change in how new land uses and redevelopment might incorporate and respond to accessibility and transit as a central physical and design element in any development or redevelopment plan.

Transit and accessibility has always been a consideration of the City's Comprehensive Plan, but it has not served as a physical organizing feature of the Land Use Plan. Previous efforts simply addressed transit and mode choice such as walking or biking as part of its Transportation Chapter, but current trends suggest that transit and mode choice are one of the principal components of a desirable, amenity rich community. The City has the opportunity to capitalize on this trend given its current transit system and the availability of redevelopment land. The planned transit improvements in the community include the new C-Line Bus Rapid Transit that is scheduled to be operational in 2019, the potential D-Line BRT, coupled with the Opportunity Site, Shingle Creek and nearby redevelopment opportunities. This means the City can emphasize the importance of accessibility potentially resulting in a highly desirable new mixed-use neighborhood – right in the heart of the City.

Emphasizing Competitiveness within the Region

Through much of this planning process, residents, stakeholders, commissioners and policy makers repeatedly emphasized the desire to regain Brooklyn Center's competitive edge in the market-place as a desirable and highly accessible community for residents and businesses alike. The desire to become a central player in the region once again and to be recognized as a great place to do business is supported through the City's efforts within this Land Use Plan to be more flexible within its land use designations. This Chapter emphasizes an integrated land use and development approach to better match current expectations within the market-place for integrated, experience-based places where people can live, work, recreate, socialize and engage all within a compact walkable and interesting place.

Future Land Use Plan – Land Use Designations are Consolidated

This Plan consolidates the total number of Future Land Designations, which is intentional and purposeful in an effort to encourage more flexibility within the community. The Future Land Use Plan should be a guide that describes to the residents, business owners, developers and policy-makers the long-term goals and aspirations for land uses and development areas, rather than on a site-by-site basis. Site specific details should be contained in supporting, and consistent, documents such as Small Area Plans, Zoning Ordinance, Subdivision Ordinance and other official controls. This Plan should function at the level of detail that it should – to guide the City's future land use and development.

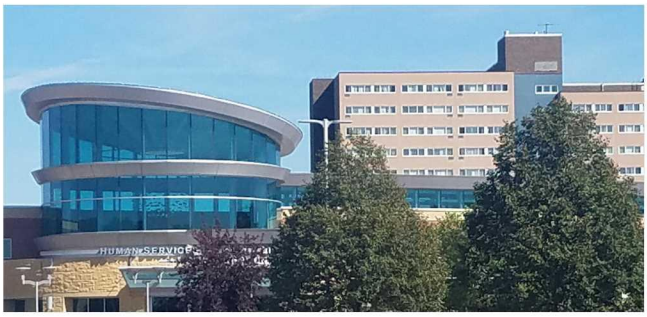
Future Land Use Plan – New Designations are Added

Even though this Plan consolidates the land use designations, it also introduces three new land use designation concepts that are focused on creating mixed-use, vibrant spaces in the community. These new designations are primarily associated with areas planned for redevelopment in the community. The purpose of creating the mixed-use designations is to encourage a more diverse, integrated and interesting land use pattern in the community in all areas – from residential enclaves to industrial parks.

Existing Land Use and Future Land Use are Separated

Though it may seem minor, separating the Existing Land Use (ELU) from the Future Land Use Plan (FLU) is an important update to this Chapter. Creating this distinction allows the City to monitor and follow its progress over this planning period. The ELU is a snapshot in time, it describes how the City's land is being used today. It's not a judgment of what it should be, it's what is actually happening. The FLU is a representation of what the City hopes for, or what it's planning for in the future. Because the two maps, and uses, are so different it is important to separate them so that the City can see its progress over time. The ELU in all likelihood, should look more like the FLU in 10-years, and that is a strong visual representation of the success and implementation of this Plan.





Forecasts

As described in Chapter 1: Community & Planning Context the City is required to plan for its future land use pattern and development opportunities consistent with the Metropolitan Council's projections and community designation which is provided for within the 2015 System Statement. The City's Community Designation is "Urban," and Thrive MSP 2040 identifies the following Community Role for orderly and efficient land use as:

- Plan for forecasted population and household growth at average densities of at least 10 units per acre for new development and redevelopment. Target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan.
- Identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities and that contribute to better proximity between jobs and housing.
- In collaboration with other regional partners, lead major redevelopment efforts.
- Lead detailed land use planning efforts around regional transit stations and other regional investments.
- Plan for and program local infrastructure needs (for example, roads, sidewalks, sewer, water, and surface water), including those needed for future growth and to implement the local comprehensive plan.
- Recognize opportunities for urban agriculture, and small-scale food production.

The Metropolitan Council's population, household and employment forecasts for the 2040 Plan as shown in the 2015 System Statement are provided in the following table:

Table 3-1. Metropolitan Council Forecasts

Forecast Year	Population	Households	Employment
2010	30,104	10,756	11,001
2020	31,400	11,300	13,400
2030	33,000	12,300	14,200
2040	35,400	13,300	14,600

Source: 2015 Metropolitan Council System Statement for Brooklyn Center; Employment Forecasts Adjusted per Metropolitan Council May 2019

As demonstrated in Table 3-1, the Metropolitan Council projects that the City will add nearly 2,000 new households to the community between 2020 and 2040. This is a significant increase in the number of households, an increase that has not occurred since many of its neighborhoods were initially developed between the 1950s to 1970s. The Metropolitan Council makes its projection based on several factors, but evaluates and considers characteristics such as proximity and location within the region, available land for development and/or redevelopment, current and expected market trends and proximity to transit and planned transit improvements. All of these factors considered collectively make Brooklyn Center a highly desirable place for people to want to locate and move to, provided new housing options become available. A key factor in this equation is the availability of land, and the City has a large, contiguous area of land available known as the "Center City" which is either vacant or underdeveloped which makes it a prime area for redevelopment. As shown and described in subsequent sections, the City is planning for the additional households to primarily located within these redevelopment areas, and if developed occurs at the densities projected and guided within this Plan, the City has the potential to add between 1,890 and 2,850 households by 2040.

In the subsequent Future Land Use section of this Chapter specific areas are identified that are planned for and may be available for redevelopment in this planning period. Even though the City is supportive and planning for redevelopment it also possible that some of these areas will not redevelop within this planning period. Additionally, there are known development plans for a portion of the redevelopment areas that would result in an increase in households, but may fall short of the forecast. The calculations in the following sections demonstrate that the majority of forecasted growth is anticipated to occur within the major redevelopment areas guided primarily as Transit Oriented Development (TOD) and Commercial Mixed-Use. Some commercial and retail development has occurred in these areas within the last 10-years, and those areas are not likely to redevelop within this planning period. Because of these conditions, the City believes there is likely a range of the number of potential households that could be added, which are generally consistent with the Metropolitan Council's System Statement forecasts.







EXISTING LAND USE

Before the City can plan for its future, it must first understand how the existing land use and development pattern shapes the community. The City has diverse land uses but has a fairly organized land use pattern. The 'core' or 'spine' of the community west of Highway 100 was the retail core of the City and was once the home of Brookdale Mall, a regional indoor mall that served the northwest metropolitan area. After slow evolution, some new businesses and retailers have emerged, and some redevelopment activities continue to occur in the area. As shown on Map 3-1. Generalized Existing Land Use, these areas continue to be used for retail and service uses, but much of the land is now vacant or underutilized.

Transitioning from the core, single-family neighborhoods dominate the residential landscape which are served by integrated public facilities, schools, and parks. Small pockets of multi-family housing can be found in nearly all areas of the community, with some concentration of higher-density found along major roadways surrounding commercial, light industrial and business areas. Generally, the City's existing land use pattern is reflective of a suburban development pattern that was auto-centric and relied on the retail/service core for many decades. Understanding this pattern is an important part of the plan development process because it provides a foundation and baseline from which the City can plan for a more sustainable, accessible future – it helps to define the places to preserve and protect, and identify areas that have the opportunity to shape the community's future.

The Map 3-1 helps to visually describe where incompatible land uses may exist, and where patterns may benefit from interruption or new uses. Table 3-2 describes the acreages of existing uses and suggests what types of land uses may be deficient or needed over the next planning period.





Map 3-1. Generalized Existing Land Use

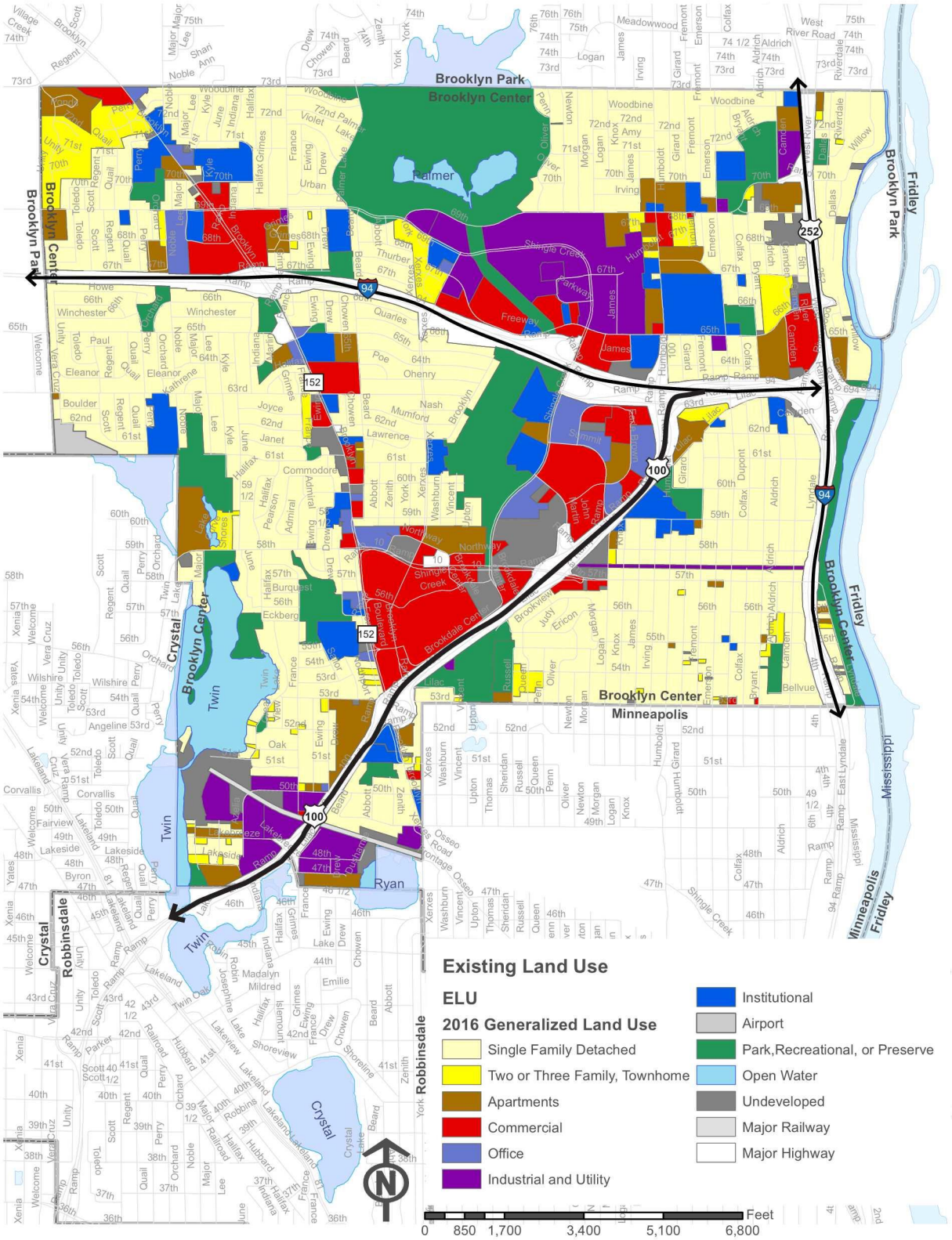


Table 3-2. Existing Land Use

Existing Land Use	Acres	% of Total Acres
Single Family Residential	2,456.29	45.82%
Two and Three Family or Townhome	160.06	2.99%
Apartments	256.30	4.78%
Commercial	391.20	7.30%
Office	95.65	1.78%
Industrial and Utility	285.51	5.33%
Institutional	273.00	5.09%
Airport	12.32	0.23%
Park, Recreation or Preserve	609.86	11.38%
Undeveloped	161.28	3.01%
Major Highway (ROW)	430.38	8.03%
Major Railway	10.75	0.20%
Open Water	218.15	4.07%
TOTAL	**5,360.75**	**100.00%**

Source: MnGEO, Metropolitan Council, City of Brooklyn Center, SHC

Existing Land Use Definitions

Single Family Residential: This land use designation identifies land that is primarily developed with detached single-family residential and accessory uses. This development pattern is generally found surrounding the retail/undeveloped core and business/light industrial spine. The use identifies existing neighborhoods that were developed in a fairly regular urban grid pattern mostly developed between the 1950s and 1970s.

Two or Three Family Residential and Townhome: This land use designation identifies parcels throughout the community that are developed primarily with twin homes and double bungalows. This land use is found sprinkled throughout the community but is primarily integrated into the single-family land use designation.

Townhome: This land use designation identifies land that was developed with attached single-family housing. Most areas developed with this land use are adjacent to public/semi-public and institutional land or serves as a transition from existing apartment or commercial uses.

Apartments: Existing apartments are sprinkled throughout the community, but are primarily adjacent to major roadways and corridors, and commercial/business uses. The size of the apartment complex ranges in size from small-scale apartment buildings on the edges of the single-family neighborhoods to large-scale complexes. The apartments were primarily constructed from the 1960s to the 1980s.

Commercial: The existing commercial uses are located throughout the community on major road corridors such as Brooklyn Boulevard, I-94 and Highway 252. Typical uses include small retailers, grocery, and auto sales. The most recent addition is Topgolf which is located at the I-94 and Highway 252 interchange and is scheduled to open in 2018.

Office: This land use designation identifies existing office and professional buildings that are used for service based businesses such as attorneys, accountants, data processing, etc.

Industrial and Utility: This land use designation identifies land that is used for light and heavier industrial uses as well as small pockets of utility uses that are owned by a private or public utility in the City. There are two pockets of industrial area one on the south end of the community where the SOO line railroad crosses, and the second on the north side of I-94 near the central core of the community.

Institutional: The institutional and public/semi-public uses are parcels that are currently, or historically have been, used for religious institution, schools, city hall and other civic or municipal structures. These uses are spread throughout the community and are integrated in existing single-family neighborhoods, multi-family neighborhoods and commercial areas.

Airport: The Airport land designation identifies a small parcel of land at the western edge of the City south of I-94 corridor that is part of the Crystal Airport.

Parks, Recreation, or Preserve: This land use designation identifies all land that is publicly owned and used for active or passive recreational uses, or for natural areas. These areas are owned by the City, County, Regional agency or State.

Airport: A portion of the Crystal Airport extends into the far southcentral-west corner of the community. The active runways and airport operations are located in the City of Crystal.

Undeveloped: The undeveloped land use designation identifies land primarily within the City's central core that are currently vacant.

Major Railway: The railroad right-of-way is located west of Highway 280 and provides rail access to industrial properties in the City and to the adjacent industrial lands in the City of Minneapolis.

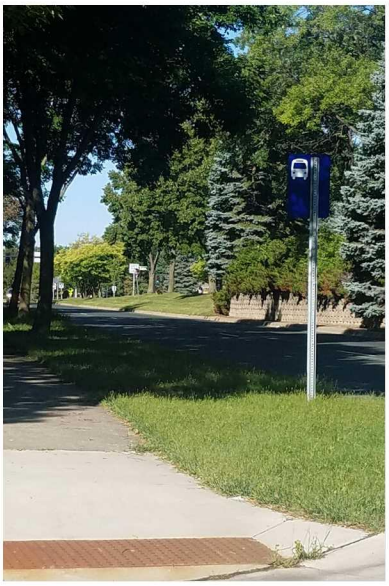
Major Highway: The existing right-of-way includes state, county, and local roadways. Right-of-way is used for roadways, auto-traffic, transit and bike/trails.

FUTURE LAND USE

The City's Future Land Use Plan is compilation of efforts of the City's residents, various commissions, staff and policy makers. Using Map 3-1 Existing Land Use as a foundation, the Future Land Use Plan shown on Map 3-2 was created to guide and demonstrate the City's aspirations for the future with respect to land use and development. The purpose of the FLU is to show through mapping, definitions and acreages how the City intends to create a dynamic, sustainable and integrated community long-term. This section focuses on the Future Land Use designations and definitions, and Map 3-2 to spatially show how the City is contemplated to grow and change and to breakdown the acres associated with each land use to create a balanced, and well-integrated land use pattern. Descriptions about new land use designations and areas of change can be found in subsequent sections of this Chapter.

The Future Land Use Plan was developed with three major principles:

- Create a Land Use Plan for the "central spine" (see Map 3-2) that encourages a diverse, and integrated, mix of uses that promotes transit and walkability.
- Develop land use designations that are broad, but descriptive, to allow the market place to respond and provide the best solution to development and redevelopment efforts.
- Protect and enhance existing neighborhoods with connected parks, open spaces, natural areas and integration of neighborhood-based services.



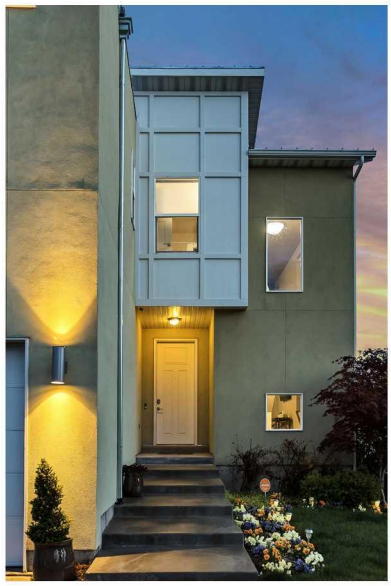




Table 3-3 shows a breakdown of the proposed Future Land Uses in the community and identifies associated residential densities where applicable. The Land Use categories reflected on the Table correspond to the designations shown on Map 3-2.

Table 3-3. 2040 Future Land Use

Future Land Use	Density	2020 Acres	% of Total Acres	2030 Acres	% of Total Acres	2040 Acres	% of Total Acres
Low Density Residential	3.01 – 5 DU/A	1,888.43	35.23%	1,888.43	35.23%	1,888.43	35.23%
Medium Density Residential	5.01– 15 DU/A	126.22	2.35%	126.22	2.35%	126.22	2.35%
High Density Residential	15.01 – 31 DU/A	212.20	3.96%	212.20	3.96%	212.20	3.96%
Transit Orient Development (TOD)[a]	31.01 - 130 DU/A	25	0.47%	70	1.31%	200.43	3.74%
Neighborhood Mixed-Use[a]	15.01-31 DU/A	50	0.93%	75	1.40%	92.59	1.73%
Commercial Mixed Use[a]	10.01 – 25 DU/A	30	0.56%	60	1.12%	88.06	1.64%
Commercial[a]	NA	343.01	7.18%	285.25	5.32%	109.52	2.04%
Business Mixed Use	NA	50	0.93%	150	2.80%	269.15	5.02%
Industrial/Utility	NA	291.29	5.43%	191.29	3.57%	71.80	1.34%
PSP/Institutional	NA	215.10	4.01%	215.10	4.01%	215.10	4.01%
Airport	NA	12.16	0.23%	12.16	0.23%	12.16	0.23%
Parks, Open Space, Recreation	NA	410.37	7.66%	410.37	7.66%	410.37	7.66%
Rail Road ROW	NA	28.36	0.53%	28.36	0.53%	28.36	0.53%
ROW	NA	1255.32	23.42%	1255.32	23.42%	1255.32	23.42%
Open Water	NA	218.15	4.07%	218.15	4.07%	218.15	4.07%
Wetland	NA	162.90	3.04%	162.90	3.04%	162.90	3.04%
TOTAL						**5,360.75**	**100.00**

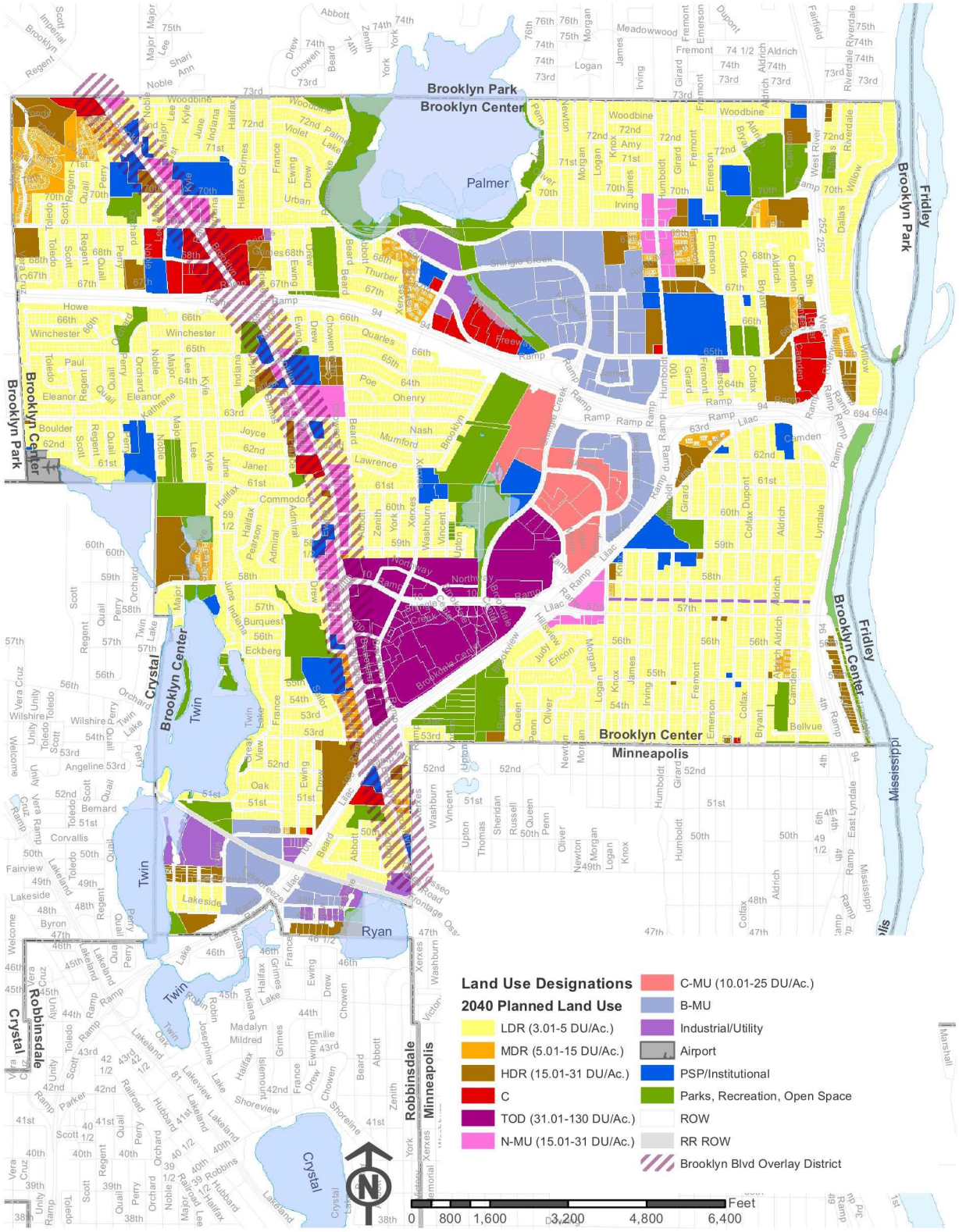
Source: Hennepin County, City of Brooklyn Center, SHC

[a]Commercial land use designation includes currently vacant or underutilized land in the Center City. The Existing Land Use provides breakdown of existing vacant parcels. Some commercial land within the TOD and Mixed Use designations is not anticipated to redevelop within this Planning Period, but is still reguided as TOD or Mixed Use to reflect the City's vision for this area of the community when redevelopment opportunities emerge, even if post-2040.





Map 3-2. Future Land Use



Future Land Use Designation Definitions

The following definitions are provided to describe the planned land uses in the City of Brooklyn Center. Many of the existing land uses in the community are planned to remain consistent through this planning period, with new designations focused in areas that are currently underutilized or vacant. The following definitions support and correspond to Map 3-2 Future Land Use Plan.

Residential Designations

Map Designation	Residential Density	Description
Low Density Residential (LDR)	3.01 – 5 Dwelling Units per Acre	This designation primarily identifies existing neighborhoods that are mostly developed with single-family detached and single-family attached uses and permitted accessory uses. Any redevelopment or development of LDR land is planned to be consistent with the designation and to be compatible with surrounding neighborhoods and uses.
Medium Density Residential (MDR)	5.01-15 Dwelling Units per Acre	Land designated as MDR is planned for densities between 5 and 15 dwelling units per acre. This land use designation is mostly developed with two-family, three-family, town home and small multi-family uses. Accessory uses, including but not limited to, small open spaces and park areas are located within proximity or within the land use designation. Any redevelopment or development of MDR land is planned to be consistent with the designation and compatible with surrounding and adjacent uses.
High Density Residential (HDR)	15.01-31 Dwelling Units per Acre	Land designated as HDR is planned for densities between 15 and 31 dwelling units per acre. This land use designation is mostly developed with townhomes, apartments, and condominiums. Accessory uses including, but not limited to, neighborhood amenities, parks and open spaces are a part of this designation. Future development or redevelopment of HDR land is planned to be consistent with this land use designation and compatible with surrounding and adjacent land uses.



Low Density Residential



Medium Density Residential



High Density Residential

Mixed-Use Designations

Map Designation	Residential Density	Description
Transit Oriented Development (TOD)	31.01-130 Dwelling Units per Acre	TOD is a new land use designation that is planned for a mix of residential, commercial, office and retail uses. Land is generally within a ½-mile of the Brooklyn Center Transit Station (Transit Station) is designated as TOD to capitalize on the proximity of redevelopment sites to the transit stops. The planned Bus Rapid Transit C-Line has two stops within the area designated as TOD (the Transit Station is last northerly stop) that will provide access to adjacent land uses with frequent, and efficient bus/transit services providing connections to the area and broader region. A minimum of 75% of the land within this designation is planned to be developed with high-density residential use and the remaining land developed with supporting retail, office and commercial uses. Redevelopment will focus on connecting to the Transit Station and C-Line stops, future D-Line stops, as well as creating a walkable, bikeable, vibrant core in the City.
Neighborhood Mixed-Use (N-MU)	15.01-31 Dwelling Units per Acre	The N-MU is a new land use designation that guides land surrounding key neighborhood intersections for a mix of residential, retail and commercial/office uses. This designation plans for the redevelopment of existing uses and assumes a minimum of 50% of land within this designation would be used for residential purposes, and the remaining area would be developed with neighborhood scale retail, service and commercial uses.
Commercial Mixed-Use (C-MU)	10.01-25 Dwelling Units per Acre	The C-MU is a new land use designation and guides land for a mix of commercial, office, retail, service and residential uses. This designation is guided for areas adjacent to the TOD and is planned to have a more significant proportion of the land use designated for commercial, office, retail, and service uses with supporting residential use. A minimum of 50% of the land use is planned for residential development at densities slightly lower than the adjacent TOD land use designation. This land use designation will focus on walkable and bikeable connections to adjacent TOD land uses and the Transit Station.
Business Mixed-Use (B-MU)	None	The B-MU is a new land use designation and guides land for a mix of business, light industrial and supporting retail/service uses. This designation encourages redevelopment or development of commercial, office, general business and light industrial uses in coordination with supporting retail/commercial uses to encourage a more dynamic and connected experience for workers. This land use does not plan for residential uses but may include limited live-work opportunities as established through supporting official controls.

Commercial, Business and Industrial Designations

Map Designation	Description
Commercial (C)	Planned commercial uses are generally located along the Brooklyn Boulevard Corridor, on the frontage of I-94 and along Highway 252. Uses in these areas include hotels, restaurants, auto sales, and other small retail uses.
Industrial and Utility (I/U)	There are two areas planned for industrial uses located in the southwesterly corner of the City on the east and west side of Highway 100. Uses in this designation include manufacturing, storage, outdoor storage and other industrial uses. This land designation is not planned for expansion in this planning period. This designation also includes ares with existing or planned public or private utilities.

Public/Semi-Public Designations

Map Designation	Description
Public/Semi-Public and Institutional (PSP/Institutional)	Land designated as I/SP is generally used for public or semi-public uses including schools, municipal and government uses, social and/or healthcare facilities excluding clinics, churches and other places of assembly. This land use designation also includes existing municipal utilities such as lift stations and pumphouses, as well as private utilities such as power substations and similar uses. There is no planned expansion of this land use, but it is acknowledged that an expansion of some of these uses may be necessary if and when redevelopment occurs throughout the City.
Parks, Recreation, and Open Space (PROS)	Land designated as PROS is used for active and passive park uses, and natural preservation. Active park areas included playfields, athletic complexes, publicly owned golf courses, zoos and other similar uses. Passive park areas include nature areas, resource protection and buffer areas, trails, picnic areas, public fishing and similar uses. Natural preservation areas include the protection of important natural resources for environmental or aesthetic purposes.
Railroad Right-of-Way (RR ROW)	This land use designation identifies the SOO Line railroad in the southwestern corner of the City. The railroad is active and runs through the City's existing industrial park.
Right-of-Way (ROW)	This land use designation identifies publicly dedicated land for vehicular, transit, bikeways, and/or pedestrian thoroughfares. The existing and planned right-of-way includes state, county and local roadways.
Airport (AP)	This land use designation identifies land used for public or private airport facilities, runways and ancillary airport uses. A small parcel of land in the central corner of the community is designate for this purpose and is adjacent to, and a part of, the Crystal airport. There is no planned expansion of this land use.

Overlay Designation

Map Designation	Description
Brooklyn Boulevard Overlay	The Brooklyn Boulevard Overlay is a 1,200-foot (600-foot on each side of the centerline) corridor that calls attention to land adjacent to the roadway for special consideration at time of redevelopment. The designation functions as an overlay and parcels are designated with specific land uses.

AREAS PLANNED FOR CHANGE

REIMAGINE, REDEVELOP & REINVIGORATE

Introduction/Description

The 2030 Plan was prepared as the City's central retail core was experiencing significant change and stress as businesses, retailers and restaurants were slowly going out of business. The 2030 Plan focused heavily on previous planning efforts including the Calthorpe Plan, the Opportunity Site Master Plan and small areas studies the City had undertaken in an effort to revitalize the City's central core. These plans became the foundation for the 2030 Plan in many respects and were incorporated by reference within the Future Land Use Plan and the narrative contained within this Chapter.

A decade has passed and while some of the changes contemplated in the 2030 Plan have come to fruition, many areas of underutilized and vacant land remain. Over the past ten years the City has proactively acquired property through its Economic Development Authority (EDA) and Housing Redevelopment Authority (HRA) in an effort to assemble a critical mass of land within the City's core to allow for a large-scale redevelopment inducing project in heart of the community. This effort is on the verge of success as the City has entered into a due diligence phase with a master developer to begin the redevelopment efforts in its core. It is an exciting time in Brooklyn Center, and this Plan is intended to help guide the City as it progresses through redevelopment efforts over the next decade.

The following sections highlight at a broad level the areas of the community anticipated and planned for change over the next 10 – 20 years. The intent is to describe the direction and aspirations of the community with respect to physical land use and development of these critical areas of the community so that residents, developers, business owners and policy-makers have a roadmap to help guide them through the development and redevelopment review process.

Transit Oriented Development (TOD) and Physical Organization

Central to the success of the City's redevelopment efforts is the ability to re-focus and reimagine the areas surround the Transit Hub or Transit Station in the community. Today, the Transit Station is located adjacent to and within the area guided as Transit Oriented Development (TOD) on the Future Land Use Plan. As previously described, this is a new land use designation that was developed as part of this planning effort to be proactive and promote the accessibility of the community through its transit and multi-modal network. Increasingly, access of neighborhoods, housing, services, and experience-based retail by efficient and frequent

transit services is becoming a highly desirable and sought-after amenity within development and redevelopment areas. The City is perfectly positioned to capitalize on this amenity and advantage for two reasons:

1. The C-Line Bus Rapid Transit is scheduled to open in 2019 and its northern terminus is the Brooklyn Center Transit Station; and
2. The areas surrounding the Transit Station are prime for redevelopment and are guided for TOD and the future D-Line may also connect to the area in the future.

These two conditions could not be more perfect, and the timing is optimal for the City to work with any developer on redevelopment that embraces, integrates and incorporates the Transit Station and C-Line stops into its development plan. To help facilitate that process the City created the TOD land use designation in this Plan. This is a significant departure from previous planning efforts that were silent on Transit and did not emphasize it as a way to organize redevelopment efforts. This Plan, and the TOD land use designation promote:

- An introduction of high-density residential uses into the City's core and purposefully locates it adjacent to the current Transit Station.
- A TOD land use designation that is large enough, and encompasses enough acreage, to allow for consideration to move the Transit Station from its current location, if an agreement with Metro Transit Could be made. Currently the Transit Station is at the edge of the TOD area, but it could be more desirable if it were in the heart of the Opportunity Site and redevelopment areas.
- Density preferred to start at 31.01 dwelling units per acre, up to a maximum of 130 dwelling units per acre. The City wants to encourage a vibrant, integrated mix of uses in this area which means that the City is willing to let the market help shape how the area is developed. Paramount to the success, regardless of density, is that the mix of uses includes more households of a variety of types, at various levels of affordability.
- The land use designation envisions a high-quality, complete and connected network of pedestrian ways including sidewalks and trails. The area should be walkable, inviting and architecture must respond to and encourage a safe pedestrian environment that connects new residents with the transit hub, services and the City's larger trail system.
- Development in this area should encourage and create an experience for new residents. Amenities should be thoughtfully incorporated, and efficiencies and

adjacencies with current users should be explored. The City acknowledges that redevelopment will not happen overnight, so there should be thoughtful approaches to how new development can incorporate and integrate existing uses into redevelopment efforts to achieve incremental improvements.

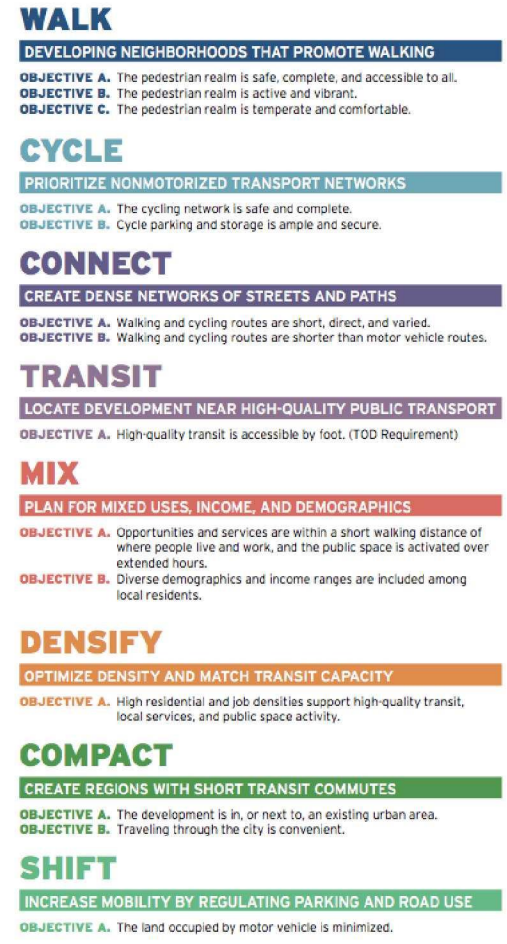
- The concept that if one user and area do better – than everyone does better.

Within the TOD land use designation some areas of the Shingle Creek Crossing development have been redeveloped including a few national big-box sites and small strip retail within the last 10-years. These efforts have primarily continued to focus on an auto-centric typical suburban retail environment without much consideration of the potential to incorporate housing into a master plan. As a result of recent redevelopment efforts, it is unlikely that this entire area will redevelop within this planning period, but the City still believes that it is important to guide it for TOD so it is clear that as the area continues to evolve there is the potential to develop the area with a more compact and transit-minded development pattern.

What is TOD?

TOD, or transit-oriented development, means integrated urban places designed to bring people, activities, buildings, and public space together, with easy walking and cycling connection between them and near-excellent transit service to the rest of the city. It means inclusive access for all to local and citywide opportunities and resources by the most efficient and healthful combination of mobility modes, at the lowest financial and environmental cost, and with the highest resilience to disruptive events. Inclusive TOD is a necessary foundation for long-term sustainability, equity, shared prosperity, and civil peace in cities.

- Institute for Transportation & Development Policy



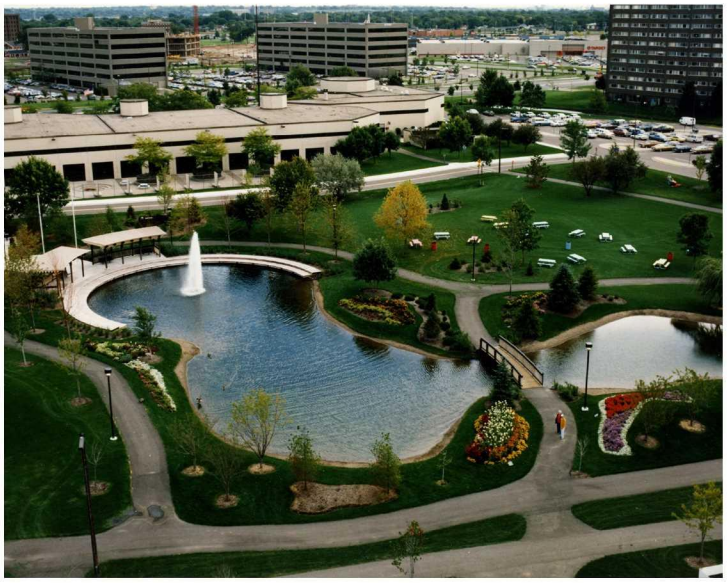
- Institute for Transportation & Development Policy

Focus on Integrated Uses

The concept that a vibrant, dynamic City Center requires activity was explored and discussed in the 2030 Plan. However, the previous Plan focused on bringing in new retail, commercial and business users to the area without including a residential component. This Plan shifts the direction and expands the vision from the "center" to the "spine." This slight shift results in planning for change along the central spine of the community, and an integral component of this Plan is the incorporation of new households into the Future Land Use Plan.

The City has moved past the vision that its core is limited to only retail opportunities, and instead this Plan builds on previous efforts with key changes. First, the community is focused on a creating a walkable, transit connected, experience-based place that brings the City forward and offers new opportunities to existing and future residents. The idea that the community will thrive with a more integrated land use pattern is fully accepted, and promoted through this Plan. The areas that are planned for this type of change are guided within this Plan for Neighborhood Mixed-Use, Commercial Mixed-Use, Business Mixed-Use and/or are designated in the Brooklyn Boulevard Overlay District.

The descriptions on the following pages provide additional detail about the planned changes, and vision for each designation.





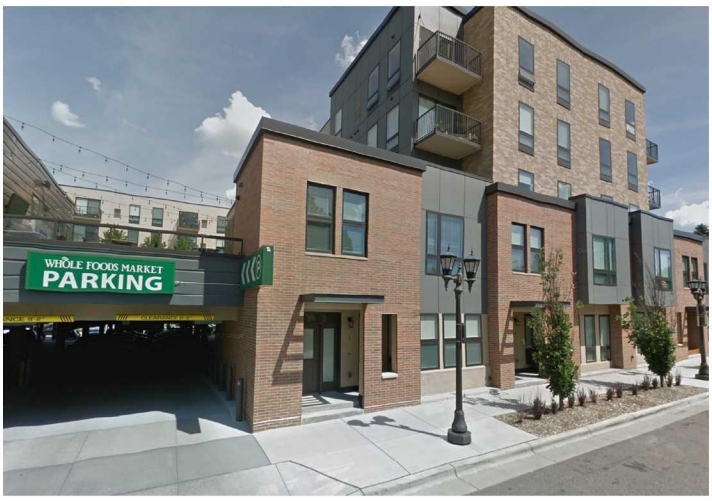


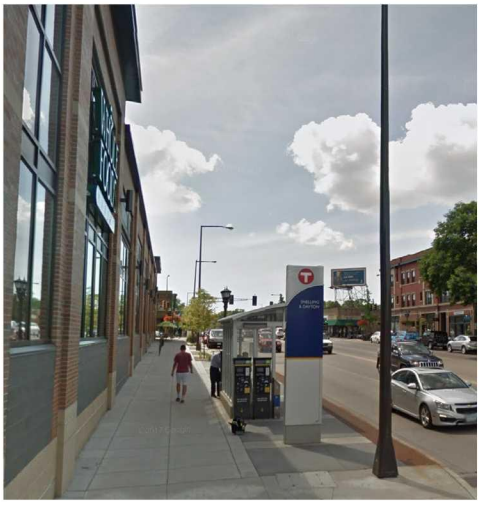


Neighborhood Nodes (N-MU)

Though the City does not formally organize itself through neighborhoods, it is clear from this process that different areas or 'neighborhoods' have distinct qualities. Residents naturally look for retail and services in their immediate area and would choose to shop locally if options were available. This Plan identifies several key nodes available for redevelopment, many of which are located within the Brooklyn Boulevard Corridor that could provide smaller-scale retail, restaurant and service amenities to their surrounding neighborhoods. The idea that existing neighborhood residents could walk or bike to the corner store to pick up dinner or visit a local restaurant or hair salon was widely embraced during this process. Residents repeatedly requested a plan for more local services, restaurants and retail opportunities in more neighborhood locations. This Plan introduces the concept by designated land for "Neighborhood Mixed-Use" where the focus is on integrating small-scale commercial and retail uses into the neighborhood fabric.

Integrated Uses







Vintage on Selby, Saint Paul photo source: Google 2018

Vibrant Business Centers: Commercial Mixed-Use (C-MU) and Business Mixed-Use (B-MU)

The Commercial Mixed-Use and Business Mixed Use land use designations focus more heavily on commercial, retail, office and light industrial uses while continuing to emphasize the concept of creating experiences for the users. The purpose is to promote and encourage businesses, commercial users, retailers, and in some cases households to plan for interconnected systems that result in a more active and vibrant center. Shifting away from the traditional office campus or big-box strip-mall concept, these designations encourage co-location and integration of users to find ways to create a more sustainable and resilient development pattern.

Brooklyn Boulevard Corridor (Overlay)

The Brooklyn Boulevard Corridor extends from the City's southern border to its northern border and has traditionally functioned as major thoroughfare with a mix of single-family residential commercial uses. The 2030 Plan identified this Corridor as a concern due to the mismatch in function from a local and regional perspective. The roadway functions regionally to connect areas north, and west with Minneapolis, and functions locally to provide access to single-family homes, as well as small retail and service users that line the Corridor. This conflict has become increasingly more difficult as traffic continues to grow.

Due to these factors, the City, in collaboration with the County, are in the process of a major road reconstruction project along the Corridor after many years of study. This effort will result in a much-improved roadway condition for automobile traffic but will also be upgraded for pedestrians, bicyclist and transit users. These improvement to the road and transportation system will change the way the Corridor functions, but equally important is the need to evaluate the land use and development patterns along the Corridor.

This Plan acknowledges that there is a mismatch between the roadway, both in its existing and ultimately improved condition, and the land uses that in the surrounding area. To address this issue, and to ensure further study as redevelopment efforts in the Corridor are contemplated, the Land Use Plan incorporates the "Brooklyn Boulevard Corridor Overlay" which is purposefully general, but is meant to alert land owners, residents, developers and policy makers that this Corridor deserves and warrants additional study as development and redevelopment progresses. Specific site standards and objectives should be developed as part of the implementation of this Plan through zoning and official controls, and such efforts should consider the following objectives;

- Redevelopment of properties with primary frontage on Brooklyn Boulevard Corridor should consolidate accesses onto the roadway and identify opportunities for consolidation to make sites more efficient.

- Consideration should be given to create a set of design guidelines for the Corridor, to encourage a pedestrian scale at the street level. This should consider site design elements such as each building's relationship with the street, architectural scale and massing, visual cues indicating pedestrian access points and crossing, vegetation, etc.
- Properties along the Brooklyn Boulevard Corridor that are within the overlay, but are without Corridor frontage may consider 'joining' a redevelopment effort with a property containing frontage, provided proper considerations are made for existing/adjacent street patterns and uses.

ECONOMIC COMPETITIVENESS & EMPLOYMENT

The City has experienced significant change in the past decade with respect to its changing demographics and land use pattern, but one thing that has not changed – is its exceptional accessibility and location within the region. As previously described, the City was once known as the northwest metro's regional retail center with Brookdale Mall and numerous supporting retailers and service providers. As the landscape of retail shifted and changed, the City's core economic engine fizzled out leaving a large contiguous area of vacant and underutilized land in the core of the City. This loss has been felt for over a decade as the City has studied, re-studied and studied again the opportunities for the area.

After years of City acquisitions and land assembly, the City issued a Request for Proposal (RFP) in late 2017 to find a master developer to take on a portion of this prime redevelopment area. The City is confident, and excited, that this is just the first step in what is likely to be an exciting, albeit, long-term redevelopment process for this area. The opportunity to redevelop is finally becoming a reality as the City, like the region, has begun to recover from the economic downturn and housing bust of the late 2000s. Signs that the City is evolving are not only limited to its redevelopment area, in fact many of the City's light-industrial and office spaces are experiencing new demand with new businesses and users that have decided to locate in Brooklyn Center.

The following Table 3-4 identifies the 2040 land uses that are identified for places of new/expected additional employment. For purposes of the calculations, the City used a Floor Area Ration and the SAC conversion for its estimates.

Table 3-4. Employment Intensity by Land Use

Future Land Use	2040 Acres	Developed Area (FAR)	% Commercial or Industrial	2040 S.F.	SAC Rate	Intensity
Transit Orient Development (TOD)	200.43	50%	25%	1,091,348	3,000	364
Neighborhood Mixed-Use	92.59	50%	50%	1,008,305	3,000	336
Commercial Mixed Use	88.06	50%	50%	958,943	3,000	319
Commercial (C)	109.52	50%	50%	2,385,374	3,000	795
Business Mixed Use	269.15	50%	100%	5,861,981	4,500	1,303
TOTAL						**3,117**

STAGED REDEVELOPMENT & INFRASTRUCTURE

The City acknowledges that redevelopment is likely to occur over time, and adequate infrastructure is available to serve the land use designations contemplated in this Chapter. As shown in Table 3-3, the City anticipates that approximately 180 acres will be redeveloped with a mix of uses over the next 10 years. The residential component within each of these mixed-use areas has a minimum density of 10 Dwelling Units per Acre, with the most density allocated to the Transit Oriented Development (TOD) designation which contemplates a minimum of 31.01 Dwelling Units per acre.

The creation of the TOD designation is a direct response to the opening of the C-Line (and the future D-Line) and the land use designations specifically guide redevelopment within 1/4-mile of the planned station stops for the highest intensity. As demonstrated in Table 3-5 and 3-6 all redevelopment land east of Brooklyn Boulevard within 1/4-mile of the station is guided as TOD which requires a minimum of 31.01 dwelling units per acre, but the City anticipates density will be substantially higher in this designation. A small pocket of neighborhood commercial is guided on the west side of Brooklyn Boulevard which is guided for a minimum of 15-dwelling units per acre.

Map 3-3 shows the areas contemplated for redevelopment over the next 20-years correlated to the 1/4-mile station stop buffer. The acreages identified in Table 3-5 and 3-6 reflect how much of the land within each land use designation is anticipated to redevelop during this planning period. For example, the difference between the quantities shown in Table 3-6 are less than the gross acreages identified in Table 3-3. This represents an oversupply of land within the TOD land use designation. While the City does not expect all 200-acres to develop prior to 2040, the City wants to send a clear and direct message to any potential developer or land owner, that if redevelopment is contemplated in this planning period, that the City's vision for these areas is to create a vibrant, accessible and diverse land use pattern in these areas.

Table 3-5. Density of Residential Redevelopment within 1/4-Mile of C-Line Stations

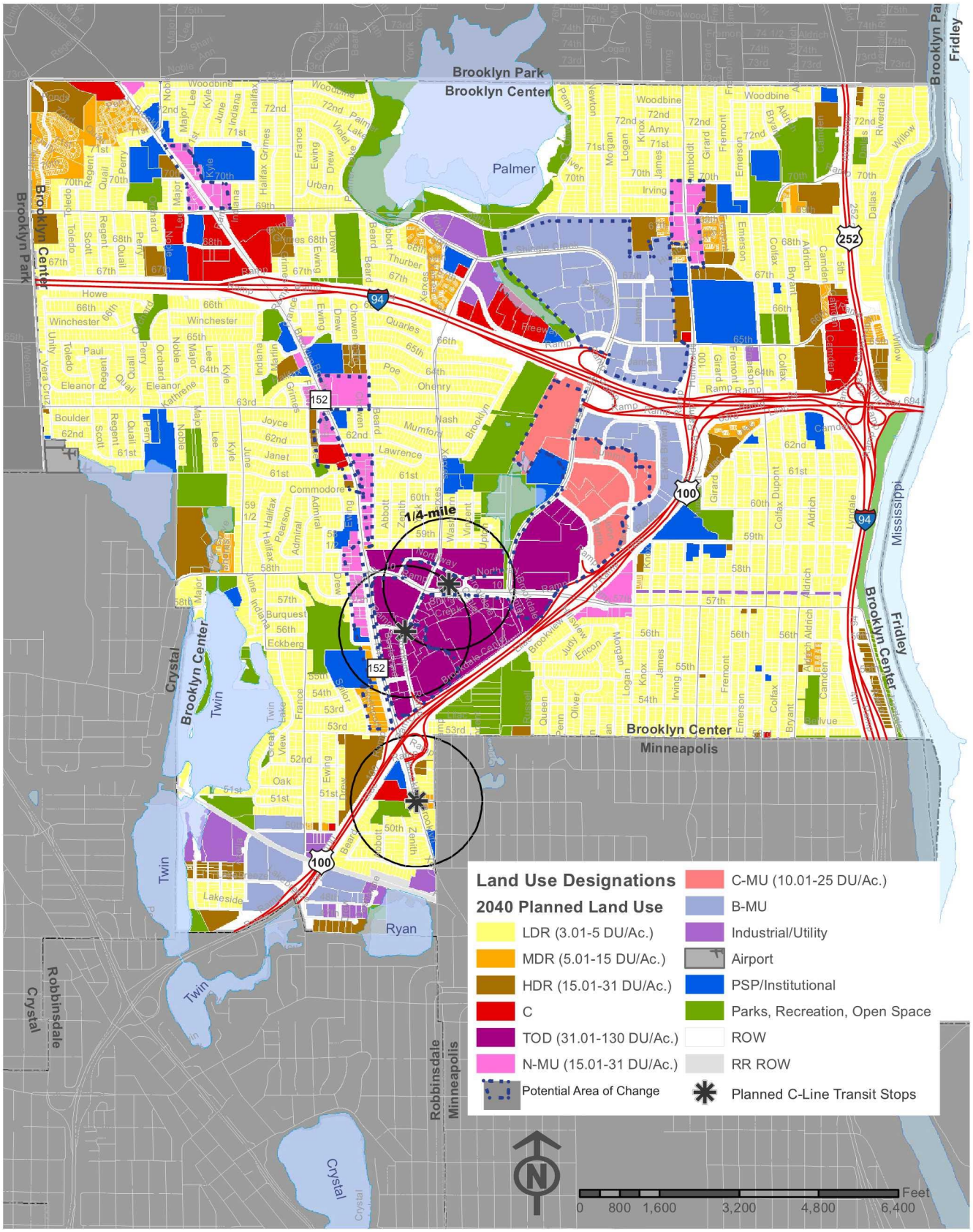
Future Land Use	Density	2040 Acres	2040 Residential Acres	HH	2040 Net Density
Transit Orient Development (TOD)*	31.01-130 DU/A	44	33	1,023	
Neighborhood Mixed-Use	15.01-31 DU/A	10	5	75	
Medium Density Residential	5.01-15	2.5	2.5	13	
TOTAL	--	**38**		**1,098**	**28.9**

Table 3-6. Anticipated Developable Acres and Residential Units by Decade

Future Land Use	2019-2020			2021-2030			2031-2040			2019-2040
	Est. Total Acres[a]	Residential Acres[a]	HH (Min)	Est. Total Acres[a]	Residential Acres[a]	HH (Min)	Est. Total Acres[a]	Residential Acres[a]	HH (Min)	Total New HH
Transit Orient Development 31.01-130 DU/A	12	9	279	48	36	1,116	22	17	527	1,922
Neighborhood Mixed-Use 15.01-31 DU/A	26	13	195	12	6	90	5	4	60	345
Commercial Mixed-Use 10.01-25 DU/A	16	8	80	14	7	70	14	10	100	250
Medium Density Residential 5.01-15	2.5	2.5	13	-	-	-	-	-	-	16
TOTAL	56.5	32.5	567	77	66	1,276	41	31	687	**2,533**

[a] *Estimated Total Acres represents the acreage anticipated to redevelop within this Planning Period. As shown, the estimated redevelopment acreage accounts for approximately 50% +/- of the total 2040 guided acreage reflected in Table 3-3. Redevelopment may generally occur anywhere within the land use designation shown on Map 3-3. The guided land uses shown on Map 3-3 and described in Table 3-3 demonstrate an OVERSUPPLY of land for redevelopment based on the estimated market demand for residential units within this Planning Period. The City is open to redevelopment that occurs faster than what is estimated in Table 3-6, and it is therefore important to show through the Future Land Use Plan the ultimate vision for the central core of the City. It is also anticipated that many of the acres NOT included for redevelopment will largely remain in commercial use.*

Map 3-3. Redevelopment Areas & 1/4-Mile C-Line Station Area



SPECIAL RESOURCE PROTECTION

Historic Sites

The Earle Brown Farm is listed on the State Register of Historic Places as "Brooklyn Farm." To protect this important piece of the Brooklyn Center's history, the site and several of the buildings were preserved and re-purposed into the Earle Brown Conference Center. The Conference Center brings thousands of users to the City, who are able to enjoy a piece of the City's history. The facility includes modern conference rooms, office towers and ample parking. Though many of the buildings have been re-purposed and preserved little of the farm's original setting remains.

A 1988 reconnaissance survey of potential National Register sites in Hennepin Count found a scattering of older farmhouse-style buildings primarily in the City's southeast neighborhood dating back to pre-World War II. These homes are now surrounded by typical post-war tract housing stock.

Aggregate Resources

Per the information contained in the Minnesota Geologic Survey Information Circular 46 there are no known aggregate resources available in the City of Brooklyn Center.

Solar Access Policies

Since mandated in 1978, the City's Comprehensive Plan has addressed solar policies and protection to ensure residents and properties have adequate solar access. Information regarding solar suitability and solar resource potential is contained within Chapter 8: Infrastructure & Utilities in this Plan.

IMPLEMENTATION

Given the community and the community leadership's optimism and desire for Brooklyn Center to thrive, transit investments, along with recent trends in the interest to redevelop within first-ring suburbs, the City is well poised for positive opportunities to grow and incorporate new services and housing types. The initial implementation steps of this Chapter will be included within Chapter 9 of this Plan and then subsequently developed with updates to the City's Ordinances. Additionally, the Mississippi River Critical Corridor Area plan is attached in Appendix A, which incorporates various aspects of this Chapter including the Future Land Use Plan.

CHAPTER 4:
Housing & Neighborhood



Comprehensive Plan 2040



INTRODUCTION

This Chapter evaluates Brooklyn Center's existing housing stock and plans for future housing needs based on household projections, population projections, and identified needs communicated through this planning process. As required in the City's 2015 System Statement prepared by the Metropolitan Council, understanding and planning for the City's housing stock is a critical part of the 2040 Comprehensive Plan (Plan). The City's planned land use includes three residential categories and residential components of new mixed-use designations which together account for approximately half of the City's land use area. Residential land use will continue to be the largest land use in the community. A diverse housing stock that offers neighborhood stability combined with access to open space, goods and services is essential to a healthy, sustainable, and resilient community. It protects the community's tax base against market fluctuations; it builds community pride and engagement of existing residents; it helps the community's economic competitiveness by assisting Brooklyn Center businesses with employee attraction and retention; it provides options for existing residents to remain in the community should their life circumstances (e.g., aging-in-place) change; and it offers future residents access to amenities and levels of service that support a stable and supportive housing and neighborhood environment.

The first part of this Chapter focuses on the existing housing stock. It summarizes important information regarding the overall number of housing units, the type of units, their affordability, and the profile of their residents. These sections are a summary of more detailed socio-economic data which is attached to this Plan as an Appendix and serves as a supporting resource to this Chapter. Understanding the existing housing stock is key to determining what types of housing products may be demanded over the next 10-20 years and where they should be located.

In conjunction to the statistical or inventory information collected, this Chapter includes a summary of community, stakeholder and policy-maker feedback related to housing and neighborhoods heard throughout this planning process. Additionally, this Chapter addresses the projected housing needs during the planning period and presents some neighborhood and housing aspirations as identified by the City's residents and policy-makers. The final section of this Chapter links projected housing need to practical implementation tools to help the City achieve its housing goals and identified strategies. The list contained in this Chapter is not exhaustive but provides a starting place from which the City can continue to expand and consider opportunities to meet current and future resident needs.

2040 Housing & Neighborhood Goals

- Promote a diverse housing stock that provides safe, stable, and accessible housing options to all of Brooklyn Center's residents.
- Recognize and identify ways to match Brooklyn Center's housing with the City's changing demographics.
- Explore opportunities to improve the City's housing policies and ordinances to make them more responsive to current and future residents.
- Maintain the existing housing stock in primarily single-family neighborhoods through proper ordinances, incentive programs and enforcement.
- Explore opportunities to incorporate new affordable housing into redevelopment areas that promote safe, secure and economically diverse neighborhoods.

** Supporting Strategies found in Chapter 2: Vision, Goals and Strategies*

ASSESSMENT OF EXISTING HOUSING SUPPLY

Overview of Brooklyn Center's Residential Neighborhoods

The City of Brooklyn Center's residential neighborhoods are diverse and include a variety of housing types from single-family neighborhoods to large-scale apartment complexes. Although the City originally incorporated as a village in 1911, it wasn't until the Post-World War II era that the City began to develop on a large scale in which entire blocks and neighborhoods were constructed with tract housing, suburban streets, and neighborhood parks. Like much of the region's first ring suburbs, Brooklyn Center took on the role of a typical bedroom community where residents could get to their jobs in the downtown, stop for groceries at the retail center, and go home and park their cars in their garages for the evening. This pattern of development can be seen throughout the region, but Brooklyn Center had one significant difference for many decades – the regional mall known as Brookdale. The prominence of the mall and its surrounding commercial district played a major role in how neighborhoods were built and developed, which influenced neighborhood patterns and housing types.

Even though the mall is now gone, it continues to have lasting effects on the existing housing types and neighborhoods and will influence future housing as described in subsequent sections of this Chapter. For example, in the decades that the mall and regional retail center was operational much of Brooklyn Center's multi-family and apartment development was concentrated near the mall and its surrounding commercial district and provided a transition to the surrounding single-family neighborhoods. Therefore, even though the mall no longer exists, the apartments developed around the periphery of its retail area in the 1960s continue to be in high demand and provide a critical source of housing for many households.







The following sections identify and inventory the existing housing stock in the community including single-family, attached and apartment uses. Each of these housing types serve a different role in the community, but each type is an important part of the City's neighborhoods. A summary of the City's existing residential types and neighborhoods are as follows:

Single-Family Residential

Single-family residential neighborhoods are the dominant land use within the City and single-family detached homes comprise nearly 63 percent of the City's housing stock. The City's single-family detached neighborhoods were developed surrounding higher density and higher intensity land uses that included the former regional retail center and the major freeway corridors of I-94 and Highway 100. Most of the single-family neighborhoods are developed on a grid system with traditional 'urban' size lots. Exceptions of some larger lots are interspersed within the traditional block pattern and along the Mississippi River where a pocket of residents have views and/or frontage of the river corridor.

The 1950s were the peak decade for housing construction in the City; a period in which owner-occupied housing predominated. While other housing types began to emerge post 1950s, the demand for single-family detached housing continued through 1980 as the remaining land in the community developed. Given the period in which the majority of Brooklyn Center's housing stock was built, nearly the entire single-family detached housing stock is more than 40 years old. This is a major concern because at 40 years of age exterior components of a building including siding, windows, and roofs often need to be replaced to protect its structural integrity. Because the City became mostly built-out by the late 1970s, nearly all of the City's housing stock falls into this category, which means the City must be cognizant of potential issues and proactively monitor the situation to ensure neighborhoods are sustainable into the future.





While related to housing age, the size or square footage of single-family homes also plays a significant role in the demographics of a community. Changes to family structure, technology, and other factors alter housing preferences over time, which can lead to functional obsolescence of homes and result in reduced home values because they no longer meet current buyers' expectations. Brooklyn Center's single-family housing stock is fairly homogeneous and the overwhelming majority of homes in every neighborhood are less than 1,500 square feet – and in many areas less than 1,000 square feet. This is a relatively modest single-family housing size, and, therefore, the single-family housing stock lacks diversity, which results in lack of choice for current and prospective residents. At the same time, these homes offer an option for small families, single and two-person households, and first time homebuyers.

Because the majority of the City's single-family housing stock is relatively small, older, and of a homogeneous type as compared to newer larger homes or neighborhoods with more housing variety, housing prices in Brooklyn Center tend to be affordable. Also, given the similar age, size and styles of many of the homes, housing in the community has a fairly consistent price-per-square foot. Affordability in the existing housing stock can be a positive attribute that has the potential to provide long-term stability to residents and neighborhoods. However, as shown in the Background Report residents of Brooklyn Center also tend to have lower median household incomes, which can mean residents may struggle to pay for large-scale capital investments in their homes such as replacing windows or a roof.

Additionally, within the region some communities with similar single-family stock to Brooklyn Center have experienced pressure for tear-downs and major remodeling, and that market trend has yet to reach the City. While that trend may eventually impact the community, at the present time the change and growth impacting the single-family neighborhoods is mostly related to the evolving demographics within the community. This change presents different considerations and challenges because it is not necessarily physical growth or changes to homes and neighborhoods. Instead the community is challenged with how to manage larger numbers of people living within a household such as growing numbers of multi-generational households.



Existing Single-family Neighborhood Perspectives Described in this Planning Process

Throughout this planning process policy-makers and residents alike expressed the desire to maintain the affordability of the existing single-family neighborhoods but acknowledged the current challenges of helping residents maintain their structures, blocks and neighborhoods in the face of compounding maintenance due to the age of the City's neighborhoods. In addition to the physical condition of the structures, residents and policy-makers also acknowledged that as the City's population and demographics become increasingly more diverse new residents are changing how existing homes are being occupied and, therefore, it would be valuable for the City to evaluate it's ordinances and policies to ensure they align with the needs of residents. The demographic considerations are identified in subsequent sections of this Chapter, but it is worth noting that the demographic changes can have a significant impact the character of existing single-family residential neighborhoods. Most recognized this as a positive change, but also acknowledged and stated that the City must figure out how to pro-actively address some of these changes to protect the existing neighborhood fabric. For example, multi-generational households are becoming increasingly more prevalent within the City's single-family neighborhoods which can impact how rooms within a home are used, how many cars may be present at the home, and how outdoor spaces and yards may be used.

Closely related to the demographic changes in the community is the City's aspiration to promote and maintain neighborhood stability. This objective emerged repeatedly throughout this planning process as residents and policy-makers expressed the desire to identify strategies to help promote and encourage sustainability, resiliency and accessibility within the single-family neighborhoods. In part this objective is the result of several years of turnover within the single-family neighborhoods as long-term residents begin to age and move onto other housing options, new residents and families are moving into the neighborhoods. This life-cycle of housing is common, but the City wants to find ways to ensure new residents want to stay in their homes, their neighborhoods, and the community long-term and invest in making the City a better place for generations to come.



Multi-family Residential

Nearly one third (29 percent) of the City's housing units are in multi-family residential buildings located throughout the community. Nearly all of these buildings were constructed in the 1960s and 1970s, and are primarily located on major roadways or corridors, and surrounding the former regional retail areas. This means these buildings are nearly 50 years old or older. Just as noted within the single-family neighborhoods, the potential for deterioration and need for significant investment in these aging buildings can pose a threat to the quality of the City's housing stock if the buildings are not properly maintained, managed and updated.







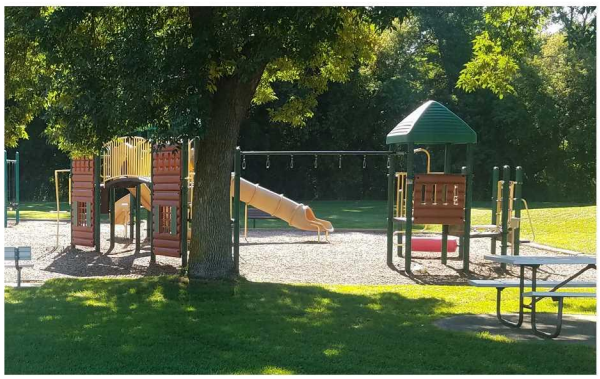
There has been some maintenance and management of the multi-family housing stock, and a few complexes have even incorporated modest upgrades to the interiors. In fact, the City has started one large-scale rehabilitation of a building that would bring higher-market rate rental options to the community once completed. However, this is one project and despite these improvements the City's multi-family housing stock continues to be one of the most affordable in the region with some of the lowest rental rates in the metropolitan area.

Many of the multi-family areas are near major corridors and are adjacent to high intensity uses that do not necessarily support or serve the residential use with the current development and land use patterns. As a result, many of the multi-family areas do not feel like an incorporated part of the City's neighborhoods. As discussed in subsequent sections of this Chapter, the City is planning for redevelopment in or adjacent to many of the existing multi-family areas that will hopefully reinvigorate and reconnect the existing multi-family uses into a larger neighborhood context.

Multifamily Neighborhood Perspectives Described in this Planning Process

Throughout this planning process the City's residents were vocal about the existing multi-family options available in the community and the lack of diversity within the multi-family housing stock. Without a full inventory of all available multi-family units it is difficult to confirm some of the anecdotal comments heard throughout the process, but nevertheless it is important to consider since residents' testimony provides valuable insight into the existing housing stock. Several residents indicated that there are few options available for larger multi-family units with at least three (3) bedrooms, making it difficult to find stable living options for families with more than two (2) children. Residents also communicated a desire to have housing options that were closer to supportive retail, commercial and services so that they could walk, bike or easily use transit to meet their needs. Despite these challenges, the City's parks, trails and open spaces were viewed as an integral and important part of their quality of life.





Similarly, to the single-family neighborhoods, the community's aspiration to create a stable, accessible, and economically diverse multi-family housing stock was established as a short and long-term priority. Though not discussed at length during this planning process, it is widely known and understood that resident turnover, including evictions, is a serious problem that is most concentrated within the multi-family neighborhoods of the City. While this Chapter does not attempt to fully evaluate the causes for turnover and eviction in these neighborhoods, it does acknowledge it as a significant challenge and issue which shapes the character of these areas of the community. Turnover, including evictions, changes how residents feel about the community whether the City is directly involved or not. It has lasting affects on how safe people feel within a community, how invested in an area they want to become and how willing they are to contribute and reinvest in the City. For these reasons, it is imperative that the City tackle these issues and create a more stable, and integrated living environment so all residents feel a part of a neighborhood, and the larger community.

Housing Stock Statistics

The following existing housing stock characteristics support the previous neighborhood descriptions through more detail. This information, coupled with the previous description, provides a valuable baseline from which the City can evaluate and plan for the future of its housing stock.

Total Housing Units

According to data from the Metropolitan Council and the City of Brooklyn Center, there are 11,603 housing units in Brooklyn Center as of 2017. As a fully developed community, new residential development in Brooklyn Center has been limited since the late 1980s. According to the Metropolitan Council, around 100 new housing units have been built since 2000 and these homes were primarily small infill locations or small redevelopment opportunities.

11,603 Brooklyn Center housing units as of February 2017

- Sources: Metropolitan Council

Housing Tenure (Owned and Rented Units)

Nearly 40 percent of the community's residents rent, and the majority of those renters live in apartment buildings which are integrated throughout the community. The Background Report in the Appendix includes maps illustrating the location of rental housing and demographics of renters. Given that a significant portion of the City's population lives in apartments, the age of such structures becomes critically important to the overall health of the housing supply. The majority of the apartments were constructed prior to 1979 with the bulk of the units being constructed between 1966 and 1969. This means that the majority of the apartments is more than 50 years old, and that structural deficiencies and major capital improvements may be required in the relatively near term in order for the structures to remain marketable.

40% of community residents are renters

- Sources: Metropolitan Council; US Census; SHC

Housing Type

Related to housing tenure is housing type. Due to Brooklyn Center's peak time of housing development in the 1950s, the housing type is predominantly single-family detached homes. As of 2017, there are 8,270 units (71 percent) of single-family housing (attached and detached) and 3,333 (29 percent) classified as multi-family housing.

71% **of housing units are single-family**

- Sources: Metropolitan Council; US Census; SHC

The type of housing structure can influence not only affordability but also overall livability. Having a range of housing structures can provide residents of a community options that best meet their needs as they shift from one life stage to another. For example, retirees often desire multi-family housing not only for the ease of maintenance, but also for security reasons. Multifamily residences are less susceptible to home maintenance issues or burglary concerns because of on-site management. For those with health concerns, multi-family residences often have neighbors that can also provide oversight should an acute health problem occur.

The majority (63 percent) of Brooklyn Center's housing stock consists of detached single-family homes. This is above the proportion found in Hennepin County (55 percent) or throughout the metropolitan area (59 percent). Nevertheless, the City's housing stock is diversified, with many multi-family units in large structures, as well as a significant number of single-family attached units. More detailed data are included in the Background Report in the Appendix.

Year Built

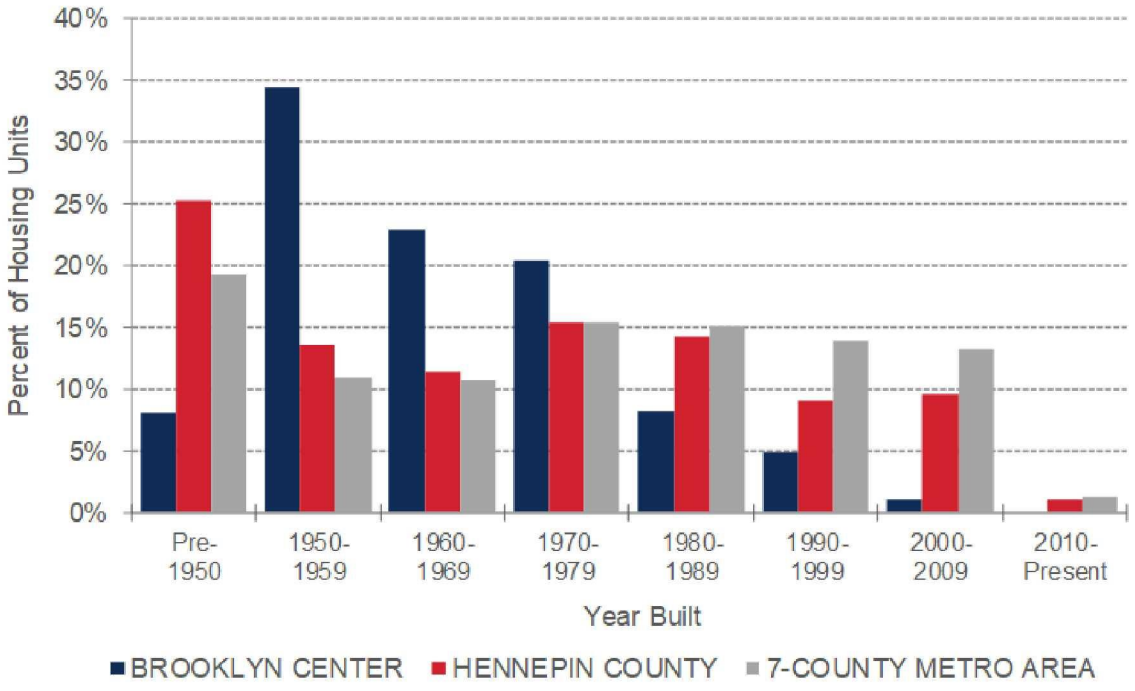
The age of the housing stock is an important characteristic of the community particularly as it relates to potential structural obsolescence and other limiting factors which correlate to housing values. As described earlier, much of Brooklyn Center's single-family housing stock was developed post-World War II between 1950 and 1963 and many of the homes in this age range were dominated by rambler architectural styles. As shown on Map 15, entire neighborhoods were all constructed in a relatively short period of time which strongly defines a neighborhood pattern. As shown, most of Brooklyn Center was developed on a fairly regular grid pattern and does not reflect a 'suburban' development pattern. This is positive from the perspective that transportation and transit connections should be easier to improve, where necessary, because of the relatively dense population of the neighborhoods. However, aging neighborhoods can present a challenge as major systems (i.e. roof, siding, windows, HVAC, etc.) reach the end of their useful life. This can be particularly difficult if residents are unable to reinvest and maintain their properties, which leads to deferred maintenance and the potential for more significant problems that would become widespread across entire neighborhoods.

Approximately 86 percent of Brooklyn Center's housing stock (over 10,000 units) is more than 40 years old. This is an overwhelming portion of the City's housing, and it is therefore important to track the condition of these older homes as they are at-risk of deferred maintenance. This can rapidly result in critical structural problems. At the same time, well-maintained older housing can be an important source of entry-level housing because of its relative affordability when compared to newer construction.

86% **of housing stock is more than 40 years old**

- Sources: US Census; SHC

Table 4-1. Year Built



Source: US Census: 2011-2015 American Community Survey

Housing Affordability

The Metropolitan Council considers housing affordable when low-income households are spending no more than 30 percent of their income on housing costs. Households are considered low-income if their income is at or below 80 percent of the metropolitan area's median income (AMI).

The housing stock in Brooklyn Center is affordable relative to other communities in the Twin Cities region. According to the Metropolitan Council, 93 percent of the housing units in 2017 in Brooklyn Center were considered affordable. Moreover, only a small portion (5 percent) of this housing is publicly subsidized. Therefore, most housing is privately-owned and pricing is set by the market. According to the Minneapolis Area Association of Realtors, there were 480 home sales in Brooklyn Center in 2017 with a median sales price of $186,125. This was roughly 25 percent lower than the Metro Area median sales price of $247,900. For rental housing, according to CoStar, a national provider of real estate data, the average monthly rent for a market rate apartment in Brooklyn Center in 2017 was $981 compared to the Metro Area average of $1,190.

$186,125

2017 median home sale price in Brooklyn Center

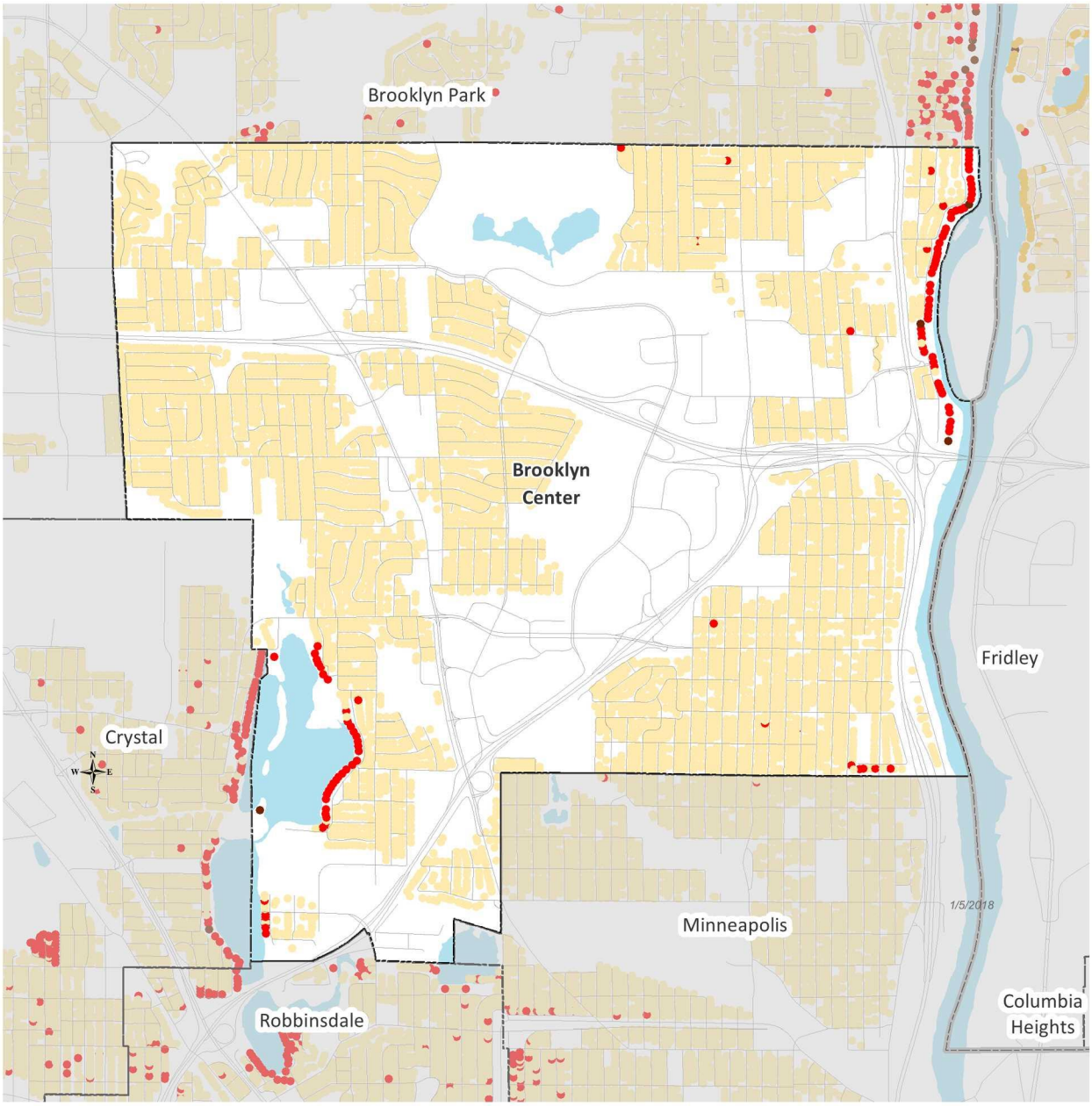
$247,900

2017 median home sale price in the Metro Area

- Source: Minneapolis Area Association of Realtors,



Map 4-1. Estimated Market Value of Owner-Occupied Housing



County Boundaries
City and Township Boundaries
Streets
Lakes and Rivers

Owner-Occupied Housing Estimated Market Value, 2016

- $243,500 or Less
- $243,501 to $350,000
- $350,001 to $450,000
- Over $450,000

1 in = 0.55 miles

Source: MetroGIS Regional Parcel Dataset, 2016 estimated market values for taxes payable in 2017.

Note: Estimated Market Value includes only homesteaded units with a building on the parcel.

Table 4-2. Existing Housing Assessment

Total Housing Units[1]			**11,608**
Affordability[2]			
Units affordable to households with income at or below 30% of AMI	Units affordable to households with income 31% to 50% of AMI	Units affordable to households with income 51% to 80% of AMI	
460	4,451	6,029	
Tenure[3]			
Ownership Units	**Rental Units**		
6,911	4,697		
Type[1]			
Single-family Units	Multifamily Units	Manufactured Homes	Other Housing Units
8,275	3,333	0	0
Publicly Subsidized Units[4]			
All publicly subsidized units	Publicly subsidized senior units	Publicly subsidized units for people with disabilities	Publicly subsidized units: all others
553	22	0	531
Housing Cost Burdened Households[5]			
Income at or below 30% of AMI	Income 31% to 50% of AMI	Income 51% to 80% of AMI	
1,691	1,406	895	

[1] Metropolitan Council, 2016 housing sock estimate. Single-family units include single-family detached homes and townhomes. Multifamily units include units in duplex, triplex, and quadplex buildings as well as those in buildings with five or more units.

[2] Metropolitan Council staff estimates for 2016 based on 2016 and 2017 MetroGIS Regional Parcel Datasets (ownership units), 2010-2014 Comprehensive Housing Affordability Strategy data from HUD (rental units and household income), and the Council's 2016 Manufactured Housing Parks Survey (manufactured homes). Counts from these datasets were adjusted to better match the Council's estimates of housing units and households in 2016 as well as more current tenure, affordability, and income data from eh American Community Survey, home value data from the Federal Housing Finance Agency, and rents from HousingLink's Twin Cities Rental Revue data.

[3] US Census Bureau, 2012-2016 American Community Survey five-year estimates; counts adjusted to better match the Council's 2016 housing stock estimates.

[4] Source: HousingLink Streams data (covers projects whose financing closed by December 2016)

[5] Housing cost burden refers to households whose housing costs are at least 30% of their income. Source: US Department of Housing and Urban Development, 2010-2014 Comprehensive Housing Affordability Strategy (CHAS) data, with counts adjusted to better match Metropolitan Council 2016 household estimates.

The high rate of affordability is largely due to the prevalence of smaller and older homes in the single-family neighborhoods, and the age and level of improvements within the multi-family rental neighborhoods. Such small sized properties are typically less expensive because they have significantly less living space than newer homes (average construction square footage has increased each decade since the 1950s). Age and level of update and improvements within the apartment stock, coupled with the average

number of bedrooms in the rental units is impacting the relative affordability of the multi-family units. The condition in both the single-family and multi-family housing stock is what is known as Naturally Occurring Affordable Housing (NOAH), because the physical characteristics of the properties are what makes them affordable rather than the affordability being established through a legally binding contract. Although there is a high rate of affordability for existing units, the Metropolitan Council identifies a need for additional affordable units in any new housing construction added to the community through 2040. This condition would most likely be achieved by a legally binding contract, or some other financing mechanism as new affordable housing product would be difficult to achieve without some assistance given construction and land costs. Of the approximately 2,258 projected new housing units, the Metropolitan Council establishes a need of 238 units to be affordable to households at or below 80 percent AMI to satisfy the regional share of affordable housing.

Although nearly all of Brooklyn Center's housing stock essentially fits within the criteria as naturally occurring affordable housing, there are some observable trends that would suggest the price of housing in Brooklyn Center could rise in the coming years. Most recently in 2018 the City's for-sale housing median home sales price surpassed the pre-bust pricing. While the median remains below the regional median, it does indicate growing demand and increased pricing. Significant areas of redevelopment identified on the Future Land Use Plan, including the former regional mall (Brookdale) location, present opportunities for higher-market rates for new housing added. These opportunities have the potential to create a more economically diverse housing stock within the City, which is relatively homogeneous at the time this Plan is written. Given these opportunities, it is important to continue to monitor the City's NOAH stock, and to evaluate and establish policies to incorporate legally binding and protected affordable housing as redevelopment occurs. This is a careful balancing act that requires concerted and direct monitoring, study, and evaluation in order to ensure an economically diverse, sustainable and resilient housing stock for the long-term success of the community.

A few key existing housing needs can be summarized as the following:

- The need to protect the City's existing NOAH properties, both owner and renter-occupied, and to maintain NOAH properties with high-quality living standards.
- More rental units with larger square-footages and increasing number of bedrooms to meet the needs of the City's residents that tend to be younger and/or include multi-generational households.
- The City needs greater diversity within the existing housing stock to accommodate a wider market including the desire to incorporate market-rate product types that will supplement the City's existing affordable housing product types.

KEY DEMOGRAPHICS

Age Profile of the Population

The age profile of a community has important ramifications on demand for housing, goods and services, and social cohesion. Tables and figures illustrating the City's age distribution are presented in the Background Report in the Appendix. Unlike the broader region, in which the population continues to age rapidly, Brooklyn Center's population grew younger between 2000 and 2010, and has stayed relatively stable since 2010. This is largely due to a significant increase in people age 25 to 34, many of which are starting families and having children. Increases in the number of young families place demands on schools, housing affordability, and the types of retail goods and services needed.

The median age of residents in Brooklyn Center in 2016 was 32.8, which is consistent with the 2010 median age of 32.6. This is younger than 2000 when the median ages was 35.3. With such a young population, it is expected housing units may turn over more frequently. But, as of 2016, more than 60 percent all households have been living in their homes for more than five (5) years. More data about geographic mobility of households is found in the Background Report in the Appendix.



Household & Family Type

Changing family and household structures can also have a profound effect on housing and other community needs. For example, decreasing household size has a direct impact on the amount of housing a household needs. As mentioned, the presence of children not only impacts local schools and parks, but also the types of retailers that can be supported and the nature of housing demanded.

Since 2010, the number of households with children in both single-parent and married couple households has been growing significantly. Meanwhile, the trend among households without children, especially married couples (i.e., empty-nesters) has been on the decline. The percentage of households with children is approaching 40 percent, which is well above the rate in the County and the metro area.

32.8 **Median age of Brooklyn Center residents**

- Sources: US Census, SHC

Cost Burdened Households

Cost burden is the proportion of household income spent toward housing and utilities. When lower income households spend more than 30 percent of their income toward housing and utilities this burden is considered excessive because it begins to limit the money available for other essentials such as food, clothing, transportation, and healthcare. According to data from the Metropolitan Council, 4,114 (35 percent) Brooklyn Center households at or below 80 percent average median income (AMI) are considered cost-burdened which means they spend more than 30 percent of household income on housing costs. This percentage is well above the metro area rate of 23 percent. Half of these Brooklyn Center households are lower income households who earn at or less than 30 percent AMI. The high incidence of cost burdened households is correlated with younger wage earners, lower-wage jobs, and a high proportion of older households, many of which are in retirement and no longer working.

FUTURE HOUSING OPPORTUNITIES

Projected Housing Need

As referenced in Chapter 3: Land Use & Redevelopment and the following Table 4-4, the Metropolitan Council's 2015 System Statement forecasts that Brooklyn Center will add approximately 4,169 new residents and 2,258 new households through 2040 and identifies the following affordable housing allocation to be accommodated between 2020 and 2030.

Table 4-3. Affordable Housing Need Allocation

AMI Range	Units
At or below 30% AMI	103
31 to 50% AMI	0
51 to 80% AMI	135
Total Units	**238**

Source: 2015 System Statement - Metropolitan Council

Housing Challenges inform Housing Needs

The Metropolitan Council's System Statement identifies approximately 10% of the planned

housing units for some level of affordability as identified in Table 4-3. As described in other chapters of this Plan, for the first time since the post-World War II housing boom the City is expected to add a significant number of new households. These new households have the opportunity to provide a more diverse housing stock, and add to the options of available for existing and new residents in the community. Redevelopment can reinvigorate and revive areas of the community with vibrant, experience-rich areas that will benefit everyone in the community. The City is excited for redevelopment to create a dynamic central hub of activity in the community, but also acknowledges that it must be balanced with strong assessment, planning and appropriate protection of its existing housing stock to ensure neighborhood sustainability and stability in all areas of the community.

New housing stock brings the possibility of adverse impacts to existing single-family and multi-family properties if proactive steps are not taken to protect existing naturally occurring affordable housing (NOAH), single-family neighborhoods, and multi-family properties. The City's policy makers throughout this process discussed and acknowledged that bringing new market-rate, amenity rich housing products could have deleterious affects specifically on existing naturally occurring affordable housing if a plan to protect affordability is not implemented. This is a huge concern as resident stability through access to safe and healthy housing is one of the City's adopted strategic priorities. If proper tools are not in place there are no protections to keep rents reasonable for residents and to maintain reasonably priced for-sale housing as redevelopment takes holds.

One of the positive aspects of the City's identified redevelopment areas is that the land proposed for redevelopment does not contain existing housing. In a fully-development community this is unusual for a large redevelopment area, and is positive because no residents will be displaced as a result of the City's redevelopment aspirations. However, even though residents will not be displaced directly, indirectly, redevelopment could increase the desirability of activities such as flipping single-family homes and converting NOAH multi-family properties for higher-rents.

To address some of these concerns an extensive list of high-level tools have been outlined in Table 4-5 of this Chapter. The City recognizes that this chapter is only the start of an ongoing conversation, and it is the City's policy-makers intent to continue to be proactive, and to collaborate with non-profits and advocate for a broader regional approach to housing affordability. In addition to the tools identified in Table 4-5, the City is also continuing conversations about:

- Viability of a non-discrimination ordinance related to Section 8 acceptance. Adjacent Cities, including Minneapolis, have attempted to include ordinances in

their tool-kit addressing this issue. While the issue is currently in court, Brooklyn Center will continue to monitor the process and may consider adoption of a similar ordinance depending on its outcome.

- The City has discussed developing a more formal housing action plan to better understand the needs of its residents. The plan would work to better understand cost-burdened households, eviction rates and policies, home-ownership racial disparities, and gaps in the housing stock.
- Continuing to revise, enhance and modify its policies and ordinance to respond to residents needs. This includes monitoring best-practices in the region, being agile and open to changes and enhancements. As an example of this type of ordinance or policy response the City recently adopted a Tenant Protection Ordinance that is aimed and protecting the City's residents ability to maintain stable, safe housing.

The City's projected housing needs are complex, and are likely to become more complicated as redevelopment occurs. However, the City intends to continue to prioritize discussion and action around creating safe and stable housing throughout the City. The following sections specifically address the new housing expected to be develop in this planning period. The new and redevelopment areas should be considered collectively with the City's existing neighborhoods to ensure an incorporated, integrated approach to the City's neighborhoods is achieved to create a dynamic community for generations to come.

New Housing Opportunities in this Planning Period

Recognizing that the land use plan for Brooklyn Center identifies several key areas that are



envisioned for new development or redevelopment, this will result in an opportunity to accommodate more housing and increase the City's number of households. Based on guided residential densities in the development opportunity areas, the City can accommodate the Metropolitan Council's forecasted households as well as meet the allocated affordable units as shown in Table 4-3 above. As indicated in Chapter 3, the market will play an important role in how much redevelopment occurs, but at this time the City is anticipating that a minimum of 1,276 new units that has the potential to address the affordable housing allocation will be brought to the market.

Table 4-4. Future Land Use Densities and Projected Households

Future Land Use	Density (DU/A)	2021-2030 Est. Acres	2021-2030 Acres Residential	HH
Transit Orient Development	31.01-130 DU/A	48	36	1,116
Neighborhood Mixed-Use	15.01-31 DU/A	12	6	90
Commercial Mixed Use	10.01 – 25 DU/A	14	7	70
TOTAL	--		--	**1,276**

Source: Brooklyn Center, SHC

There are three large districts identified in the City with guided land use that allows for significant potential of new development and redevelopment through 2040. These areas have the potential to greatly expand Brooklyn Center's current housing numbers and choices. Moreover, each opportunity area has the potential to not only provide new forms and types of housing but to catalyze or rejuvenate investment into the City resulting in stronger linkages between neighborhoods and districts that are currently isolated from one another. The following section discusses these areas further.

Future Residential Uses in Planned [Re] Development Opportunity Areas

Transit-Oriented Development (TOD)

Transit-Oriented Development (TOD) is a new land use and redevelopment concept in the City that focuses on existing and planned transit as a major amenity and catalyst for redevelopment. While previous planning efforts have acknowledged the presence of transit in the community, none have embraced it as an opportunity for redevelopment. As this portion of the City redevelops, the location of future transit enhancements has the potential to attract significant new housing development. Therefore, this is where guided densities are the highest. This is purposeful because the area has exceptional visibility and access from Highway 100 and I-94, and will be served by two transit stops (one being a transit hub) for the C-Line Bus Rapid Transit (BRT) and the potential future D-Line BRT. The C-Line BRT is planned to open in 2019 and will mimic the operations of LRT (light rail transit), offering frequent transit service that will connect residents to the larger region. To best support the C-Line, and future D-Line, the City has planned to reinvigorate and re-imagine this central area of the community as a more livable, walkable, and connected neighborhood within the City. In addition, the potential for desirable views of Downtown Minneapolis could result in pressure to build taller structures in this area. Any development of this area should also be seen as an opportunity to support commercial users, improve multi-modal service and access, and allow safe, pleasant, and walkable connections to transit, parks, and other community destinations.

As this area evolves, the desirability of this area as an amenity-rich livable area is likely to improve. As change occurs, the housing within the area is likely to be at market rates adding to a more economically diverse housing stock than is currently available in the community. This would add more housing choices in Brooklyn Center, and it could also support a mix of both market rate and affordable units; provided proper policies are developed to ensure legally binding affordable housing is incorporated into development plans. Communities oftentimes explore policies such as inclusionary zoning as redevelopment accelerates which may become an appropriate consideration in the future, but is likely not to be the best approach given current market conditions. However, in the future if significant increases in the market occur it may warrant further discussion in the City. Regardless of the policy tool (whether regulatory or incentive based) selected, consideration will need to be given to working with any future developer in a possible partnership with the City to help deliver affordable units as part of redevelopment. As described within the Chapter 9: Implementation, the City will continue to explore proper methodology and policies to ensure an economically diverse housing stock is created as housing continues to evolve in the community.



Commercial Mixed-Use Areas

The Commercial Mixed-Use areas generally surround the TOD area and are contemplated for large-scale redevelopment but are equally as focused on supporting business and office users. These areas are generally within one mile of the transit station that serves as a major hub for regional and local transit services, and therefore new housing will still have opportunities to capitalize on this as an amenity. Slightly less dense than the TOD district, these areas may provide exceptional opportunities to introduce multi-family uses such as town homes, row homes, and small lot single-family uses that could cater to larger families and incorporate more units with three or more bedrooms. As indicated in previous sections of this Chapter, the City's residents expressed a desire to have access to more rental units with more bedrooms and larger square footages. While a detailed market study would likely be needed to confirm the demand for these uses, if we can take the anecdotal information as true, this area has the potential to support those types of uses. As with the TOD district, affordability is likely to become a consideration in any redevelopment within these areas because new construction naturally costs more and as the area redevelops interest and demand is likely to escalate costs. It is therefore important, just as with the redevelopment of the TOD district, that the City evaluate and explore ways to incorporate a range of affordable and market rate opportunities in new developments.

Neighborhood Mixed-Use Areas

The Neighborhood Mixed-Use is a new land use designation that responds to resident and policy-makers desire to incorporate retail and services into the neighborhood fabric. One of the ways the City can accomplish that objective is to create 'nodes' of mixed-uses that include residential uses, but protect key corners for small retailers, shops, or restaurants that create a more vibrant streetscape. The City acknowledges that these areas are less likely to redevelop with any regularity. Therefore, the number of new housing units expected to come on-line in these areas is a little less tangible than in areas with large contiguous redevelopment acres. However, the nodes have the opportunity to provide yet another housing style and type, as these areas are not envisioned for large high-rises or extensive master plans. Instead, these areas are contemplated to have smaller footprints with living units above a small store front or restaurant for example.

HOUSING RESOURCES, STRATEGIES & TOOLS

Table 4-5 outlines a variety of resources, strategies, and tools to implement Brooklyn Center's identified housing needs and stated housing goals. There is a wealth of resources available to assist communities in meeting their goals. The following table should be considered a starting point. As the City's housing needs evolve or become clearer, this set of tools should expand with options.

Table 4-5. Housing Resources, Strategies & Tools

Housing Goal	Tool/ Resource/ Strategy	Description	Affordability Target
Promote a diverse stock that provides opportunities for all income levels	Housing Demand Market Study	Conduct a market study and gaps analysis to track housing demand. This study and report could double as a marketing and promotional piece about housing opportunities.	<30% AMI 51-80% AMI
	HRA/CDA/ EDA	Work with the County HRA and City EDA to protect and enhance existing NOAH in the City. Use Market Studies to help identify opportunities to meet housing needs in the City and evaluate ways to partner with the County and other program providers.	<30% AMI 30-50% AMI 51-80%
	Site Assembly	Consider strategies for assembling sites in high-density or mixed-use districts that would increase appeal to developers.	<30% AMI 51-80% AMI
	CDBG and Demonstration Account (LCDA)	Work with Hennepin County to use CDBG funds to help low-and moderate-income homeowners with rehabilitation assistance. CDBG funds will also be explored for use to support redevelopment efforts that meet the City's goals towards a diverse housing stock (units and market/ affordable diversity).	<30% AMI 51-80% AMI
	Tax Abatement	Consider tax abatement for large rental project proposals that provide unit and income-mix within a single project. The City is particularly interested in projects with market diversity and units of different size to cater to a larger market (singles, families, multi-generational, etc).	<30% AMI 51-80% AMI
	HOME and Affordable Housing Incentive Fund	Consider application, and utilization, of HOME and Affordable Housing Incentive fund grants to support a diverse housing stock. The City will prioritize projects that include a unit size and income mix that meets the needs of single-person and families in the City.	<30% AMI 30-50% AMI
	Housing Bonds	The City would consider issuing Housing Bonds for projects that include units for large families, particularly in projects with a mix of unit sizes and incomes. However, it should be noted that there are limitations to the city bonding authority and other programs may be more suitable	<30% AMI 51-80% AMI
	Brownfield Clean-up	In potential redevelopment areas, explore EPA and MN DEED grant programs that provide funding and assistance with planning, assessment, and site clean-up.	<30% AMI 30-50% AMI 51-80%
	4D for NOAH Properties	The City will continue use of 4D classification for the purpose of protecting its Naturally Occurring Affordable Housing (NOAH) uses throughout the City.	<30% AMI 30-50% AMI
	Pooled TIF Funds	Explore the use of TIF housing funds to create a revolving loan program to support the rehabilitation of existing single-family and multi-family NOAH properties.	<30% AMI 30-50% AMI 51-80%

Table 4-5. Housing Resources, Strategies and Tools Cont'd.

Housing Goal	Tool/ Resource/ Strategy	Description	Affordability Target
Identify ways to match housing stock with changing demographic	Housing Coordinator Position	The City would create a position that would serve as a liaison to existing landlords to help them respond to shifting demographics through training and access to city resources. The position could also serve as a resource for tenants to connect to support services in the event of eviction notices, discriminatory practices, and other issues related to housing access. The position would include coordinating housing programs, including home ownership programs, resident financial literacy programs, with the intent to convert Brooklyn Center renters to successful home owners.	<30% AMI 30-50% AMI 51-80%
	Referrals	Review and update reference procedures and training for applicable staff including a plan to maintain our ability to refer residents to any applicable housing programs outside the scope of local services.	<30% AMI 30-50% AMI 51-80%
	Preserve LIHTC properties	The City will monitor expiring LIHTC properties and work to find solutions to protect and preserve these affordable units to meet the needs and demands of the City's residents. The City will approach owners with expiring properties to discuss the possibility of 4d program tax breaks	<30% AMI 30-50% AMI
Explore opportunities to improve City housing policies and ordinance to make more responsive	Expedited Application Process	Streamline the pre-application process in order to minimize unnecessary delay for projects that address our stated housing needs, prior to a formal application submittal	<30% AMI 30-50% AMI 51-80%
	Fair Housing Policy	The City will work to incorporate a Fair Housing policy into its ordinances and policies.	<30% AMI 30-50% AMI 51-80%
	Existing ordinances	The City will continue to operate its Rental Licensing Program, and will periodically review and make enhancements to support the City's residents.	<30% AMI 30-50% AMI 51-80%
	Update the City's Zoning to support new land uses	The City's future land use plan provides opportunities to include high density residential uses in the areas identified for redevelopment. The City will update its zoning ordinance, including prepare new zoning districts, to support the housing needs identified in this Housing chapter.	<30% AMI 51-80%

Table 4-5. Housing Resources, Strategies and Tools Cont'd.

Housing Goal	Tool/ Resource/ Strategy	Description	Affordability Target
Maintain existing housing stock in single-family neighborhoods through proper ordinances, incentives and enforcement	Foreclosure Prevention	In established neighborhoods, a rash of foreclosures, especially in close proximity to one another, can have a deleterious effect on the surrounding neighborhood. Be aware of foreclosures and be able to direct homeowners at-risk of foreclosure to resources that can help prevent foreclosures. http://www.hocmn.org/	<30% AMI 30-50% AMI 51-80%
	Low or No Cost Home Loans	Providing low-or no-cost loans to help homeowners repair heating, plumbing, or electrical systems helps preserve existing housing. For example, Minnesota Housing's Rehabilitation Loan and Emergency Loan programs make zero percent, deferred loans that are forgivable if the borrower lives in the home for 30 years. Minnesota Housing's Community Fix Up Program offers lower-cost home improvement loans, often with discounted interest rates, remodeling advising, or home energy services, through a trained lender network.	<30% AMI 30-50% AMI 51-80%
	Home Ownership Program	Work with residents to provide education and programs to make home ownership possible, particularly converting existing renters to home owners through supporting down-payment assistance programs.	30-50% AMI 51-80%
	Code Enforcement	The City will continue to operate a robust code enforcement program that includes both complaint-based enforcement and proactive sweeps.	<30% AMI 30-50% AMI 51-80%
	Vacant Building Program	The City will continue to operate its Vacant Building Program that tracks and monitors vacant properties in the City to ensure adequate upkeep and maintenance.	<30% AMI 30-50% AMI 51-80%
	Homes within Reach	The City will cooperate with Homes Within Reach, but will not imitate a Community Land Trust independently during this Planning Period.	<30% AMI 30-50% AMI 51-80%
Explore opportunities to incorporate new affordable housing into redevelopment areas	Inclusionary Housing Ordinance	*If* the market strengthens in redevelopment areas to the extent that policies would not deter investment, the City could consider an inclusionary housing ordinance to ensure that affordable housing is a component of any new housing development. Since current market conditions in the City are well below those of adjacent communities, an inclusionary policy may deter short-term investment. The City may want to explore this policy in the future if the market rents rise to levels of at least 80% AMI.	<30% AMI 30-50% AMI 51-80%
	Livable Communities (LCA and LCA LCDA-TOD)	Consider supporting/sponsoring an application to LCDA programs for multi-family rental proposals in areas guided for high density residential and targeted to households of all income levels.	<30% AMI 30-50% AMI 51-80%
	Tax Increment Financing (TIF)	To help meet the need for low-income housing, the City will establish a TIF district in an area guided for TOD and mixed uses.	<30% AMI 30-50% AMI 51-80%
	Consolidated RFP Process - Minnesota Housing	The City will support developer applications for the Consolidated RFP Process when a proposed redevelopment meets the City's goals stated within this Plan, and will focus on redevelopment opportunities in the central core including TOD and Mixed-use areas.	<30% AMI 30-50% AMI 51-80%

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CHAPTER 5:

Community Image, Economic Competitiveness & Stability







WELCOME
WE ARE
OPEN
PLEASE COME IN

INTRODUCTION

In previous Chapters of this Plan the City's commitment to redefining, reimagining and redeveloping key areas of the community are described; but this commitment is hollow without the City's vision to elevate Brooklyn Center to an economically competitive City within the greater region. Economic competitiveness in the context of this Plan is the City's ability to compete effectively for economic development that creates jobs, brings and retains corporations, successfully incubates new businesses and services on a local, regional, national and international scale. It also refers to the City's ability to attract jobs and employment that serves its residents, and emphasizes opportunities and access to education, job skills matching and an improved quality of life for all of its residents – the idea that if we do better, we all do better together.

2040 Community Image, Economic Competitiveness & Stability Goals

- Promote Brooklyn Center as an exceptional place for businesses, visitors and residents, both existing and new, because of its locational advantage and accessibility within the region.
- Support the development of sustainable, resilient, and accessible neighborhoods in the city center that reinforce the City's commitment to its diverse residents, neighborhoods, and businesses.
- Explore meaningful ways to represent the community's diversity through the City's
- Encourage and promote reinvestment in the City's infrastructure including roadways, streetscapes, trails and utilities to signal Brooklyn Center's commitment to the long-term success of its residents and businesses. branding, marketing and visual communications.
- Recognize the opportunity and value of Brooklyn Center's changing demographics and entrepreneurial attitudes to create an identity that embraces diversity as part of the City's future.

** Supporting Strategies found in Chapter 2: Vision, Goals & Strategies*

The vision that Brooklyn Center can and should compete on not only a regional scale, but on a national and international scale may seem daunting particularly if the City spends too much time looking in its rear-view mirror. However, in order to move forward it is important for the City to understand its past and present because it provides valuable context from which the City can prepare its guide and roadmap for the future.

The purpose of this Chapter is to plan for economic development opportunities in the community that add refinement to Chapter 3: Land Use & Redevelopment and Chapter 4: Housing & Neighborhood contained in this Plan. As described throughout this Plan, the City is at a pivotal time and is faced with enormous opportunity to change and shape its future. The City recognizes that by working directly with the businesses and the community, we can create and maintain a strong economy and provide opportunities for all to be successful. The City is focused on capitalizing on this opportunity and is actively seeking ways to embrace the changes occurring in the community to make Brooklyn Center a great place to live, work, recreate and do business.

Repeatedly throughout this planning process the City's residents, stakeholders and policy-makers emphasized the need to nurture, support and grow local business. There is a common belief that the community is filled with an entrepreneurial spirit, residents who want the opportunity to work in Brooklyn Center with others who are passionate about making the City a great place to build and grow a business. The City is committed to finding ways to provide accessible, affordable and supportive opportunities for businesses to excel and thrive in the community – from small pop-up markets and kiosks to full-scale professional office buildings.

This Chapter is structured differently than others within this Plan because it is intended to serve an additional function beyond simply being a Chapter within this Plan. Instead this Chapter has enough background, socio-economic and existing conditions information to establish the context from which the aspirations and opportunities are derived to allow this Chapter to 'standalone' when needed – while still functioning as an integral and important part of this Plan.

EXISTING SOCIO-ECONOMIC SNAPSHOT OF RESIDENTS

One of the components that affects the community's ability to compete for economic development are the characteristics of the labor force available to new businesses and industries that may choose to relocate or grow in a region. Businesses need workers to prosper – and workers that have skills, education and characteristics that match their industry help make decisions to grow or locate in a community easier.

The following information is a summary of more detailed information is contained in the Background Report Appendix C, with additional discussion about key characteristics that most directly impact the City's economic development efforts. This information is a snapshot in time and should be used as a baseline – not as the future condition. For example, the City is expected to add more than 2,200 new households to the community over the next 20-years and those residents will add a new dynamic to the labor force that is not currently represented in the following data.

Brooklyn Center is expected to add more than 2,200 new households over the next 20 years.

- Sources: Metropolitan Council

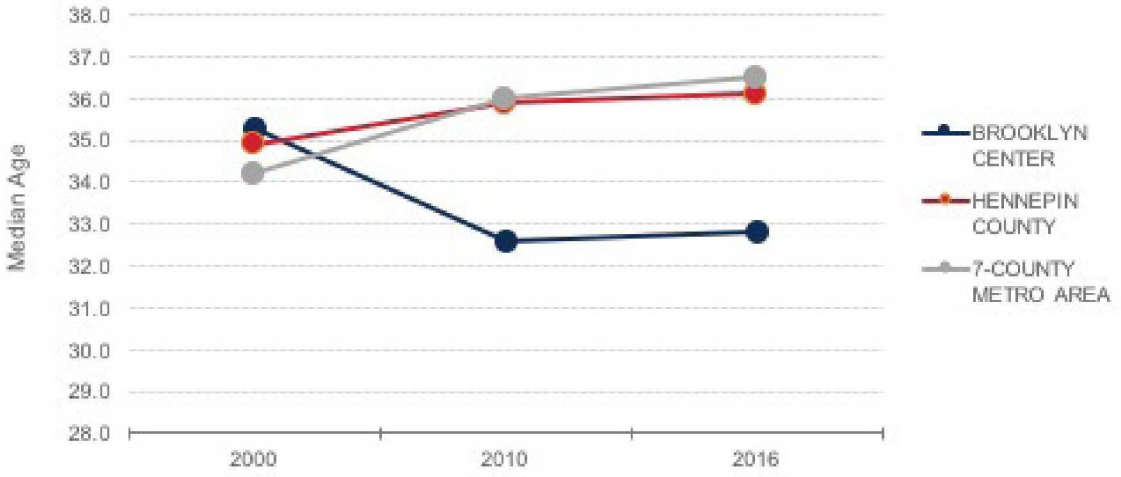
Existing Labor Force Characteristics

The following information was collected from a variety of resources including the US Census, DEED, ACS 2011 – 2016, the Metropolitan Council, Perkins+Will and SHC. More information regarding changes by decade and larger distribution trends can be found in the Background Report Appendix C.

Age

The age profile of the City plays an important role in economic development from the respect of what types of goods and services the population may demand, and also indicates the number of people that may be in the labor force now and in the future. As shown in Figure 5-1: Median Age 2000 – 2016, Brooklyn Center's Median Age is well below that of Hennepin County and the metro area.

Figure 5-1: Median Age 2000-2016



Sources: US Census; Metropolitan Council; Perkins+Will

In addition to Brooklyn Center's median age that is lower than that of Hennepin County and the 7-County metropolitan area, the City's share of the population Under 5 and between 5 and 17 represents a higher distribution of this age cohort than that of the County and the 7-County metropolitan area. This means that the number of young people that are either just entering the labor force or that will enter the labor force in the next decade is a significant proportion of the City's population. This has ramifications for the City's economic development efforts and emphasizes the importance of the City proactively partnering with schools, post-secondary institutions and other job skills training efforts to make sure that young people's skills are developed to match the needs of current and future employers.

Racial & Ethnic Composition

Brooklyn Center is a diverse community and is one of the only communities in the Twin Cities Metropolitan Area with a majority-minority population. Additionally, the City's population has the second highest percentage of foreign-born residents in the Twin Cities metropolitan area, with 21%, or 1 in 5 residents, born outside the United States. As shown in the Background Report, the City's population is nearly 60% non-white, which is in contrast to Hennepin County (29.6%) and the 7-County Metro Area (25.2%). This difference means Brooklyn Center's residents are more diverse and represent more racial/ethnic groups than the surrounding communities. When celebrated, this diversity is an opportunity to make the City a dynamic integrated community that can serve as a model for the greater region—a region that is expected to demographically evolve similarly to the Brooklyn Center over the next planning period. Throughout this planning process residents, stakeholders and policy-makers expressed their belief that the City's diversity is a key differentiator in the region and that the opportunity to create a vibrant business community is inevitable as long as the right commitments and policies are put in place to foster economic development that benefits a range of business opportunities.

While the diverse resident population offers an exceptional opportunity, it also represents a challenge to ensure the City is responsive, supportive and integrative of its efforts to meet the needs of the changing population. In 2017, the City of Brooklyn Center partnered with Everybody In to provide a comprehensive report on racial equality within the City. The report identified and confirmed some existing racial disparities in the City, which provides valuable insight into what types of changes the City could employ to create a more equitable community for the future of all Brooklyn Center residents. The City is committed to continuing efforts to evaluate ways to reduce racial disparities that exist as they relate the economic stability of its residents, including access to livable wage jobs, home ownership opportunities, financial literacy and wealth creation, and job pathways training.

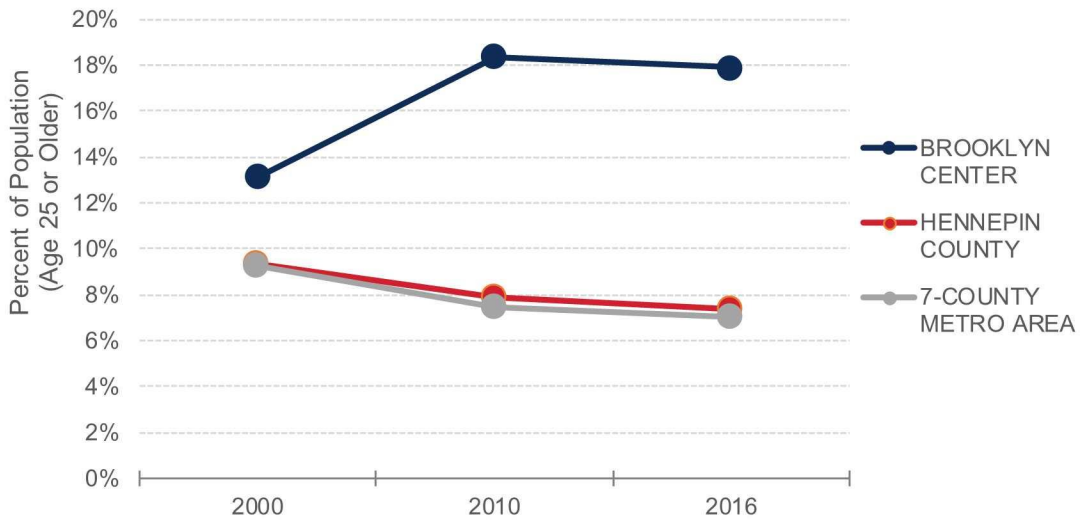


Education

Educational attainment is an important characteristic of the labor force and is one of the considerations a business or company evaluates when choosing to grow or locate within a community. Unlike age or racial/ethnic characteristics, educational attainment has the potential to be directly changed and influenced through improved policies and objectives. That is, you can't change someone's age, but you can change and improve the accessibility and availability of education and job skills training to the population.

As of 2016, 82% of Brooklyn Center residents have graduated high school and of those residents approximately 20% have a bachelor or graduate/professional degree. While the majority of the population over the age of 25 has a high school diploma, the percent of the population that did not graduate from high school is more than that of Hennepin County and the 7-County metro area. (See Figure 5-2. Change in the Population without a High School Diploma 2000-2016).

Figure 5-2. Change in the Population without a High School Diploma 2000-2016



Sources: US Census; Metropolitan Council; Perkins+Will

The good news is that after a spike between 2000 and 2010 in residents without a High School Diploma, the trend line appears to be decreasing between 2010 and 2016. Even with the slight recovery, the City's percentage of the population without a diploma is still more than 10% higher than that of the County and the 7-County Metro Area. One of the most important efforts the City has identified in this planning process is the need to identify ways to get the City's youth involved and committed to education.

Ensuring that the population has adequate educational opportunities and that education is accessible and attainable is a key component of the residents' ability to obtain and maintain livable wage jobs. The City of Brooklyn Center has multiple post-secondary educational institutions within proximity to the City including North Hennepin Community College and Hennepin Technical College, the University of Minnesota and various private post-secondary universities and colleges located within Minneapolis and Saint Paul. While these campuses are not located in the City of Brooklyn Center, several are within 5-miles of the City and are accessible by car, transit and bikeways or trails.

Income/Wages

In 2016 the median household income was $46,400 which is a slight increase from the information contained within the Background Report from 2016 which identified median household income as $44,855. As shown in the Background Report, the City's median household income is more than $20,000 less than that of Hennepin County and the 7-County Metropolitan Area. While there are many factors that contribute to why Brooklyn Center's household incomes are less, it is most important to understand what it means for current residents. When household incomes are less it means that residents have less choice in meeting every day needs such as housing, goods, services and transportation. Additionally, residents likely have less disposable income to spend which directly affects businesses, particularly those in retail and commercial uses.

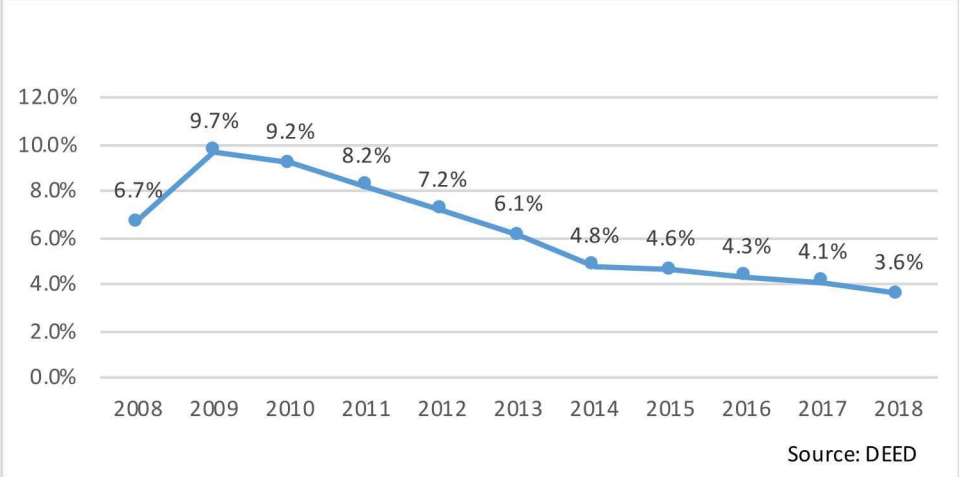
Adding complexity to the evaluation is the number of residents in the City that are at or below the federal poverty level. In 2016 the poverty level was defined as $24,563 for a family of four, and generally a greater number of residents living in Brooklyn Center have incomes that place them below the poverty level and below 200% of the poverty level than in other neighboring cities. As shown in the Background Report, as of 2016 approximately 19.2% of Brooklyn Center residents had incomes below the poverty level, and over 44% were below 200% of the poverty level.

Because of some of these statistics the City Council knew it was important to make efforts to try and reverse this trendline and to proactively identify ways to help the City's residents gain greater economic stability. As part of this effort, in 2017 the Brooklyn Center City Council adopted strategic priorities for the City that focused on ways to improve the quality of life for the community. Given the high poverty rate relative to the region, the City Council identified Resident Economic Stability as one of the six strategic priorities. This priority, among other things, focuses on the creation and attraction of jobs with livable wages to the community.

Unemployment

The Great Recession in the late 2000s significantly impacted the nation, and hit Brooklyn Center's residents particularly hard where the unemployment rate rose to 9.7%. Since that time, the unemployment rate has gradually declined and in 2018 was around 3.6% (See Figure 5-3 Average Annual Unemployment for Brooklyn Center Residents). The City's overall unemployment rate is similar to that of the region, which is currently hovering between 3.0 and 3.5%. The unemployment rates are slightly higher among minority populations, in particular the African American and Eastern African populations that according to a report released by DEED in January 2018 was approximately 7.5% across the State. This disparity highlights the need for more focused attention on education and job skills training to help lessen the gap across all populations.

Figure 5-3. Average Annual Unemployment for Brooklyn Center Residents







Where Residents Work and Commute

Understanding where current residents work and who holds the existing jobs are important characteristics to consider when promoting Brooklyn Center's economic competitiveness within the region. Given that Brooklyn Center shares a border with Minneapolis, it is not surprising that the City of Minneapolis is the top workplace for people who live in Brooklyn Center, in fact of the City's workers more than 4 times as many workers work in Minneapolis than Brooklyn Center. Residents of Minneapolis are, in turn, the top employed within the City outnumbering Brooklyn Center residents by more than 500. These trends are important to understand and consider as new businesses evaluate and consider the City. Not only is there potential to capitalize on more local residents returning to the City for work, but because the City is so accessible within the region businesses have a labor pool that extends far beyond the City's borders into cities such as Minneapolis, Saint Paul, Brooklyn Park and other surrounding suburbs.

Top 5 Workplaces of People Who Live in Brooklyn Center	
Minneapolis	3,348
Saint Paul	889
Brooklyn Center	826
Brooklyn Park	813
Plymouth	771

Top 5 Residences of People Who Work in Brooklyn Center	
Minneapolis	1,367
Brooklyn Park	1,161
Brooklyn Center	826
Saint Paul	673
Maple Grove	456

As described in the Background Report, commute time to work is an important factor in considering where to work because it directly impacts the amount of time spent away from other activities. As of 2015, the median travel time to work of Brooklyn Center's residents was approximately 22.6 minutes, which was slightly above Hennepin County (22.2 minutes) and slightly below the 7-County Metro Area (23.1 minutes). This demonstrates that Brooklyn Center is well positioned within the region, but also signals opportunities to further reduce how much time residents spend in their cars if more jobs were to become available in the community. Today, a significant portion of Brooklyn Center residents drive alone in their own personal vehicles to their place of work which can be costly, and can also increase stress. This represents an opportunity if the City increases the number of jobs in Brooklyn Center, and residents are well suited and matched to the jobs, then Brooklyn Center residents have the chance to choose an alternate mode of transportation such as transit, walking or biking to work.

PAST AND PRESENT INDUSTRY TRENDS IN BROOKLYN CENTER

Since the Great Recession ended in the late 2000s, the City has experienced steady employment growth and as of 2017 has a total of 13,272 jobs which outpaces the most recent projections. To further understand how the jobs are distributed in the community the City prepared a Background Report in 2017 as part of this planning process. The following sections highlight the top four industries of the City's past and present, which represents nearly 85% of the City's jobs. This information provides valuable insight into the employment trends and types of jobs over the past 16-years and provides an indication of the types of jobs that the City may wish to target for future economic development. The information that follows is a compilation of information collected from staff, residents, businesses and stakeholders during this planning process as well as a synthesis of more detailed information contained in the Background Report Appendix C.

Industry: Retail

As described and introduced in Chapter 3: Land Use & Redevelopment the City's past economic identity is heavily attached to the retail industry. Though many residents, stakeholders and policy makers consider this industry to be one of the most significant contributors to jobs in the City, it accounted for approximately 17% of the jobs in the City with approximately 2,228 jobs. While this is not a small percentage of jobs, it does represent a decrease in jobs available from 2010 when nearly 23% of the City's jobs were within the retail industry, and there were approximately 3,767 jobs. This shift in retail employment was an important consideration for the community because it so heavily relied on being a regional retail destination for so many decades. The following sections provide background and context for this retail shift, and describes some recent trends occurring in the City's redevelopment areas.

Brookdale Mall and its Surroundings

For decades the City of Brooklyn Center's economy was anchored by Brookdale Mall and surrounding retail uses. Brookdale Mall was one of the first regional indoor fully climate-controlled retail centers in the state and as a result attracted shoppers from the larger north metropolitan region. Brookdale was truly a regional attraction, and Brooklyn Center's residents benefited not only from accesses to shopping and services but from a significant number of retail jobs that were available due to the presence of the Mall.

The retail focus of the City's economic engine was a double-edged sword because while there were many more jobs per capita when Brookdale Mall was in operation, the jobs were not high-wage jobs and many were not livable wages. Regardless, Brookdale Mall and adjacent

retail users remained the dominant economic driver in the City through the 1990s and did not experience dramatic changes until the mid-2000's when Brookdale lost its first anchor. Once the first anchor closed, Brookdale Mall began its steady and eventual full decline that led to its closing the late 2000s. The closure aligned with the housing bust and Great Recession that had vast impact at the National scale, but it impacted Brooklyn Center in ways that no one could have predicted with far reaching implications throughout the community. Between 2000 and 2010 the City lost more than 2,200 retail jobs which is equivalent to nearly a 60% reduction in the number of retail jobs available in the community. (See Background Report Appendix C). The decline was not only impactful because it eliminated jobs from the City that many of its residents were employed in, but because it signaled a massive change in the retail industry on a larger regional and national scale that we are still learning about.

Once Brookdale Mall closed adjacent supporting users also began to close leaving behind a large contiguous core of available land for redevelopment in the 'center' of the City. This mass exodus occurred as the City was preparing the previous 2030 Comprehensive Plan, and policy-makers were faced with the overwhelming task of figuring out what to do with this now large underutilized area of the community that was once defined the central area and character of the community.

As a first step in redeveloping the area, the City and its Economic Development Authority proactively purchased properties as they became available to ensure that a comprehensive approach to redevelopment could be implemented. After many years of acquisitions and process, the City was able to redevelop portions of the land into what is now Shingle Creek Crossing. Shingle Creek Crossing is a new retail destination with predominantly nation retailers and is anchored by big box stores. This area continues to evolve with new retailers being brought online with HOM Furniture being the most recent addition to the area. The efforts to revitalize this area are working and some recovery of the jobs lost between 2000 and 2010 has occurred, with more than 700 new retail jobs added between 2010 and 2016. While the City does not expect to recover all the retail jobs lost during the Great Recession because of industry-wide retail changes, it does anticipate some additional growth over the planning period particularly in areas such as Shingle Creek Crossing.

Key Corridors

In addition to the core retail center in the City, there are several major roadway corridors that provide additional opportunities for retail and commercial service users. For example Brooklyn Boulevard is a high-volume roadway corridor that carries cars, pedestrians, bicyclists and transit users. The corridor is an important connection through the City and is dotted with small retail, institutional and residential uses. The corridor is identified within this Plan as an important neighborhood and community roadway connection and is guided for redevelopment as Brooklyn Boulevard is reconstructed over the next five years. Retail users such as fast food, convenience,

auto repair and car sales dot the corridor and the City only expects the strength of this corridor to continue and evolve. Additionally, the City is bisected by both Highway 100 and I-94/I-694 which leads to exceptional regional access particularly near key interchanges. An example of a recent redevelopment effort is Topgolf which opened in the Fall of 2018. Topgolf is expected to be a regional entertainment/service destination that provides patrons opportunities to meet, play, eat and enjoy a drink. As the City continues to change and evolve, the City anticipates that new demand and pressure for similar types of retail and service destinations will be most prevalent along major roadway corridors.

Industry: Production, Distribution, and Repair

Though many residents and policy-makers often point to retail as the most prevalent industry and job provider in the City, the Production, Distribution, and Repair (PDR) industry sector provides the most employment opportunities in the community. Like the Retail sector, the PDR industry sector was heavily impacted by the Great Recession and the City lost approximately 1,100 jobs between 2000 and 2016; however, even with that decline the PDR industry still provides the most jobs in the community and accounts for over 3,100 jobs in the City.

The City recognizes this as an important industry to maintain in the community now and into the future. The Future Land Use Plan specifically identifies, supports and plans for land uses that will continue to promote and maintain light industrial uses and business, light manufacturing and other similar businesses. Most recently some of the City's industrial and light industrial users have expanded, remodeled and reinvested and it is the City's desire to continue to ensure policies and regulations support the businesses' ability to stay in the community for the long-term.

Industry: Educational and Medical Services

Trailing slightly behind the PDR industry, the Educational and Medical Services (Eds/Meds) industry is booming across the region and is slowly beginning to accelerate its presence in the City. Most notably Medtronic recently remodeled and added to its facility sending a message to the community of its long-term commitment to stay and grow. While the industry experienced a large loss of jobs between 2005 and 2010, it has rebounded significantly between 2010 and 2016 adding back nearly all the jobs it lost in the economic downturn.

This industry is projected to continue to grow and gain momentum in the region and the City is well positioned to capitalize on that trend given its proximity to major roadways, post-secondary institutions and availability of land. As shown in the Future Land Use Plan, the City

has guided significant land area that would be supportive of these uses and could be integrated at a small or large scale within many of the City's mixed-use land designations.

Industry: Knowledge (Consists of 'knowledge-based' industry sectors, such as Information, Finance and Professional Management)

The number of jobs available in the knowledge industry has stayed relatively flat over the last 10-years with modest increases, but it remains an important industry in the City comprising nearly 19% of the City's jobs. These jobs will continue to play an important role in the City and opportunities to expand these uses will be available within the redevelopment areas of the City. It is difficult to anticipate what or if any major 'knowledge' based businesses will choose to locate in the community, but with the quantity of land available in the redevelopment areas it is possible given the City's desire to create compact, walkable and experience-based development. All of these characteristics are becoming more desirable amenities to all workers, but particularly with office-based workers.

Industry: Hospitality and Tourism (Worth Noting)

Though not one of the top four industries in the community, this Chapter would be remiss if it did not highlight the hospitality and tourism industry in the community. The City's proximity to downtown Minneapolis and Saint Paul, coupled with its accessibility to major highways and freeways throughout the west metro make Brooklyn Center a great place for hotels, conference centers and other hospitality uses. While the City's employment in this industry has seen some decline over the past 16-years, it has remained relatively flat over the past 5-years and there is no indication further loss of employment in this industry is anticipated. In fact, when the C-Line becomes operational it will make the City even more accessible to both the Minneapolis and Saint Paul downtown business districts, as well as the MSP International Airport. This area is well connected and includes the Earle Brown Conference and Event Center as well as several hotels all within reasonable distance of the transit station, and is also highly accessible by car with ample on-site parking. Though tourism and hospitality are constantly evolving, there is potential for this industry to expand and grow in the City given the current market dynamics and availability of land for redevelopment.



FUTURE OF ECONOMIC DEVELOPMENT

The existing socio-economic characteristics of the community coupled with the City's past and present industry trends provide the baseline from which a plan for economic development can be refined. The City has several systems, policies and objectives in place to help guide and facilitate economic development, and this Plan is intended to assist the City, policy-makers and prospective businesses in making thoughtful and proactive plans that make the City a great place for residents – and a great place to do business.

The following table is taken directly from the Metropolitan Council's 2015 System Statement for the City of Brooklyn Center. It highlights that within the region, Brooklyn Center is projected to grow – grow its population, its households and its jobs.

Table 5-1. Metropolitan Council Forecasts - 2015 System Statement

Forecast Year	Population	Households	Employment
2010	30,104	10,756	11,001
2020	31,400	11,300	13,000
2030	33,000	12,300	13,800
2040	35,400	13,300	14,600

Source: Metropolitan Council

If employment increases then there will be new businesses that choose to locate in the City, and residents will have opportunities to open new shops and business, and existing businesses will hopefully prosper and expand. But equally as important, is the hope that existing and new residents are afforded opportunities to work in those jobs, and that the jobs have livable wages, are accessible and exceptional places to work.

Presented throughout this Chapter, and throughout this Plan, is the City's demand to help create a more equitable environment for all of the City's residents – that residents of every age, ethnicity and background have access to education, job training, transportation and livable wage jobs. This is a tall order, but one that the City is committed to working towards through implementation of policies, programs and engaging in key partnerships to help bring this objective to fruition.

The City is on its way to improved economic competitiveness and intends to capitalize on the current momentum. Recently Brooklyn Center has seen an increase in redevelopment interest in the community and it is anticipated that this trend will continue into the foreseeable future. As touched on in previous sections of this Chapter, 2018 saw several new businesses come to the community such as Topgolf, Fairfield Inn and Suites, HOM Furniture, and Bank of America, which are recently opened or under construction. Existing businesses are also expanding; both

Luther Auto Dealerships and Medtronic underwent multi-million-dollar expansions in 2018. Building permit valuation has been steadily rising over the past several years, and 2018 saw the highest investment in these terms since 2012. As the City meets with business owners, consistently the City's affordable land costs, proximity to Minneapolis, and access to regional freeways are attributed to the reason for their investment in the community.

The following sections highlight some of the tools, programs, and organizations available to help the City reach its objectives. Specific implementation strategies are not included, but instead can be found in Chapter 9: Implementation. This is deliberate because the implementation of this Chapter is so closely integrated with the other sections of this Plan and cannot be considered independently if they are to be successful.

Economic Tools

Economic Development Authority (EDA)

The Brooklyn Center Economic Development Authority (EDA) was established for the purposes of providing an impetus for economic development, increase employment opportunities, and to promote other public benefits as defined by the City. The EDA supports developments that would not otherwise occur if solely dependent on private investment in the near future. The EDA has the ability to purchase land for economic development purposes and to approve economic incentives, such as Tax Increment Financing, as defined later in this section.

The City of Brooklyn Center utilizes or has the ability to utilize several financing tools to assist and support development and redevelopment consistent with the goals and strategies established by the City Council. The City has adopted a Business Subsidy Policy that outlines the conditions under which a project would receive subsidy. The City will evaluate this policy to ensure that it effectively prioritizes projects that forward the City's goals as they relate to job creation, redevelopment, and housing.

The EDA has the ability to implement the following incentives:

- **Tax Increment Financing**
  The EDA can use Tax Increment Financing (TIF) and pooled TIF funds to cover eligible expenses related to redevelopment projects that have extraordinary costs that would make a project otherwise not feasible. TIF is used to catalyze redevelopment that the market may not yet be able to bear on its own.

- **Tax Abatement**
  Minnesota law authorizes political subdivisions to grant property tax abatements for economic development. Abatements may be either permanent forgiveness or temporary deferral of property tax obligations. Abatements can be used for a broad range of projects and purposes, if the City finds that public benefits exceed the costs of the abatement. Permitted use of abatements include: general economic development, public infrastructure construction, redevelopment of blighted areas, providing access to services for residents, deferring or phasing in a large property tax increase, stabilizing the tax base resulting from the updated utility valuation administrative rules, and providing relief for businesses who have disrupted access due to public transportation projects.

- **Revolving Loan Fund**
  The City has a revolving loan fund that is intended to incentivize new businesses and existing business expansion. The City will seek out ways to increase the funding available in the program, as well as explore other programs that incentivize investment and job growth in the City.

5-16

- **Other Business Resources and Support**
  The City partners with the Metropolitan Consortium of Community Developers and Hennepin County to offer the Open to Business Program, which provides technical assistance to local businesses. The program provides unlimited consulting for prospective entrepreneurs in need of guidance to take their business from idea to operation. Existing businesses are also able to take advantage of Open to Business's services as they expand or face operational challenges. Several local and regional organizations, including Neighborhood Development Center, Metropolitan Economic Development Association, African Career, Education and Resource, Inc. (ACER), and WomenVenture, provide additional technical assistance services in the City.

Dedicated City Staff Support

In addition to the various programs that the City offers, in 2018, the City created a new position, the Business and Workforce Development Specialist, tasked with provided support and services to the business community, including working with prospective businesses on site selection and relocation services. The position also provides direct project-related support and business engagement, such as one-on-one meetings with business owners, participation in the local Brooklyn Center Business Association, and reviewing City policies and regulations for opportunities to better support economic development. For businesses seeking State of

Minnesota financing via the Minnesota Investment Fund or the Job Creation Fund, the position facilitates the process, with the City serving as a conduit for contractual procedures and funds distribution. As it is a new position, the tools and resources continue to be developed and evolve. The position has been tasked with:

- Developing a Business Retention and Expansion Program
- Developing New Business Welcome Packets
- Developing materials to educate businesses on property maintenance and nuisance ordinances
- Seeking programs and partnerships to provide additional resources to new and existing businesses
- Marketing EDA-owned property
- Organizing the First Saturday Pop-up market to assist small local businesses with finding local customers



Partnerships

Partnerships with other agencies and organizations bring additional resources to local businesses. Partnerships include two local Chambers of Commerce: North Hennepin Area Chamber of Commerce and Twin West Chamber of Commerce. Each Chamber of Commerce serves the business community with recurring programming, lobbying, networking, and advocacy. The Brooklyn Center Business Association represents local businesses and offers opportunities to share information and network. The Liberian Business Association provides similar culturally-specific support and connectedness. The State of Minnesota started offering workshops for small business owners and prospective entrepreneurs in 2017. Greater MSP provides global promotion of the region by staffing booths at tradeshows, publishing site selector magazines, and facilitating new business or relocation efforts. Hennepin County offers an Economic Gardening Program that provides mid-sized business owners with needed resources, mentoring, and knowledge to grow take their businesses to the next level. Minneapolis Northwest Tourism supports the hospitality industry and provides marketing and branding to the cities of Brooklyn Park, Maple Grove, and Brooklyn Center.

Workforce Development Tools

Minnesota is experiencing a labor shortage, expected to continue over the next ten years. According to the Minnesota State Department of Employment and Economic Development (DEED), Minnesota businesses will add 205,000 jobs to the economy over the next decade and the labor force is projected to increase by only 68,400 workers. Today, the State's online job board has 80,000 position openings and the State's unemployment rate is around 3.7 percent.

Expected Baby Boomer retirements will also have an impact. According to DEED, one in every five jobs in Minnesota is now held by workers who are within 10 years of—or already at — retirement age. Moreover, these pending retirements will impact industry sectors differently. For example, 30% of the transportation and warehousing sector is within this retirement-ready group, along with 28% of the educational services sector, and 24% of manufacturing.

Connecting residents, particularly underserved residents, in the community with available jobs presents one opportunity to begin to address the current labor shortage, and to forward the City's Resident Economic Stability goals. Barriers exist, however, in connecting those in our community that are unemployed or underemployed and these available jobs. High-demand living-wage jobs require some level of post-secondary education. Lack of educational attainment and social networks represent prominent barriers to those in the community that are unemployed or underemployed.

The City of Brooklyn Center is proactively exploring solutions to support the local workforce. The City continues to build partnerships with secondary and post-secondary educational institutions and organizations including Hennepin Technical College, North Hennepin Community College, Hennepin-Carver Workforce Board, and the Hennepin North Workforce Center. Brooklyn Center also participated in the Hennepin County Workforce Leadership Council, which assembled leaders from the public and private sectors and philanthropic community to compare strategies and collaborate on creating industry-specific career pipelines. The City also continues to support workforce development efforts by the North Hennepin Area Chamber of Commerce and TwinWest Chamber of Commerce.

Finally, since 2014 the City has partnered with the City of Brooklyn Park and the Brooklyn Bridge Alliance for Youth on the BrookLynk program. BrookLynk's mission is to "coordinate partnerships that prepare employers to engage the next generation of workers and to connect young people in the cities of Brooklyn Center and Brooklyn Park facing barriers to employment with the skills, experience, and professional social networks needed to develop their pathway to college and career." Since December 2017, BrookLynk is housed in the Economic Development and Housing Division of Brooklyn Park's Community Development Department in partnership with the City of Brooklyn Center and with support from the Brooklyn Bridge Alliance for Youth and program funding partners.

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CHAPTER 6:
Parks, Trails & Open Space








INTRODUCTION

As a first-ring suburb and fully-developed City, Brooklyn Center benefits from a well-established park and trail system. Natural features in the community, including the Mississippi River, Single Creek, Palmer Lake, and Upper and Middle Twin Lakes, provide premier natural areas, open space, and amenities for popular urban recreation. A 21-mile trail system extends the recreational opportunities and connects residential neighborhoods with parks and other destinations.

Parks and trails are a valued asset to community. High interest and participation from residents continues to justify the ongoing maintenance, management, and investment needed for high-quality recreation, trail use, and park facilities in the City. To thoughtfully plan for the parks and trails system, it is important to understand the changing characteristics of the City's park and trail users, keep current on the existing system's conditions, and identify gaps and opportunities for new parks, trails, or facilities that will benefit the City. The purpose of this Chapter will review these features and context and provide recommendations for Brooklyn Center's parks and trails system through 2040.

2040 Parks, Trails & Open Space Goals

- Provide a park and recreation system that is based on the needs of the City's residents and stakeholders.
- Encourage residents and stakeholders to participate in the park and recreation system planning process.
- Explore ways to incorporate design and preservation standards into the City's ordinances and policies to improve and maintain a high-quality system.
- Support efforts to maximize the use and accessibility of the system by local residents.

** Supporting Strategies found in Chapter 2: Vision, Goals & Strategies*

Growth and Demographics

The forecasted population in the community is expected to rise by approximately 2,250 households by 2040, which will alter the demands and needs from the City's parks and trails system. Changing land use and redevelopment impacts areas of natural features and open space. Some redevelopment may enhance and improve the quality of those features, such as Shingle Creek which has been identified as having impaired waters. Chapter 3: Land Use & Redevelopment of this Plan discusses the anticipated changes in land use and related demographics of the community. Parks are indicated on Map 3-2. Future Land Use.

Association of Recreation Type and Age

A critical component to consider when planning for the future of parks and trails in Brooklyn Center is the socio-economic and demographic trends that will impact the types of improvements, development, and programming within the system that will best serve the community for generations to come. A high-quality parks and trails system provides for recreation and enjoyment of the outdoors with facilities and activities that appeal to all age groups. It is important to offer a diverse mix and to understand that some park activities are generally associated with specific age groups. Active recreation facilities, such as soccer fields and playgrounds, are typically used by younger people and children while passive recreation facilities, such as picnicking, walking, or fishing, are generally associated with adults and older people.

The Background Report, contained in Appendix C, describes the City's current demographic and socio-economic trends. Since 2010, the number of households with children in both single-parent and married couple households has been growing significantly. The percentage of households with children is now approaching 40%, which is well above the rate in Hennepin County and the metro area in general. The trend among households without children is conversely on the decline. The population is generally getting younger, likely due to a relatively homogeneous and affordable housing stock dominated by single-family residential uses. As the City's residential make-up changes, it will be essential to understand who is moving into the community and what the target market of redevelopment is so the parks and trails system can expand and grow to meet needs of future residents.

THE EXISTING PARK SYSTEM

Brooklyn Center currently hosts 24 developed local parks, one regional park, and a municipal golf course, providing a variety of recreational opportunities for all segments of the population. In addition, considerable undeveloped public open space is held in the Twin Lakes area and along the Mississippi River. Recreation and leisure opportunities range from passive pursuits such as sitting, walking, picnicking, fishing, and enjoying music to more active pastimes such as organized sports, pick-up athletic games, bicycling, running, and in-line skating.

Many of the City parks are adjacent to schools or other open space. Popular Centennial Park is adjacent to the Community Center and Civic Center and functions as a central hub for recreation amenities in the City. Parks are generally distributed evenly throughout all areas of the City, and the variety of recreational facilities available enable the park system to provide recreation access to all residents. There is excellent coordination of programs and facilities between parks and schools, and between parks, City and county facilities. The trail system links parks, schools, and other activity centers.

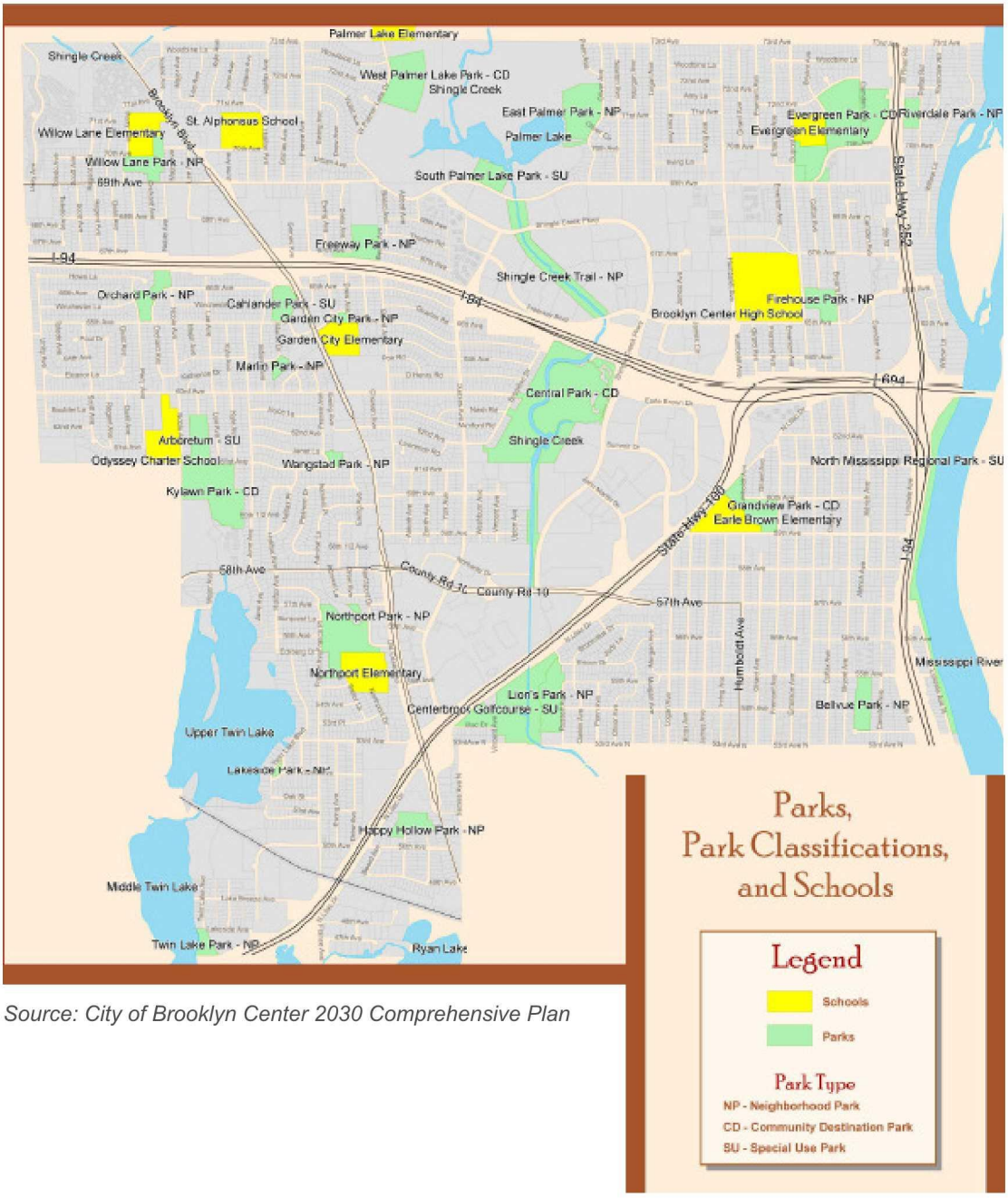
Park and Open Space Classifications

The City's parks are classified according to a functional hierarchy that suggests the types of facilities and development that are appropriate to each park. However, specific improvements are individually tailored to each park based on neighborhood desires, historical presence of certain types of facilities, proximity to other uses, and resources available.

The various types of parks are sited and designed to serve different needs and populations of residents. It is a policy of the City to locate at least one park in each neighborhood that is safely accessible to pedestrians—especially children—within a reasonable walking distance of approximately one-quarter to one-half mile. At the other end of the spectrum, one or two larger parks in the City aim to meet organized sports and specialized and community-wide recreation.

The following classification system has been developed by City staff based on national standards. It is similar to the system the City has used for park and recreation planning for the past twenty years. However, the classification of parks within the system has been changed in order to make better use of park resources, meet neighborhood needs, and address issues of demographic and social change. This classification also incorporates regional parks, which are not specifically managed by the City but should be considered for coordinated access and related park and facility development. Map 6-1 illustrates the City's park locations and classifications.

Map 6-1. Existing Parks and Classifications



Source: City of Brooklyn Center 2030 Comprehensive Plan

The Brooklyn Center park system is therefore divided into the following broad categories, each described in more depth to follow:

1. Regional Parks
2. Neighborhood Parks
3. Community Destination Parks
4. Special Use Parks and Open Spaces

Regional Parks

Regional parks in the Twin Cities metropolitan area usually contain a diverse mix of nature-based resources, are typically 200-500 acres in size, and accommodate a variety of outdoor recreation activities. These parks are often owned and managed by larger parks districts or counties but coordination with local municipalities and local park systems is important to the success of the broader metro area park systems.

The North Mississippi Regional Park (Regional Park) is the only regional park within Brooklyn Center city boundaries and is managed by the Three Rivers Parks District; most of the property is also owned by Three Rivers Park District. It is located east of the I-94/TH 252 alignment, extending along the west bank of the Mississippi River from the City's south boundary at 53rd Avenue north to the I-694 crossing. The primary access to the Regional Park is at 57th Avenue where a park drive leads north and a trailhead and wayfinding structures mark the park's main feature: the corridor for the Mississippi River Trail (MRT)—a dually-designated state and regional trail—which runs north/south through the park adjacent to the Mississippi River. The trail's regional naming designation, provided by Three Rivers Park District, is West Mississippi River Regional Trail (WMRRT) More information about the MRT/WMRRT follows later in this Chapter.

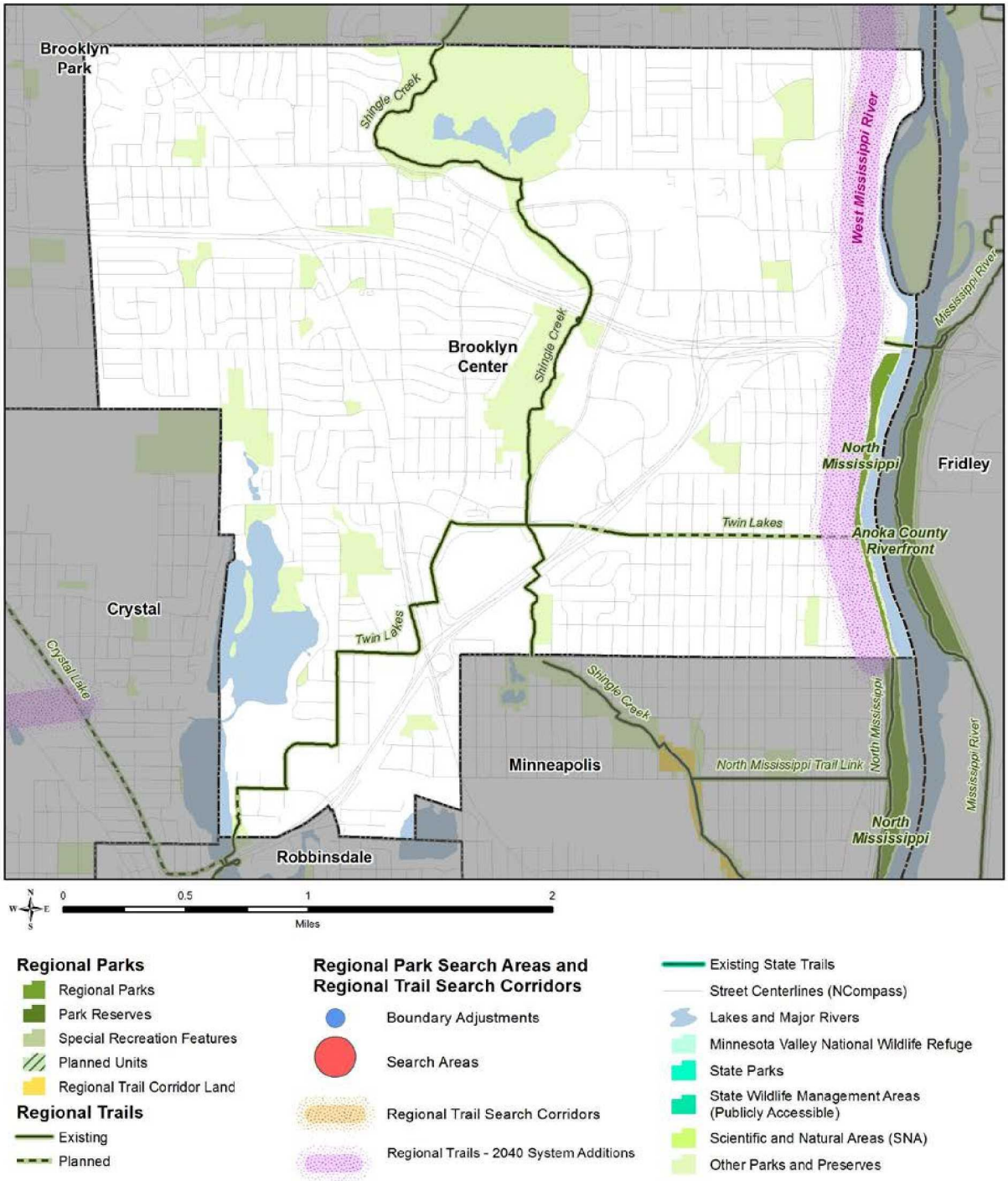
Other amenities in the Regional Park include a picnic area, fishing pier, and parking. The park offers spectacular views of the Mississippi River and opportunities for watching wildlife. Trails connect with Webber Parkway and commuter routes into downtown Minneapolis. The park is adjacent to the North Mississippi Regional Park owned and operated by the Minneapolis Parks and Recreation Board just south of the City, seamlessly extending the recreational use of both jurisdiction's regional parks. Map 6-2 shows the Regional Park Map developed by Three Rivers Park District. In addition, the Metropolitan Council provides information shown in Map 6-3 with relation to the provision of regional parks and trail accommodation in Brooklyn Center.

Map 6-2. Map of North Mississippi Regional Park



Source: Three Rivers Park District

Map 6-3. Regional Parks and Trails



Source: Metropolitan Council

Neighborhood Parks

Neighborhood Parks include the following three types: 1) Play Lot; 2) Playground; 3) Playfield.

Play Lot



Play lots are the smallest unit of the park system both in terms of size and area that they serve. The primary function of a play lot is to provide play facilities for pre-school children who are not conveniently served by larger parks or playgrounds. It may contain play equipment, sandboxes, paved areas for wheeled toys, walking and bike trails, and seating areas.

- **Service Area:** The sub-neighborhood level of 500 to 2,000 persons within a ¼ mile radius
- **Desirable Size:** .25 to 2 acres
- **Acres per person:** No set standard; desirable in higher-density areas.
- **Site Characteristics:** Should be located so that children do not have to cross major streets and include (or be combined with) an adult seating or gathering area; can be combined with a school.

Playground



Parks designed for use by children from pre-school to age 12. Often coincides with the service area for an elementary school and may adjoin and complement the school facility if intended to serve the same age group. Facilities and programs of a neighborhood playground should be designed to meet the particular requirements of each individual neighborhood. May include a larger play area with equipment for older children; an area for free play and organized games; minimum maintenance ball diamond, multi-purpose hard surface courts; walking and bike trails, pleasure skating rinks, and seating areas. Some parks may contain portable restrooms.

- **Service Area:** A population of up to 4,000 with a ¼ to ½ mile radius.
- **Desirable Size:** 5 to 10 acres.
- **Acres per 1,000 pop.:** 2.0
- **Site Characteristics:** Geographically centered in neighborhood with safe walking and bike access. Suited for intense development. Helpful if located adjacent to a school.

Playfield



Larger parks designed to provide recreation opportunities for all ages. They may contain all the features of playgrounds, with groomed ball facilities suitable for adult play. Hockey and pleasure skating rinks are lighted. May include portable restrooms and sheltered picnic areas.

- **Service Area:** Neighborhood-wide; serves entire population with special emphasis on organized adult sports, ideally within a 1½ to 2 miles biking distance.
- **Desirable Size:** 20 acres or more.
- **Acres per 1,000 pop.:** 1.0 to 2.0
- **Site Characteristics:** Direct access from all parts of the neighborhood or quadrant. Level terrain with few water bodies or other environmental constraints. Easily accessible by large numbers of vehicles. Physically separate from homes so as to minimize light and noise problems.

Community Destination Parks



Relatively large parks serving as a recreational focus for a neighborhood of the City. Community Destination Parks are noted for having a wide variety of leisure and recreational options and are fully accessible to persons of all abilities. Lighted areas for evening play are provided. Daytime recreational programming and playground supervision are provided in the summer months. Heated, enclosed park shelter buildings provide for recreational spaces and warming houses.

Community Destination Parks are intended to include costlier types of facilities, and each has a distinct identity or theme. Central Park is the flagship park of the system, with substantial improvements that serve the entire community. Evergreen Park focuses on team sports; Kylawn/ Arboretum Park builds on its nature areas of the Arboretum and the Preserve; West Palmer Park is seen as a prime family picnic and outings area; and Grandview Park's focus is on youth and winter recreation.

- **Service Area:** A neighborhood or quadrant of the City
- **Desirable Size:** 25 acres or more.
- **Acres per 1,000 pop.:** 5.0
- **Site Characteristics:** Easily accessible from all parts of neighborhood or quadrant. Should be located on collector or arterial streets to provide adequate access for residents and should be well-buffered from adjacent residential areas.

Special Use Parks and Open Space

Special use parks and open spaces are areas providing specialized or single-purpose recreational or leisure activities. These parks generally do not provide extensive permanent facilities but may provide nature interpretation, trail and greenway corridors, and/or walking or biking paths. Trails or greenways should connect with other components of the recreation system, schools, community facilities, or neighborhoods.

Existing Parks Inventory

Existing parks are well-dispersed through the City of Brooklyn Center. Table 6-1. illustrates the location and classification of each park in the City's system. In addition to parks, the City's maintains several areas of open space, including the 65-acre Centerbrook Municipal Golf Course, Greenways along Shingle Creek Parkway, 69th Avenue, and 53rd Avenue, and several properties serving as natural areas around Twin Lakes.

Parks Management

Management of the local park system is the responsibility of the City's Community Activities, Recreation, and Services (CARS) department. Bi-yearly citizen surveys help inform the CARS department on changing interests and requests from area residents related to programming, facilities, and park use. Input from these surveys is used to identify and prioritize projects in the Capital Improvements Program (CIP), see vww D.

Also informing parks use, development, and management is the Parks and Recreation Advisory Commission which meets monthly and advises the City Council on parks and recreation issues in Brooklyn Center.





Table 6-1. Inventory of Park Amenities

City of Brooklyn Center Park Amenities Map Key		Off-Street Parking	Shelter Building	Picnic Shelter	Picnic Area	Grill	Playground Equipment	Baseball Diamond	Softball Diamond	Tennis Court	Skating Rink	Hockey Rink	Basketball Court	Soccer Field	Football Field	Paved Trail	Nature Trail	Archery
1	Arboretum	■														■	■	
2	Bellvue Park			■			■		■		■		■			■		
4	Cahlander Park															■		
5	Centennial Park	■		2	■	2	■		2					2		■	■	
6	Centennial Park West	■	■				■				■	■	■			■		■
13	East Palmer Park	■		■			■		■				■			■		
15	Evergreen Park	■	■	■	■		■	■	2	2	■	■	■	■	■	■		
16	Firehouse Park	■		■	■	■	■		2				■			■		
17	Freeway Park	■		■			■		■				■			■		
19	Garden City Park	■	■				■											
20	Grandview Park	■					■	■		2	■	■	■	■	■	■		
21	Happy Hollow Park	■		■		■	■		■				■			■		
22	Kylawn Park	■	■	■	■		■		2		■	■	■			■		
24	Lions Park	■		■	■	2	■						■			■		
25	Marlin Park						■									■		
28	Northport Park	■		■	■		■	■		2	■	■	■	■		■		
30	Orchard Lane Park	■		■		■	■		■				■			■		
32	Palmer Lake Park	■			■											■	■	
34	Riverdale Park			■			■		■		■		■			■		
35	Shingle Creek Trail															■	■	
37	Twin Lake Park	■		■		■	■						■			■		
38	Wangstad Park						■						■			■		
40	West Palmer Park	■	■	■	■		■	■	2	2	■		■			■	■	
42	Willow Lane Park	■		■	■		■		■		■	■	■	■		■		

Source: City of Brooklyn Center





BICYCLE & PEDESTRIAN TRAIL SYSTEM

The City's current bicycle and pedestrian trail system consists of a mix of sidewalks, paved off-street trails, and some on-road bicycle lanes. Connection between neighborhoods and parks, residents and city destinations, and local and regional facilities continues as a priority for the development of the system. Three regional trails extend through the City further providing connection within the community and to broader regional trail networks beyond. Map 6-4 illustrates the City's extensive trail network.

Regional Trails

Three regional trails provide a backbone of trail system within and through the City. Local connection to these regional trails provides opportunity for extensive multi-modal transportation for area residents. These trails tend to be paved road-separated facilities; most are under the jurisdiction of Three Rivers Parks District with some portions managed by the City. The three regional trails include: 1) Shingle Creek Regional Trail, 2) Twin Lakes Regional Trail, and the MRT/WMRRT. Map 6-5 illustrates the regional trails in the City.

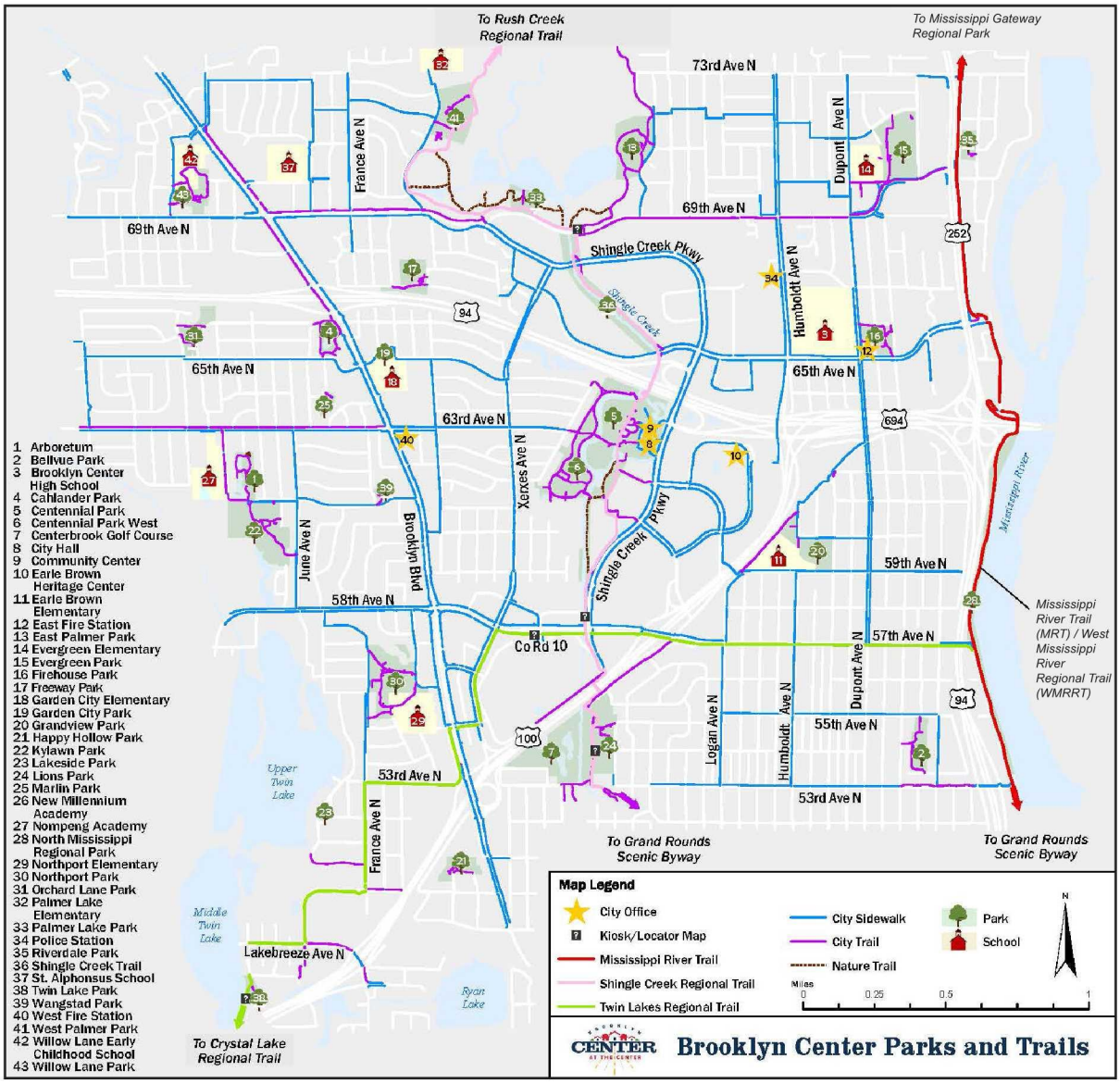
Shingle Creek Regional Trail

The City's bicycle and pedestrian trail system is anchored by the Shingle Creek Regional Trail, an off-street separated trail which runs from the north to the south City limits along Shingle Creek. For much of its length, separate trails are provided for bicyclists and pedestrians. The north end of the trail circles Palmer Lake, and a portion of this trail section is maintained by the City. Beyond Brooklyn Center, the regional trail travels from Minneapolis in the south to Brooklyn Park in the north and connects to the Above the Falls Regional Park, Victory Memorial Parkway Regional Trail, Twin Lakes Regional Trail and Rush Creek Regional Trail.

Twin Lakes Regional Trail

This regional trail travels through Brooklyn Center and Robbinsdale as it connects the MRT/WMRRT, Shingle Creek Regional Trail, and Crystal Lake Regional Trail. Its alignment utilizes a combination of paved road-separated trail and sidewalk. The City of Brooklyn Center's Pedestrian Bicycle and Trail Plan identifies proposed improvements to the trail to eventually complete a connection between the Crystal Lake Regional Trail and MRT/WMRRT.

Map 6-4. Brooklyn Center Trails

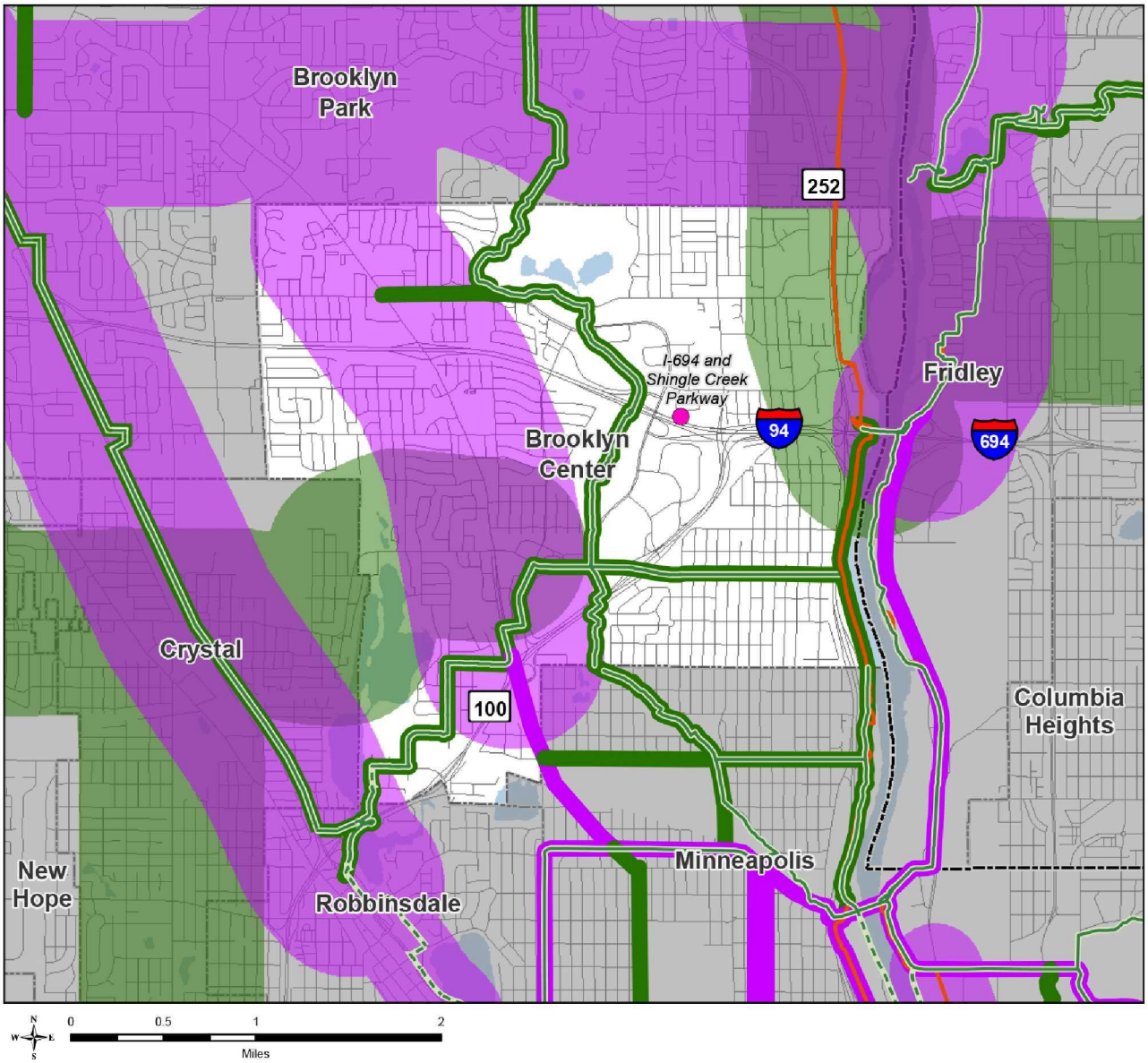


Source: City of Brooklyn Center, updated by SHC



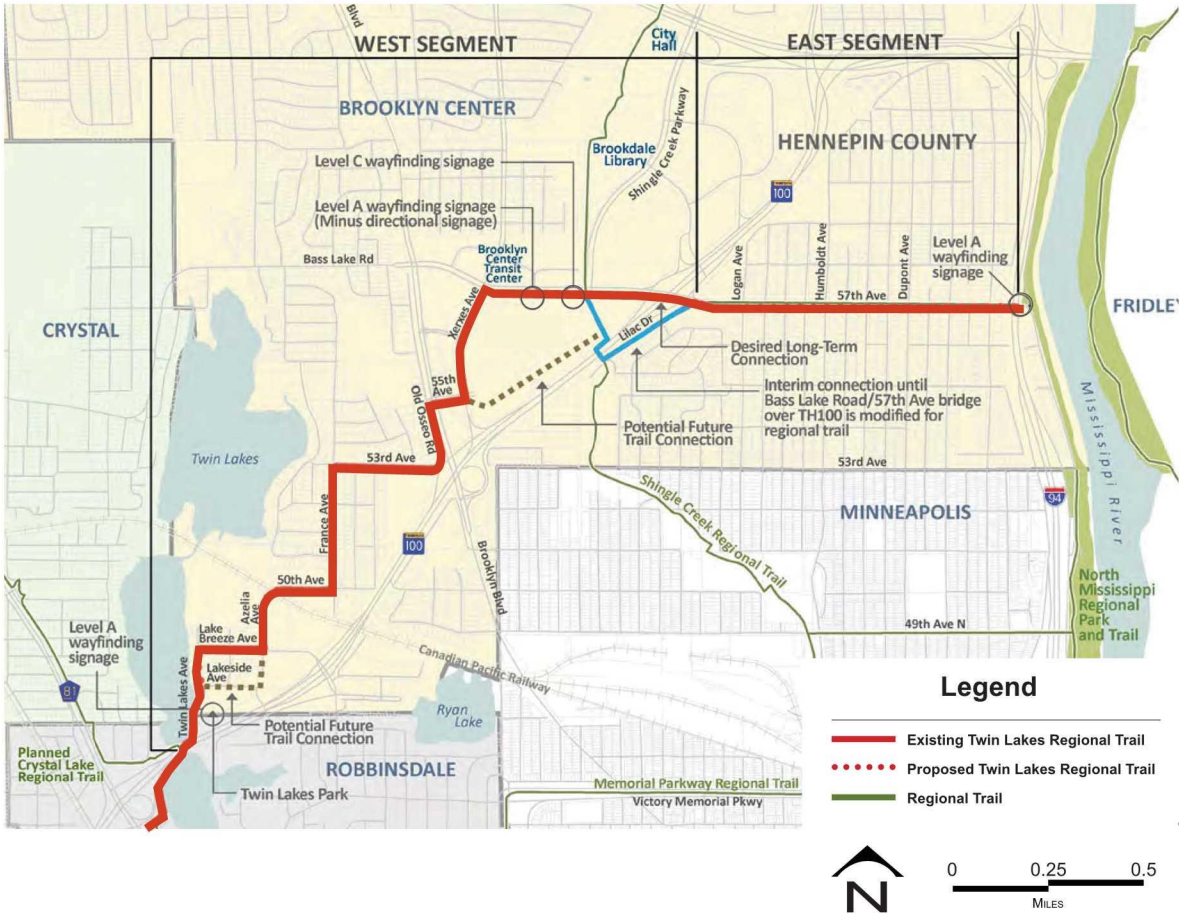


Map 6-5. Regional Bicycle Transportation Network (RBTN), Brooklyn Center



Source: Metropolitan Council, updated by SHC

Map 6-6. Twin Lakes Regional Trail Improvements



Source: Brooklyn Center Pedestrian & Bicycle Plan, 2014. Updated by SHC.





Mississippi River Trail and West Mississippi River Regional Trail

The Mississippi River Trail (MRT) / West Mississippi River Regional Trail (WMRRT) through Brooklyn Center is just a small segment of the roughly 600-mile long trail that travels through the state adjacent or near to the Mississippi River, beginning at the headwaters in Itasca State Park. A portion of the trail in Brooklyn Center is complete as a paved road-separated trail located within the North Mississippi Regional Park. This segment—from 53rd Avenue to the I-694 crossing—is owned and managed by Three Rivers Park District. A trailhead marker and wayfinding information is located next to the MRT at 57th Avenue in the regional park. Map 5-7 shows the route of the MRT in Brooklyn Center and Fridley, provided by the Minnesota Department of Transportation (MnDOT).

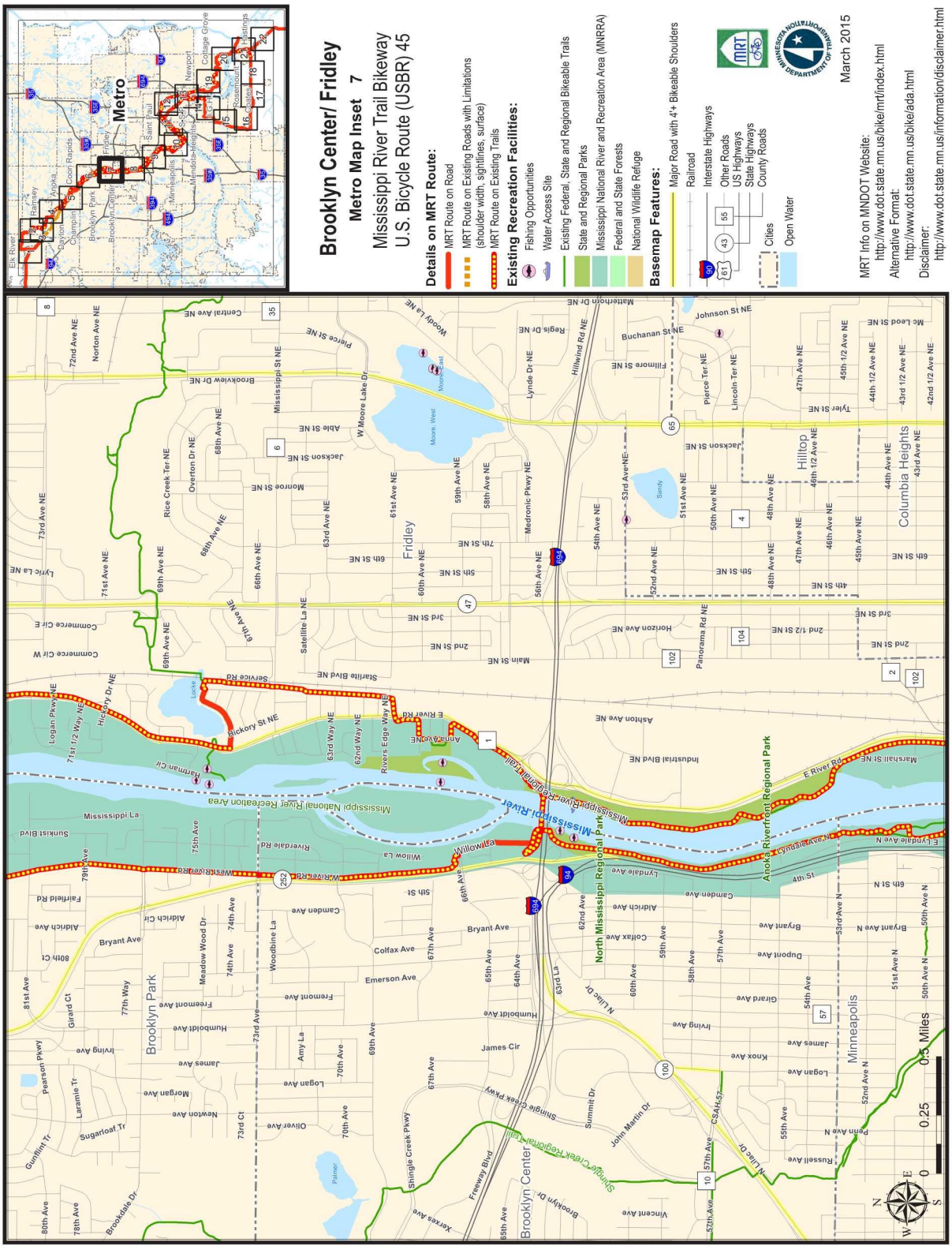
The trail portion managed by Three Rivers Park District currently travels east at I-694 to the east side of the river, connecting with the segment in Fridley. It is the intent and goal of the MRT and City to extend the trail along the west side of the river north in the corridor now known as the West Mississippi River Regional Trail (WMRRT). A short gap in the off-road facility currently exists between I-694 and 66th Avenue. While this segment is signed with MRT markers, trail users must travel within the road or sidewalk along Willow Lane. At 66th Avenue, a paved off-road trail travels north again; this segment is managed by the City.

A regional trail search corridor for the West Mississippi River Regional Trail is included in the 2040 Regional Parks Policy Plan to travel through Dayton, Champlin, Brooklyn Park, and Brooklyn Center as it connects Crow River Regional Trail Search Corridor, Elm Creek Park Reserve, Rush Creek Regional Trail, Mississippi Gateway Regional Park, Twin Lakes Regional Trail and North Mississippi Regional Park. A master plan for the WMRRT was adopted in May 2018.

The trail route celebrates the Mississippi River's significance within Hennepin County, traveling approximately 20 miles adjacent to or near the river through northeastern Hennepin County. It connects the communities of Dayton, Champlin, Brooklyn Park, and Brooklyn Center—with the confluence of the Crow/Mississippi Rivers and the Minneapolis Grand Rounds as bookends to the trail alignment. The West Mississippi River Regional Trail will link Coon Rapids Dam and North Mississippi regional parks, and the Rush Creek, Medicine Lake and Twin Lakes regional trails. Map 6-8 is excerpted from the regional trail master plan and illustrates the MRT/WMRRT alignment through Brooklyn Center.

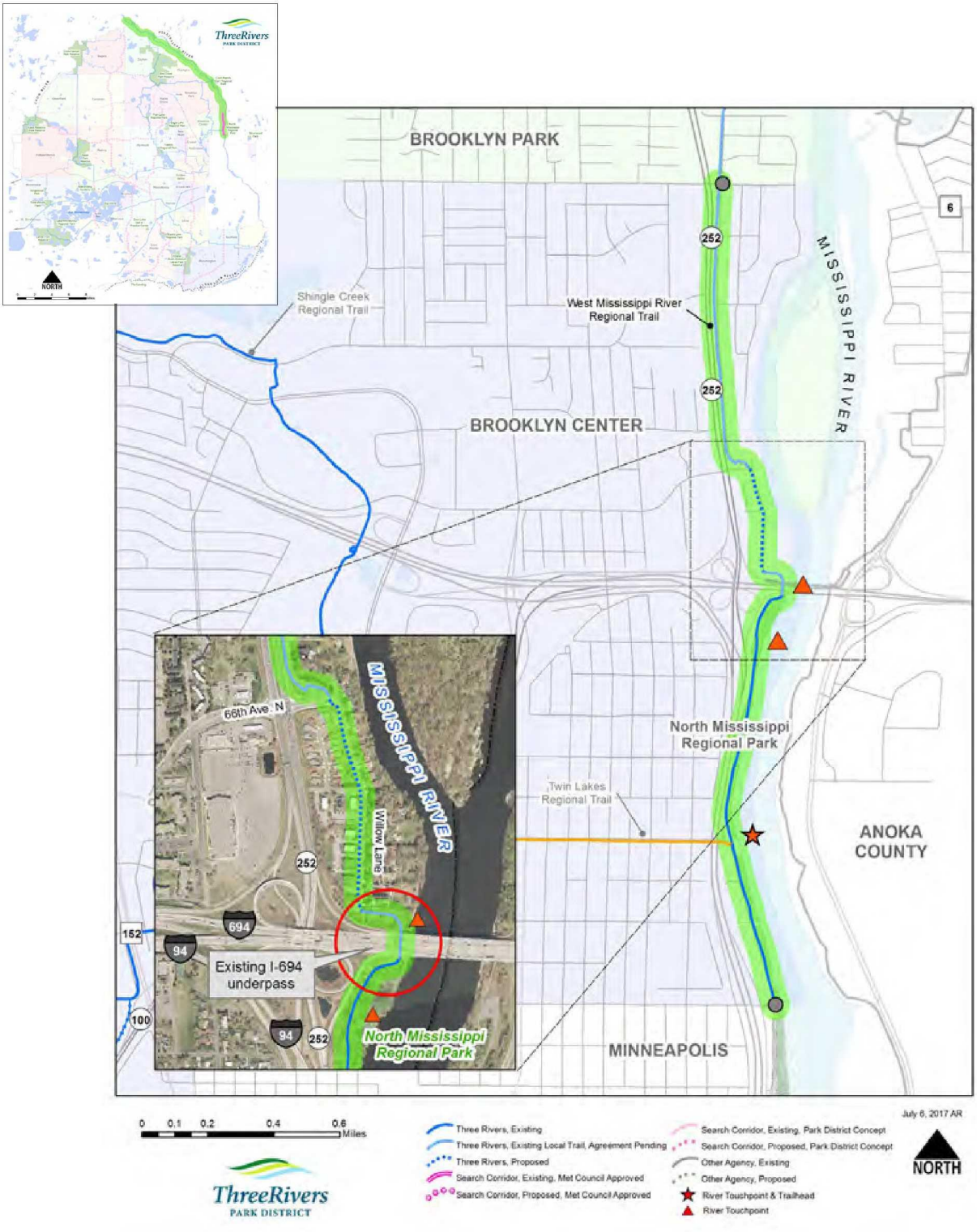


Map 6-7. MRT through Brooklyn Center and Fridley (MnDOT)



Source: MnDOT

Map 6-8. West Mississippi River Regional Trail (WMRRT) Alignment

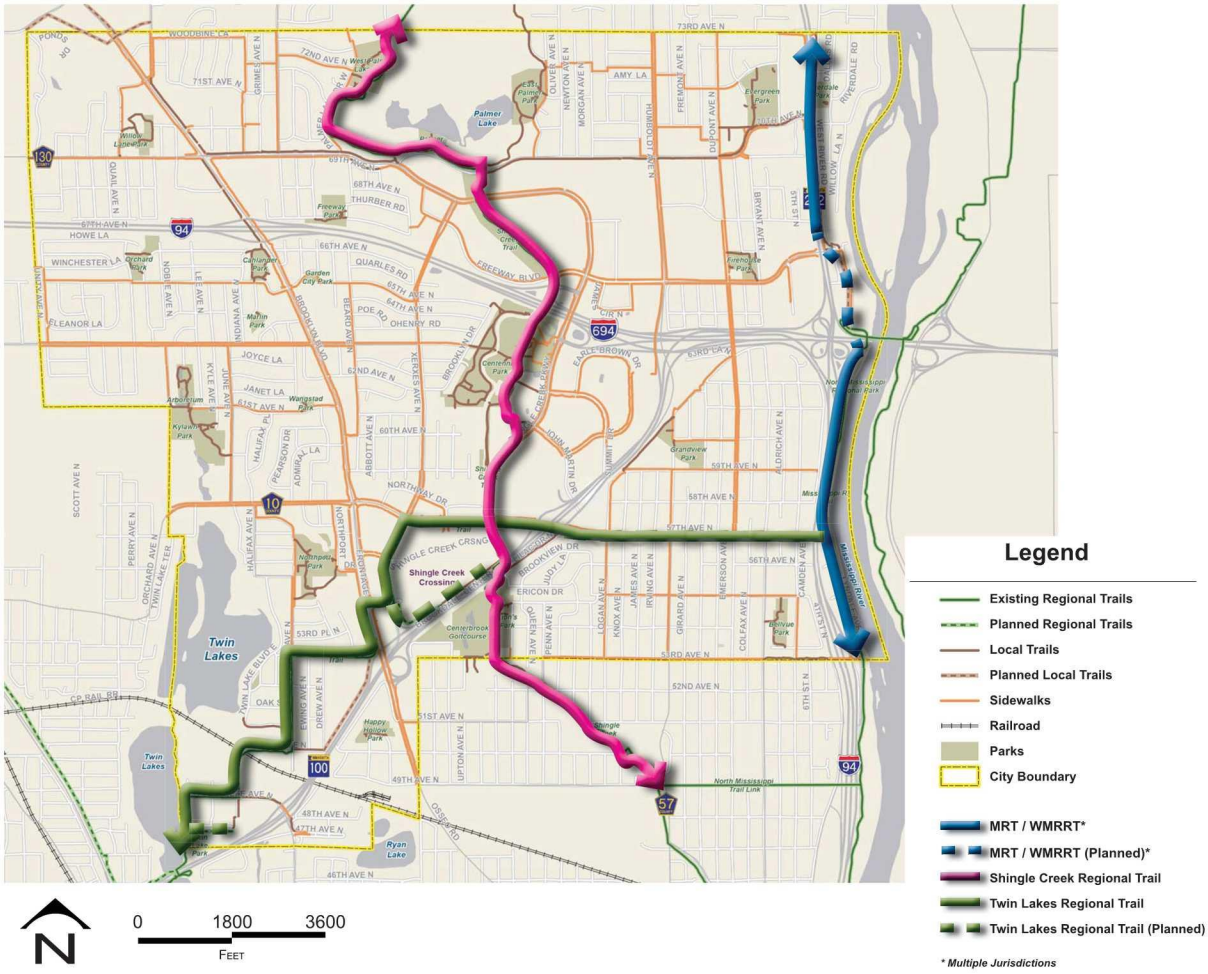


Source: Draft West Mississippi River Regional Trail Master Plan, Three Rivers Park District

City Trail Network

Beyond the largely north/south alignments of the City's regional trails, the City manages east/west trails to link trails providing a connected network. East-west links include the 69th Avenue greenway, the Freeway Boulevard/65th Avenue trail; and the 53rd Avenue greenway. Sidewalks and other neighborhood trails complete the finer grain of the network and local trail system. Map 6-9 illustrates existing trails in Brooklyn Center along with potential alignments of proposed connections.

Map 6-9. Brooklyn Center Pedestrian & Bicycle Trail Network (City)

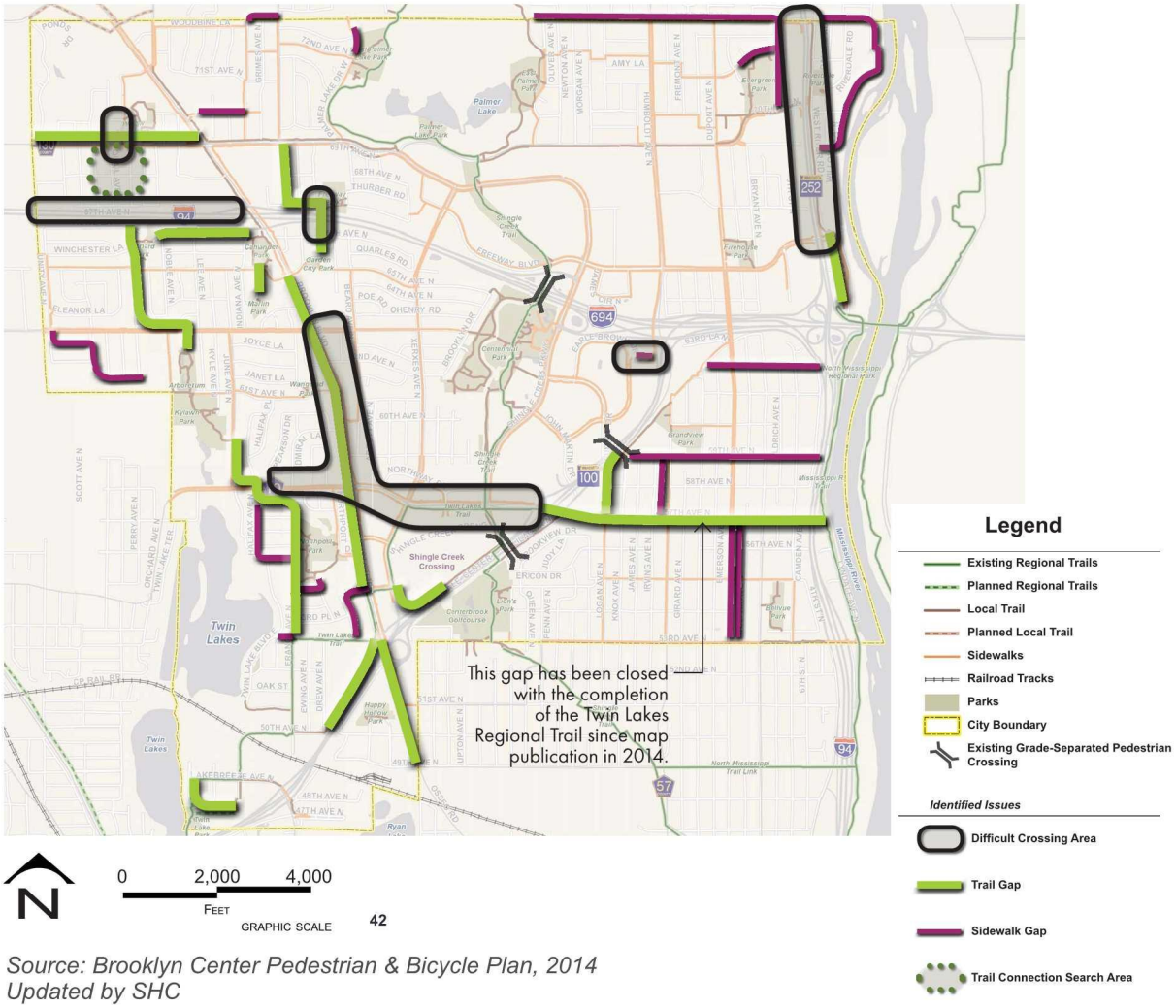


Source: Brooklyn Center Pedestrian & Bicycle Plan, 2014
Updated by SHC

Trail Issues

In 2014, the City conducted a thorough study of its pedestrian and bicycle system. The Brooklyn Center Pedestrian & Bicycle Plan is the resulting document that addresses the issues, gaps, and needs of the existing system. Through study and public engagement, the document identifies gaps in the City's sidewalk, trail, and crossings systems for pedestrian and bicyclists. Map 6-10 is taken from the study and highlights the locations of gaps identified in the study process. The document also identifies other public needs for pedestrian/bicycle infrastructure, including requests for improved lighting, availability of bicycle racks, wider trails, better-maintained trail surfaces, winter snow removal, and added security. Information about ongoing management and implementation of identified projects is contained in the pedestrian and bicycle plan.

Map 6-10. Brooklyn Center Pedestrian & Bicycle Trail Network Gaps



Source: Brooklyn Center Pedestrian & Bicycle Plan, 2014
Updated by SHC

PARKS & TRAILS – NEEDS, GOALS & POLICIES

Identifying Needs

In an effort stay current with the needs of a changing community, the City conducts a citizen survey to assess what residents want to see changed or improved with the area's parks and recreation. These surveys are conducted every other year. Results influence projects the City includes in the Capital Improvement Plan (CIP) for parks. Examples of projects include conversion of baseball fields to soccer fields, addition of nature trails, or replacement of playground equipment. The last survey was completed in 2017. Primary desires expressed in this survey include the addition of a splash pad, dog park, and indoor walking facility to the system.

Goals and Policies

In Chapter 2: Vision, Goals & Strategies of this Plan outlines the goals for parks and trails in Brooklyn Center. The City's primary goal is to provide a robust system of parks and recreation that serves the diverse needs of community residents. Parks and trails are important amenities to the quality of life within a community, and focus on their development, enhancement, and integration with changing community environments is critical for the City's future. Community input and engagement is a key piece of this focus.

IMPLEMENTATION

In Brooklyn Center, the City's public parks and recreation are the responsibility of the Public Works department and under the direction of the Park & Recreation Commission. Together these groups manage the planning and development of a Parks and Trails System that addresses the ongoing management, maintenance, budgeting, programming and resourcing for parks and trails. Projects and improvements for the system should be updated regularly, respond to resident needs, and accommodate changing community demographics so all residents benefit from access to outdoor recreation and natural areas. Further detail about implementation is included in Chapter 9 of this Plan.





Capital Improvements

Park improvements included in the City's CIP address the construction of trails, shelters, playground equipment, athletic field lighting and other facilities that enhance the general park aesthetics and attract park usage by providing recreational facilities that meet community needs. Funding of capital improvements to parks and trails comes from a combination of sources including public utility funds, special assessments, and capital projects funds.

Until recently, capital improvements to parks followed a roughly 20-year cycle. In 1960 and in 1980, the citizens of Brooklyn Center approved bond referendums for financing the development and improvement of park facilities. This included acquiring land, installing new playgrounds, developing ball fields, tennis courts and other facilities. Following these improvements, for a time no formal plan was put in place for a systematic update. Following up on the City's practice of programming for street reconstruction 15 years into the future, the City recently began developing a 15-year capital improvement program (CIP) for parks. The current CIP includes the following park and trail projects planned for implementation in the year listed. Further details can be found in the CIP Tables in Appendix D.

- Centennial Park Tennis Courts Resurfacing, Basketball Court Project - 2018
- Bridge Rehabilitation (4 Bridges) - 2018
- Park Playground Equipment Replacement – 2019 through 2021
- Brooklyn Boulevard City Entrance Signs Rehabilitation - 2020
- West River Road, Arboretum, Freeway, Palmer Lake and Northport Trails Reconstruction – 2022
- Evergreen Park Scoreboard Improvements - 2023
- Centennial Park Softball Field Improvements - 2024
- Park Name Sign Replacement - 2025
- Hockey Rink Rehabilitation/Replacements - 2026
- Irrigation Systems Rehabilitation/Replacements - 2026
- Softball/Baseball Fence Replacement - 2027
- 69th Avenue Trail Reconstruction – 2027
- 69th Avenue Landscape Rehabilitation - 2027
- Park Trail and Parking Lot Lighting Improvements - 2028
- Park Bleacher Replacement - 2031
- Park Bleacher Replacement - 2032

CHAPTER 7:

Transportation & Transit






Comprehensive Plan 2040



INTRODUCTION

The purpose of this Chapter is to define and describe the City's transportation system and how it supports residents and businesses within the community. The efficiency of the transportation system is an important consideration of any community because it moves people, goods and services into and out of a Brooklyn Center. This planning effort offers opportunities to evaluate the system for improvements and to continue to maintain the system in a way that will support its residents and businesses today and into the future.

The following sections of this Chapter describe existing and planned roadways, traffic projections, and potential right-of-way needs, as well as existing and planned improvements to the transit and bikeway systems. Finally, heavy freight, rail and air systems are all addressed with varying levels of detail based on the role of the system today and the anticipated role in the future.

This Chapter will examine ways to upgrade or maintain the existing transportation system, including transit, bicycling and walking, in order to accommodate changes in the City's Future Land Use Plan described and shown in Chapter 3. While much of the information contained within this Chapter is simply an update from the City's previous 2030 Plan, there are some changes in the City's redevelopment areas and surrounding region that have the potential to impact the community's transportation system. This Chapter is intended to provide an update, but also to identify opportunities to improve and support the City's transportation system through 2040.

This Chapter will function as a guide to:

- Identify the City's existing and proposed multi-modal transportation network;
- Identify major investments to meet transportation needs; and
- Support the City's land use goals and objectives as detailed within this Plan.

Transportation, Transit, Bikeways & Walkability Goals

» Provide a safe network of roadways, bikeways and pedestrian ways that connect residents in the City and to the larger region.

» Encourage residents to chose alternate transportation modes (other than automobile) by enhancing access to bikeways, transit, and pedestrian networks.

» Support the City's commitment to creating a Complete Street Network in existing and redevelopment areas.

** Supporting Strategies found in Chapter 2: Vision, Goals & Strategies*

STREET AND ROADWAY SYSTEM

The City's roadways play a significant role in the transportation system providing residents access within the community as well as the greater region. Brooklyn Center is a fully developed suburb with a well-established roadway network. No new major roads are planned as part of this Transportation Chapter, and the City plans to maintain its current functional classification of roadways. The City's existing system of streets and roadways is depicted in Map 7-1.Today, there are existing bus transit options available, but the majority of residents and business owners continue to heavily rely on personal vehicles and the roadway system to move goods, people and access services in the community. The following sections identify the existing roadway system and describe future growth and planned improvements to the roadways.

Functional Classification System

Functional classification is a tool used in transportation planning and traffic engineering to categorize streets by the type of transportation service they provide and the roadway's relationship to surrounding land uses. A functional classification system establishes a hierarchy of roads that collects and distributes traffic from neighborhoods to the metropolitan highway system as efficiently as possible given topography and other physical constraints of the area. Functional classification also describes the role each roadway should perform before determining street widths, speed limits, intersection control or other design features. Functional classification ensures that non-transportation factors such as land use, development, and redevelopment are taken into account in the planning and design of streets and highways.

Principal Arterial

Principal Arterials are the highest roadway classification and in Brooklyn Center are considered part of the metropolitan highway system. These roads are intended to connect metropolitan centers with one another and connect major business concentrations, important transportation terminals, and large institutional facilities.

Brooklyn Center is crossed by several of the region's Principal Arterials, including I-94, I-694, TH 100, and TH 252. Some Principal Arterials are classified as "freeways" and designed with high capacity, grade-separated interchanges. "Other Principal Arterials" may be designed with high capacity, controlled, at-grade intersections rather than interchanges, such as TH 252 between 73rd Avenue North and I-94 within Brooklyn Center. All Principal Arterials are under MnDOT's jurisdiction.

Map 7-1. Existing Street and Roadway System


I-94
2-U
4-D
5
3
2-D
4-U
Brookdale Center
Shingle Creek
Bass Lake
Twin Lake
Lakebreeze
Victory Memorial
Bellvue
Lilac
Oak
Ericon
Eckberg
Northport
Northway
Commodore
Boulder
Winchester
Howe
Eleanor
Janet
Burquest
Bernard
Corvallis
Fairview
Lakeland
Lakeside
Wilshire
Angeline
Meadowwood
Woodbine
Shingle Creek Parkway
Freeway
Ramp
Brooklyn Boulevard
Xerxes
Washburn
Vincent
Upton
Thomas
Sheridan
Russell
Queen
Penn
Oliver
Newton
Morgan
Logan
Knox
James
Irving
Humboldt
Girard
Fremont
Emerson
Colfax
Bryant
Camden
Aldrich
Lyndale
Dupont
Summit
Martin
Earle Brown
Shingle Creek
Brooklyn
Nash
Mumford
Lawrence
Zenith
Abbott
York
Vincent
Upton
Washburn
Xerxes
Osseo Road
Dusharme
Beard
Drew
Ewing
Chowen
Grimes
Halifax
France
Lake
Twin Lake
Lakebreeze
Oak
Green View
Eckberg
Northport
Northway
Commodore
Admiral
Pearson
Shores
Janet
Lawrence
Mumford
Nash
Brooklyn
Ohenry
Poe
Quarles
Parkway
Freeway
Ramp
Shingle Creek
Brookdale Center
Brookview
Judy
Ericon
Lilac
Bellvue
Victory Memorial
Webber
Mississippi
East Lyndale
Lyndale
Willow
Riverdale
Dallas
West River
Aldrich
Bryant
Camden
Colfax
Emerson
Fremont
Girard
Humboldt
Irving
James
Knox
Logan
Morgan
Newton
Oliver
Penn
Queen
Russell
Sheridan
Thomas
Upton
Vincent
Washburn
Xerxes
Zenith
Abbott

A-Minor Arterial

A-Minor Arterials are intended to connect important locations within the city, have access to/from the metropolitan highway system (Principal Arterials), and between important locations outside the city. These arterials are also intended to carry short to medium trips that would otherwise use the regional system.

The Metropolitan Council, working cooperatively with MnDOT, Counties, and Cities, defined a network of A-Minor Arterials that are intended to either relieve traffic on the Principal Arterials or serve as substitutes for Principal Arterials.

In Brooklyn Center, there are two roads classified as A-Minor arterials:

- Brooklyn Boulevard (County Road 152)
- Bass Lake Road (County Road 10) west of TH 100

The A-Minor arterials are subdivided into relievers, expanders, connectors, and augmenters. The Metropolitan Council classifies Brooklyn Boulevard as a reliever and Bass Lake Road as an augmenter. Relievers provide direct relief and support for congested Principal Arterials. They provide relief for long trips and accommodate medium length trips. Augmenters, literally, augment the capacity of Principal Arterials by serving higher-density areas and long-range trips. Both of the A-Minor Arterials are under the jurisdiction of Hennepin County.

Urban Collectors

Collector roadways are designed to serve shorter trips that occur entirely within the city and collect/distribute traffic from neighborhoods and commercial/industrial areas to the arterial system. Brooklyn Center has identified an extensive network of collector roads that links neighborhoods with each other, with neighboring cities, with the City Center, and with the regional highway system.

Currently two of the collector roadways are under Hennepin County's jurisdiction:

- 69th Avenue North west of Brooklyn Boulevard
- Humboldt Avenue/57th Avenue North located just east of TH 100

The remaining collector roadways are under the City's jurisdiction. Map 7-1 shows it as part of the collector system.

Local Streets

Local streets connect blocks and land parcels and primarily function to provide access to adjacent properties. Local streets can also serve as important components of bicycle and pedestrian circulation systems. In most cases, local streets will connect to other local streets and collectors, although in some cases they may connect to minor arterials. All other streets within the City are classified as local streets.

Table 7-1 lists the Functional Classifications of the primary roadway network in Brooklyn Center and the number of lanes for each roadway.

Table 7-1. Street Classifications in Brooklyn Center

Functional Classification	Managing Jurisdiction	Sub-class	Lanes
PRINCIPAL ARTERIALS			
I-94	State	Freeway	6+
I-94/I-694	State	Freeway	6+
TH 252	State	Expressway	6
TH 100	State	Freeway	4
A-MINOR ARTERIALS			
Brooklyn Boulevard (CSAH 152)	County	Reliever	4/5
58th Avenue/CR 10	County	Augmenter	3/4
COLLECTORS			
69th Avenue N (CR 130)	County		2
69th Avenue N (east of B. Blvd.)	City		4/2
Humboldt Ave N/57th Ave N (CR 57)	County		4/2
Humboldt Ave N (north of I-94/694)	City		4/2
57th Ave N (east of Humboldt Ave N)	City		4
Noble Ave N City	City		2
France Ave N (2 segments)	City		2
June Ave N (58th Ave to 63rd Ave N)	City		2
Halifax Ave/Eckberg Dr/France Avenue/ 50thAve/Azelia Ave/Lakebreeze Avenue	City		2
55th Ave N/56th Ave N (Xerxes Ave to CSAH 152)	City		4
53rd Ave N/Brooklyn Blvd frontage (France Ave to 55th Ave N)	City		2
John Martin Drive City	City		4
Earle Brown Drive (John Martin Drive to Summit Drive)	City		4
Summit Drive	City		4
59th Ave N/Logan Ave N (Dupont Ave N to 53rd)	City		2
Lyndale Ave N	City		2
67th Ave N (Humboldt to Dupont Ave N)	City		2
63rd Ave N (west of Xerxes)	City		4/2
Shingle Creek Parkway	City		4
Xerxes Ave N	City		4/2
Freeway Boulevard (65th-66th Ave N)	City		2-5
Dupont Ave N	City		2
73rd Ave N (east of Humboldt)	City		2
53rd Ave N (east of Penn)	City		2
51st Ave N (east of Brooklyn Blvd.)	City		2

Traffic Counts and Patterns

The most recent (2017) traffic counts are provided by MnDOT and are shown in Map 7-2, and heavy commercial ADT is illustrated in Map 7-3. The forecasts are generally lower than the previous 2030 forecasts. This is a trend that has been observed across the metropolitan region. In general, it is a combination of lower growth expectations; the "dip" in travel that occurred during the recession, and the "new" travel behavior that indicates people do not travel by individual cars as much as they used to. Although changes in the current traffic pattern and volumes are expected, the anticipated land uses compared to the 2030 Plan are more residential than previously planned. As a result, the projections have been updated to reflect this planned land use change which is described in subsequent sections of this Chapter.

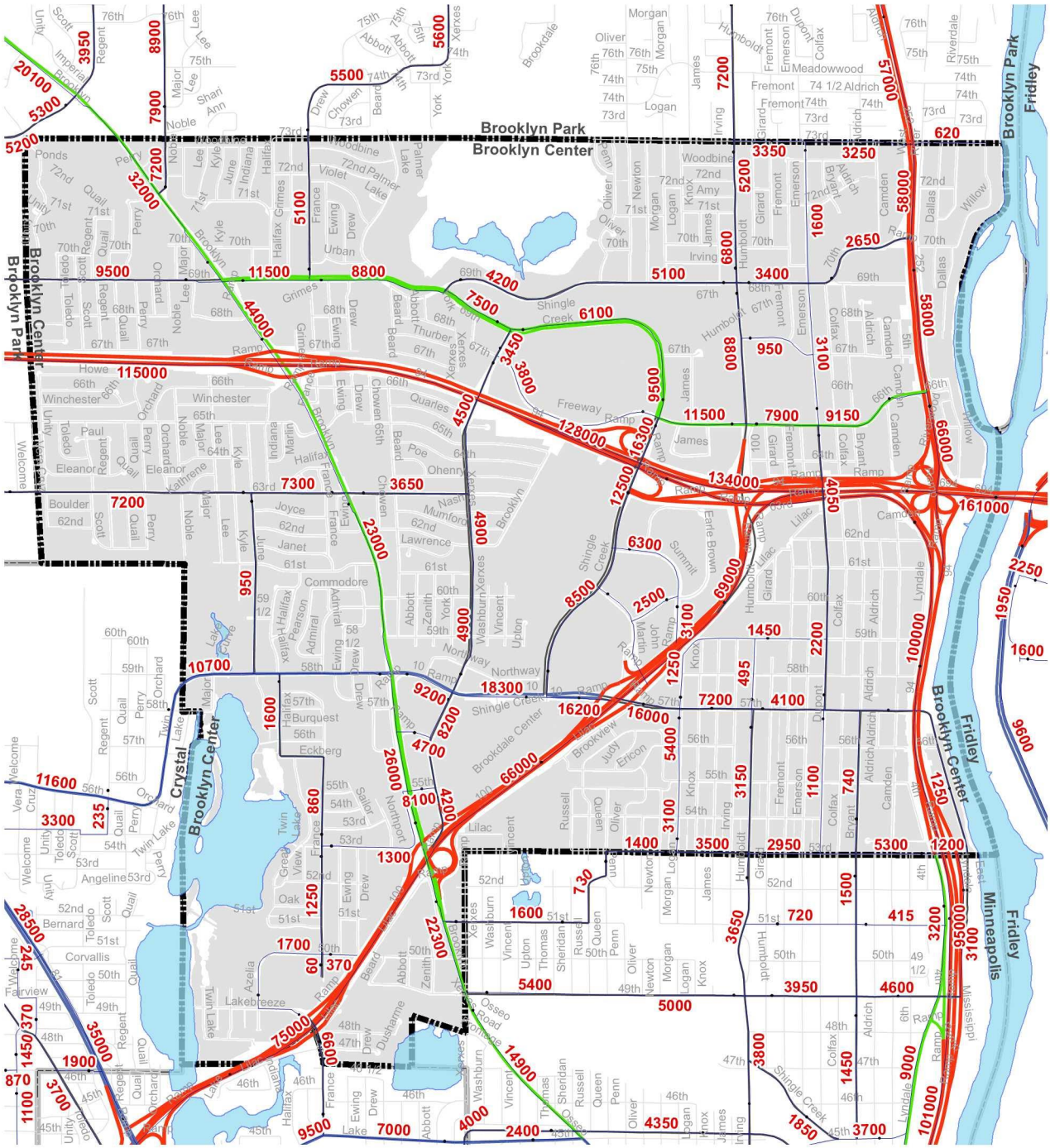
Existing Roadway Capacity and Deficiencies

The existing and forecast traffic volumes are compared to the size and capacity of each roadway in order to determine where capacity problems exist or are expected to occur in the future. Map 7-1 shows the number of lanes and general configuration of the City's major roadways in order to help identify potential capacity problems. Roadway capacity problems arise when the roadway cannot efficiently handle the traffic using it, particularly at intersections. Efficient traffic movement is described in terms of "level of service" (LOS) which – according to MnDOT –"is a qualitative measure of the effect of traffic flow factors, such as speed and travel time, interruption, freedom to maneuver, driver comfort and convenience, and indirectly, safety and operating costs". LOS is typically characterized using the letters "A" through "F", illustrated in Table 7-2. Level "A" indicates a condition of free traffic flow with little to no restriction in speed or maneuverability. Level "F" indicates forced-flow operation at low speed with many stoppages.

Table 7-2. Typical Daily Roadway Capacities by Facility Type

Facility Type	Daily Capacity (Vehicles per day) LOS E	Facility Type	Daily Capacity (Vehicles per day) LOS E
Two-lane collector/local	10,000	Six-lane divided (expressway)	54,000
Two-lane arterial	12,000	Four-lane unmetered freeway	74,000
Three-lane (two-way left-turn lane) collector/arterial	18,000	Four-lane metered freeway	85,000
Four-lane collector	20,000	Six-lane unmetered freeway	111,000
Four-lane undivided arterial	27,000	Six-lane metered freeway	127,000
Five-lane collector	28,000	Eight-lane unmetered freeway	150,000
Five-lane arterial	34,000	Eight-lane metered freeway	184,000

Map 7-2. 2017 Traffic Counts



The method used to determine roadway capacity deficiency divides the existing average annual daily traffic (AADT) by the acceptable daily capacity for the specific roadway type, a measure known as the volume to capacity (V/C) ratio. The acceptable design capacity is estimated based on the number of lanes, roadway type, functional classification, and traffic peaking characteristics (Table 7-2).

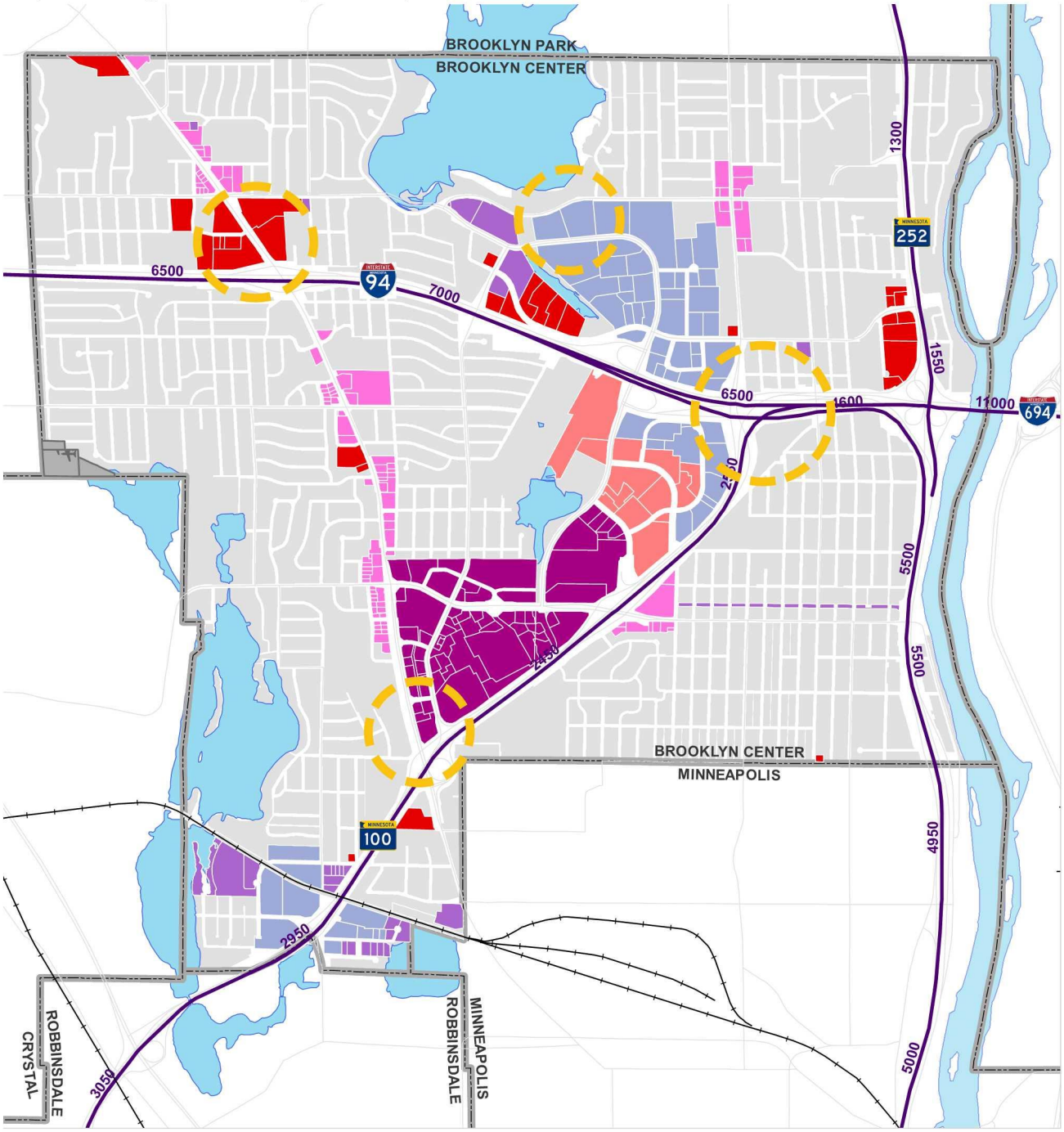
The deficiency analysis defines "capacity deficiency" roadway segments as those with a V/C ratio above 1.0, which signifies that a segment of road has observed volumes or forecasts which exceed its design capacity. Roadway segments with a V/C ratio between 0.85 and 1.0 are designated "near capacity" as listed in Table 7-3. A roadway with a V/C ratio of 0.85 means that on an average day, 85 percent of the road's design capacity is utilized.

There are no known barriers in Brooklyn Center to freight movement due to weight-restricted roads or bridges, clearance limitations or unprotected crossings. The City of Minneapolis has restricted weight to 3 tons on the south side of 53rd Avenue west of Humboldt Avenue.

Table 7-3. Existing Capacity Deficiencies

	Route	Segment	Volume	Roadway Design Capacity	V/C Ratio
Approaching capacity (Volumes Meet or Exceed 85% of Design Capacity	TH 100	France Avenue to Brooklyn Boulevard	75,000	85,000	0.88
	69th Avenue	Zane Avenue to Brooklyn Boulevard	9,500	10,000	0.95
Over Capacity (Volumes Meet or Exceed Design Capacity)	TH 252	I-694 to 65th Avenue	67,000	54,000	1.24
		65th Avenue to 70th Ave	60,000	54,000	1.11

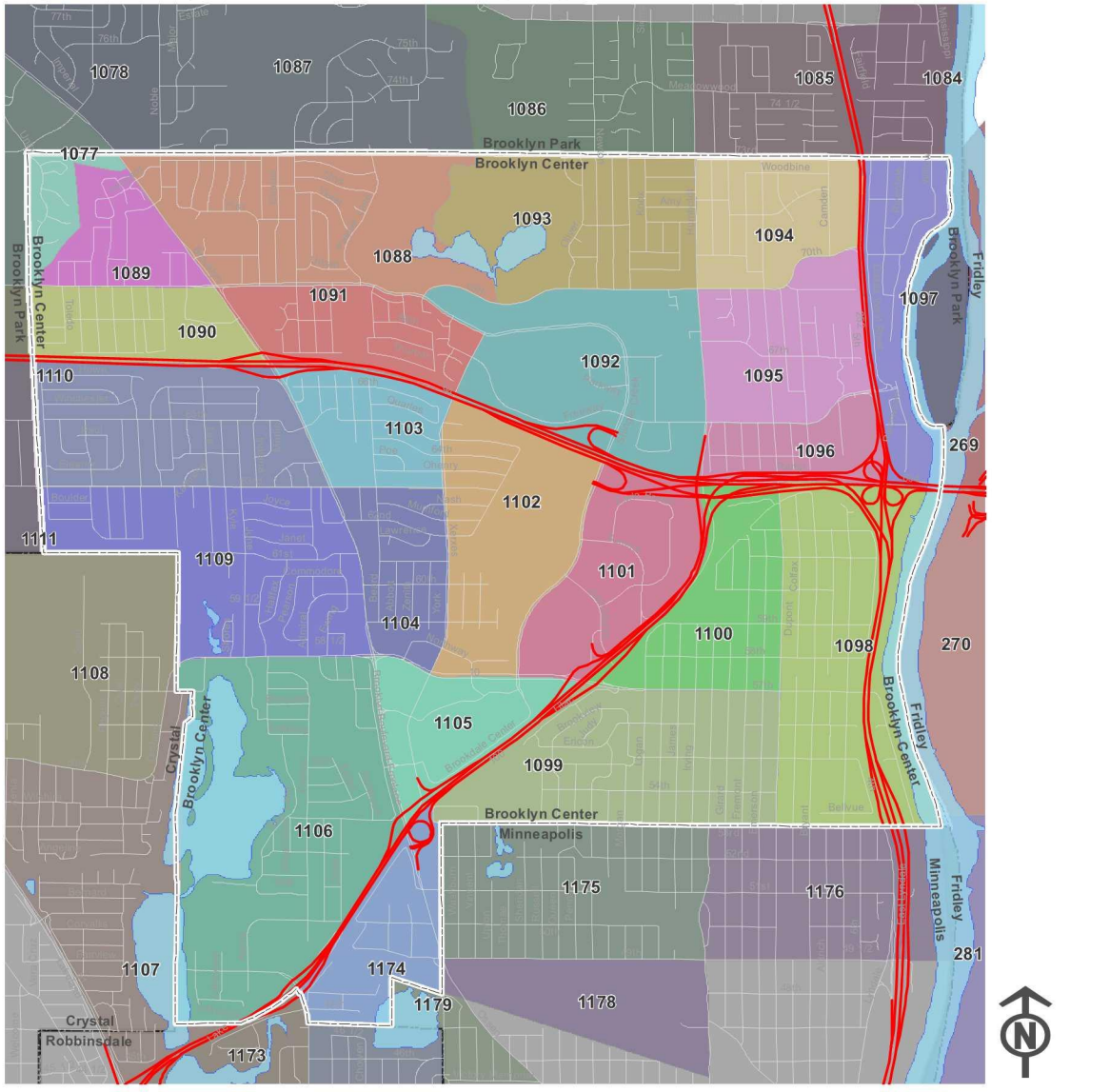
Map 7-3. Freight ADT and System Map



Transportation Analysis Zones (TAZ)

For purposes of regional transportation planning, the Metropolitan Council divides the region into Traffic Analysis Zones (TAZs). Map 7-5 shows the Metropolitan Council's TAZ boundaries and Hennepin County's further subdivision of these zones. Regional population, households, and employment forecasts are allocated to the TAZs as a means of forecasting traffic volumes. These forecasts are shown on Table 7-4. Because Brooklyn Center is a fully developed community, the trips generated within the TAZs are not expected to change significantly during this planning period, with the exception of the identified redevelopment areas shown and described in Chapter 3 of this Plan.

Map 7-5. Transportation Analysis Zones (TAZ)



Source: MNGEO, City of Brooklyn Center, SHC 1/9/2019

Table 7-4. Population, Households, & Employment Growth by TAZ

Brooklyn Center TAZ	Met Council TAZ	2014					2030					2040				
		POP	HH	RETAIL EMPLOY	NON-RETAIL EMPLOY	TOTAL EMPLOY	POP	HH	RETAIL EMPLOY	NON-RETAIL EMPLOY	TOTAL EMPLOY	POP	HH	RETAIL EMPLOY	NON-RETAIL EMPLOY	TOTAL EMPLOY
1	1077	3,517	1,637	226	304	530	0	0	0	0	0	3,517	1,637	226	304	530
2	1088	1,604	551	49	189	238	58	20	0	0	0	1,662	571	49	189	238
3	1089	905	325	8	120	128	0	0	0	0	0	905	325	8	120	128
4	1090	1,205	489	265	717	982	0	0	0	0	0	1,205	489	265	717	982
5	1091	947	351	0	19	19	0	0	0	0	0	947	351	0	19	19
6	1092	796	300	285	2,964	3,249	40	15	-7	256	249	836	315	278	3,220	3,498
7	1093	1,331	453	0	17	17	0	0	0	0	0	1,331	453	0	17	17
8	1094	263	110	0	104	104	0	0	0	0	0	263	110	0	104	104
9	1094	1,100	210	0	3	3	0	0	0	0	0	1,100	210	0	3	3
10	1095	690	300	3	6	9	35	16	0	0	0	725	316	3	6	9
11	1095	1,380	320	0	153	153	99	44	0	0	0	1,479	364	0	153	153
12	1096	600	113	30	60	90	0	0	0	0	0	600	113	30	60	90
13	1096	200	86	0	7	7	0	0	0	0	0	200	86	0	7	7
14	1097	794	305	30	67	97	0	0	0	0	0	794	305	30	67	97
16	1098	950	414	0	35	35	0	0	0	0	0	950	414	0	35	35
17	1098	115	50	0	0	0	69	31	0	0	0	184	81	0	0	0
18	1098	770	336	0	30	30	0	0	0	0	0	770	336	0	30	30
19	1099	820	315	23	75	98	65	25	0	0	0	885	340	23	75	98
20	1099	780	296	0	10	10	0	0	0	0	0	780	296	0	10	10
21	1099	960	375	0	10	10	0	0	0	0	0	960	375	0	10	10
22	1100	430	246	0	10	10	0	0	0	0	0	430	246	0	10	10
23	1100	790	290	0	81	81	59	26	0	0	0	849	316	0	81	81
24	1101	216	205	671	2,092	2,763	237	101	-16	181	165	453	306	655	2,273	2,928
25	1102	1,475	555	11	634	645	277	123	0	0	0	1,752	678	11	634	645
26	1103	1,116	364	145	246	391	141	63	0	0	0	1,257	427	145	246	391
27	1104	961	314	14	484	498	280	124	0	0	0	1,241	438	14	484	498
28	1105	0	0	962	340	1,302	463	173	-9	215	206	463	173	953	555	1,508
29	1106	2,521	1,037	133	811	944	0	0	205	202	407	2,521	1,037	338	1,013	1,351
30	1109	2,700	957	91	215	306	34	15	0	0	0	2,734	972	91	215	306
31	1110	2,456	774	1	68	69	0	0	0	0	0	2,456	774	1	68	69
32	1174	1,150	447	4	377	381	0	0	140	235	375	1,150	447	144	612	756
TOTAL		**33,542**	**12,525**	**2,951**	**10,248**	**13,199**	**1,858**	**776**	**313**	**1,089**	**1,402**	**35,400**	**13,301**	**3,264**	**11,337**	**14,601**

Future Land Use and Allocation of Growth

As described in Chapter 3: Land Use & Redevelopment, the City's vision for redevelopment and growth in this planning period focuses on a multi-modal, transit-oriented core with a mix of residential, business and retail use. The Future Land Use plan describes three new mixed-use land use designations, and includes a new Transit Oriented Development land use. The intent is to create a walkable, vibrant core that revitalizes this currently underdeveloped area of the community. With respect to the planned growth in the community, the Mixed-Use and TOD areas will accommodate nearly all of the City's planned growth in this planning period.

Table 7-5. Density Ranges of Planned Land Uses

Land Use Designation	Density
Transit Oriented Development (TOD)	31+ Dwelling Units per Acre
Neighborhood Mixed-Use (N-MU)	15-31 Dwelling Units per Acre
Commercial Mixed-Use (C-MU)	10- 25 Dwelling Units per Acre

This Plan will influence the access and operations of the local and regional roadways system. With growth and redevelopment anticipated, Brooklyn Center has the opportunity to capitalize on its location and establish a highly-accessible community with residential and business mixes supported by multi-modal transportation.

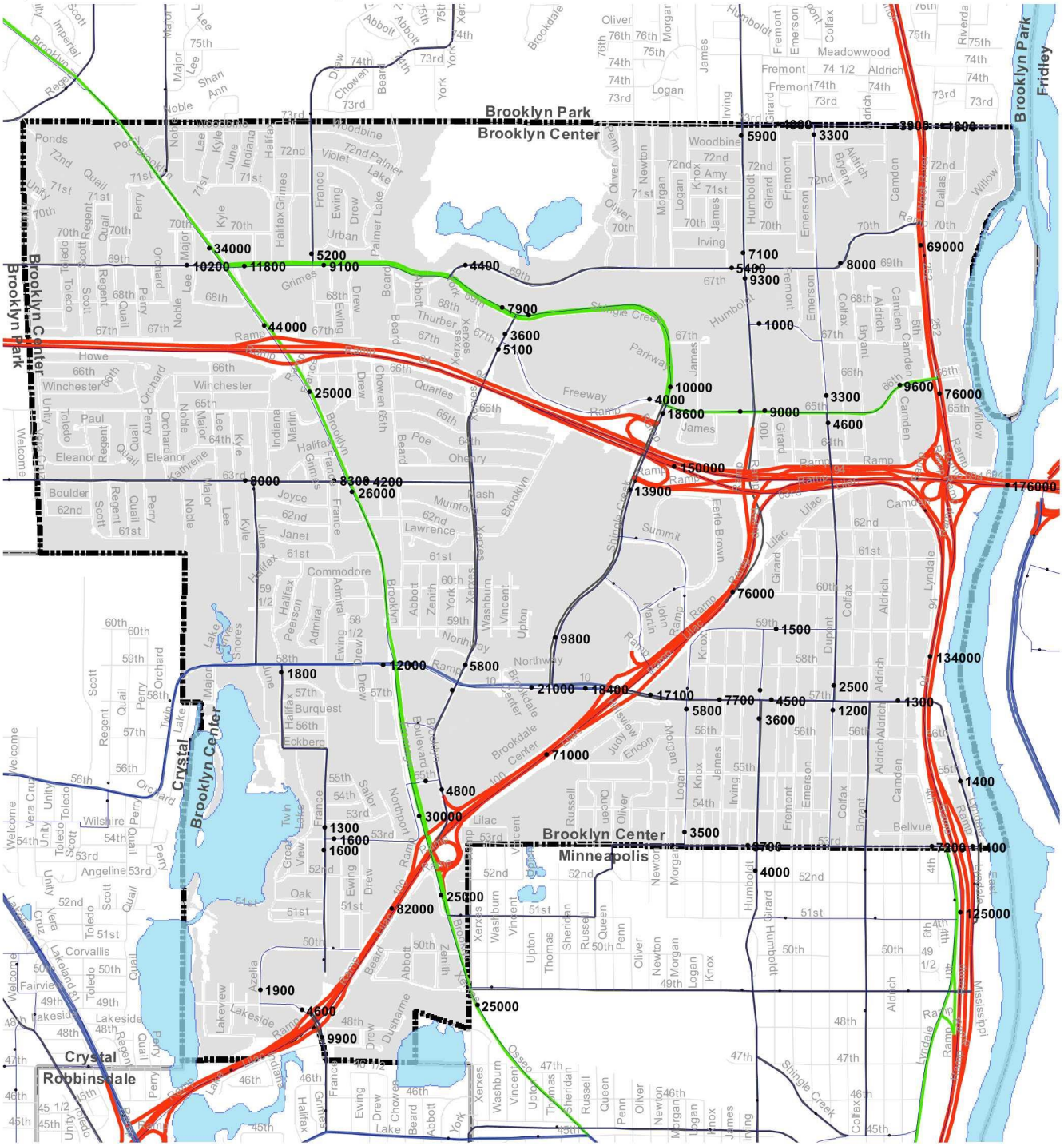
2040 Traffic Volumes

The City of Brooklyn Center engaged SRF Consulting Group to prepare a 2040 Traffic Model consistent with the projected growth identified in Chapter 3 of this Plan. As demonstrated by the 2040 projections some traffic volume increases are anticipated particularly on the road network surrounding the redevelopment areas, or the 'central spine' of the community where there is the most potential for increased intensity of users including mixed-uses, residential and businesses.

Capacity and Safety Issues

In Brooklyn Center's 2030 Plan, congestion and capacity issues were primarily experienced on the principal and minor arterial roadways, with peak hours causing most concern for backups on and off the regional highway system. The traffic forecasts indicated that the demand on these regional facilities continues to increase and worsening congestion continues. However, some recent and planned improvements to both Brooklyn Boulevard and TH 252 are expected to alleviate some of this congestion and provide safer and better access to the City's redevelopment areas.

Map 7-6. 2040 Traffic Volume Projections



TRANSPORTATION & TRANSIT
City of Brooklyn Center Comprehensive Plan 2040

To determine the roadway system capacity deficiencies based on the 2040 AADT forecasts the same methodology was used as in the existing conditions. The forecast model and volume-to-capacity analysis was conducted to determine volumes and assess congestion. The analysis based on the 2040 traffic model is reflected in Table 7-6 below.

Table 7-6 Year 2040 Capacity Deficiencies

	Route	Segment	Volume	Roadway Design Capacity	V/C Ratio
Approaching capacity (Volumes Meet or Exceed 85% of Design Capacity	I-694	TH 252 to East River Road	176,000	184,000	0.96
	TH 100	France Avenue to Brooklyn Blvd	82,000	85,000	0.96
		Summit Drive to I-694	76,000	85,000	0.89
	France Avenue	47th Avenue to TH 100	9,900	10,000	0.99
Over Capacity (Volumes Meet or Exceed Design Capacity)	TH 252	I-694 to 65th Avenue	76,000	54,000	1.41
		65th Avenue to 70th Ave	68,000	54,000	1.26
	69th Avenue	Zane Avenue to Brooklyn Blvd	10,200	10,000	1.02

Brooklyn Boulevard

Brooklyn Boulevard was highlighted as a major concern with respect to capacity and safety within the 2030 Plan. In response the City, in coordination with Hennepin County, in 2013 the City commissioned the Brooklyn Boulevard Corridor Study which defined a vision and future roadway concept for the corridor which would improve transportation for all modes; established a cohesive streetscape design to encourage pedestrians, bicyclists, and transit users; and attract and retain businesses. Brooklyn Center and Hennepin County are currently working on an approximately 1.4-mile full reconstruction and streetscape improvement of the roadway that extends from 49th Avenue and Bass Lake Road. The improvements are anticipated to improve auto, transit, bike and pedestrian movements within this corridor. A similar project is programmed for Brooklyn Boulevard from Bass Lake Road to I-694 in 2021. These projects are critical to positioning the corridor and adjacent land uses for redevelopment as designated within the Brooklyn Boulevard Overlay shown on the Future Land Use Plan.

MN 252 / I-94

Along the City's eastern border, I-94 and TH 252 continue to be studied by the Minnesota Department of Transportation (MnDOT) for potential improvements and lane conversions. In 2016 Brooklyn Center commissioned the TH 252 Corridor Study to establish a long term vision for TH 252 to address safety, congestion and neighborhood connectivity issues on TH 252. The goal of the study was to identify the short and long term improvements on TH 252 that should be implemented within Brooklyn Center to accomplish the long term vision.

MnDOT and Hennepin County continue to work with the cities of Brooklyn Center, Brooklyn Park, and Minneapolis on appropriate improvements including entrance and exit ramp locations and lane conversions. Planned improvements for this corridor are identified in the Metropolitan Council's 2040 Transportation Policy Plan (2040 TPP). As part of the Regional Mobility project on MN 252 and I-94, the 2040 TPP identifies freeway conversion of MN 252 and the addition of MnPASS from 610 to Dowling along I-94 (see Map 7-7) in the 2022-2027 Timeframe. These improvements are shown in both Tier I as part of the Current Revenue Scenario and Tier II as part of the Increased Revenue Scenario for Regional Mobility investment.

Map 7-7. MnPASS System under Current Revenue Scenario near Brooklyn Center



Source: MnDOT 2040 TPP

IMPROVEMENT STRATEGIES AND ACCESS MANAGEMENT

Travel Demand Management

Travel Demand Management (TDM) is a set of techniques to reduce peak period vehicle trips by 1) shifting travelers from driving alone into shared ride arrangements, such as ridesharing or transit, or 2) by encouraging alternative work arrangements, such as flextime and telecommuting that remove trips from the peak travel times.

In this metropolitan area and throughout the nation our ability to build our way out of growing congestion and environmental problems is severely limited by the cost of roads and the environmental and social impacts of new and expanded roads. Brooklyn Center's road system allows for very little expansion if any, due to constrained rights-of-way and established land uses. Therefore, the City supports travel demand management as a way to alleviate increasing traffic congestion.

TDM techniques are best implemented through a partnership of cities, regional and state agencies, and employers to encourage travelers to change their behavior through incentives, enhanced services and high occupancy facilities. For example, employers can provide subsidized transit passes, allow staggered work hours to allow travel outside of peak hours, and encourage telecommuting. The state and region provide transit service and facilities such as high occupancy vehicle (HOV) lanes, metered ramps and meter bypasses to allow faster travel times for ride-sharers and transit users. These types of improvements are important for supporting drivers who choose alternatives to driving alone.

As a developed City, Brooklyn Center has limited options for adding lanes and facilities to existing arterials and roadways. Increasing implementation of TDM techniques will fall to partnerships with transit services and employer-based incentives for rideshare, flextime, and telecommuting. In redevelopment areas, future transit facilities and their integration with the broader transportation system within the City will be likely offer prime opportunities for enhancing multi-modal travel and TDM.

Planned Improvements to the Regional Highway System

There are no Principal Arterials or interchanges within Brooklyn Center identified for improvements in the 2040 TPP. The most recent MnDOT highway project within the City was paving a portion of I-94, which was scheduled for completion in 2018. While a project is not identified in the 2040 TPP, a project to covert TH 252 to a freeway, add capacity and add MnPASS lanes on TH 252 and I-94 was funded by the state legislature in 2023 through the Corridors of Commerce funding program.

Although not shown in the 2040 TPP, as previously noted, the TH 252 corridor continues to be studied and MnDOT is working collaboratively with the City of Brooklyn Center and the City of Brooklyn Park on potential future improvements in this corridor. Currently, MnDOT is exploring the potential conversion to a 6-lane grade-separated freeway with exit and entrance ramps from I-694 to TH 610 and is seeking input on locations and configurations of entrance and exit ramps from key stakeholders.

Planned Improvements to the Local and County Roadway System

To manage and plan for regular street maintenance and management the City has adopted the Neighborhood Street and Utility Improvement Plan which is implemented through the Capital Improvement Plan (CIP). The Neighborhood Street and Utility Improvement Plan identifies and plans for the systematic management and maintenance of the City's roadways, and utility infrastructure and basis the improvements on the lifecycle of the infrastructure within a particular area or neighborhood. This Plan will continue to be updated and incorporated as part of the CIP efforts each year.

Access Management

Access to the regional highway system in the City of Brooklyn Center is primarily expected to remain the same through this planning period. Interstates I-94 and I-694 have access only at existing interchanges. These interchange locations are set, and the City does not expect these locations to change. Access to TH 100 was altered with improvements about a decade ago, however, certain movements between I-94 and TH 100 are left with challenges. Eastbound I-94 to southbound TH 100, and northbound 100 to west bound I-94 still require use of local streets to make these movements. The local streets impacted include Brooklyn Boulevard, Shingle Creek Parkway and 65th Avenue. Access to TH 252 continues to be studied by MnDOT in coordination with Brooklyn Center. While a project is not identified in the 2040 TPP, a project to covert TH 252 to a freeway, add capacity and add MnPASS lanes on TH 252 and I-94 was funded by the state legislature in 2023 through the Corridors of Commerce funding program.

Recent Corridor Studies

Access to the minor arterial system, including Brooklyn Boulevard and Bass Lake Road, requires ongoing management to maintain the capacity and safety of these roadways. The Brooklyn Boulevard Corridor Study and the proposed Brooklyn Boulevard corridor overlay land use designation will impact the number of access improvements along this roadway and will be further evaluated and explored as part of the City's zoning ordinance update process to implement this Plan. Hennepin County has guidelines for desirable access spacing on minor arterials and although it may not be possible to achieve the desired spacing with the current land use and development patterns on Bass Lake Road, the City will strive to consolidate access and match Hennepin County guidelines with future development opportunities where possible.

TRANSIT

The City of Brooklyn Center is currently well-served by local transit routes operating mostly on minor arterial and collector roadways. Several express routes also provide ridership to downtown via I-94 and TH 252. Map 7-8 illustrates the existing transit routes in Brooklyn Center. To service these routes, the City has several locations of park and ride lots: 1) at Brooklyn Boulevard, south of I-694, 2) on the west side of TH 252 at 73rd Avenue, and 3) at 65th Avenue and TH 252. Additionally, the Brooklyn Center Transit Station is a transit hub at Bass Lake Road (County Road 10) and Northway Drive providing local connections and opportunities to transfer between intersecting routes.

The express routes in Brooklyn Center benefit from utilizing existing bus-only shoulders along I-94 and TH 252, bringing transit riders primarily in and out of Minneapolis. There are currently no new dedicated bus-only shoulder lanes proposed within the City in the 2040 TPP. There are also no corridors identified for the addition of MnPASS lanes in Brooklyn Center that would encourage ridesharing on these principal arterials.

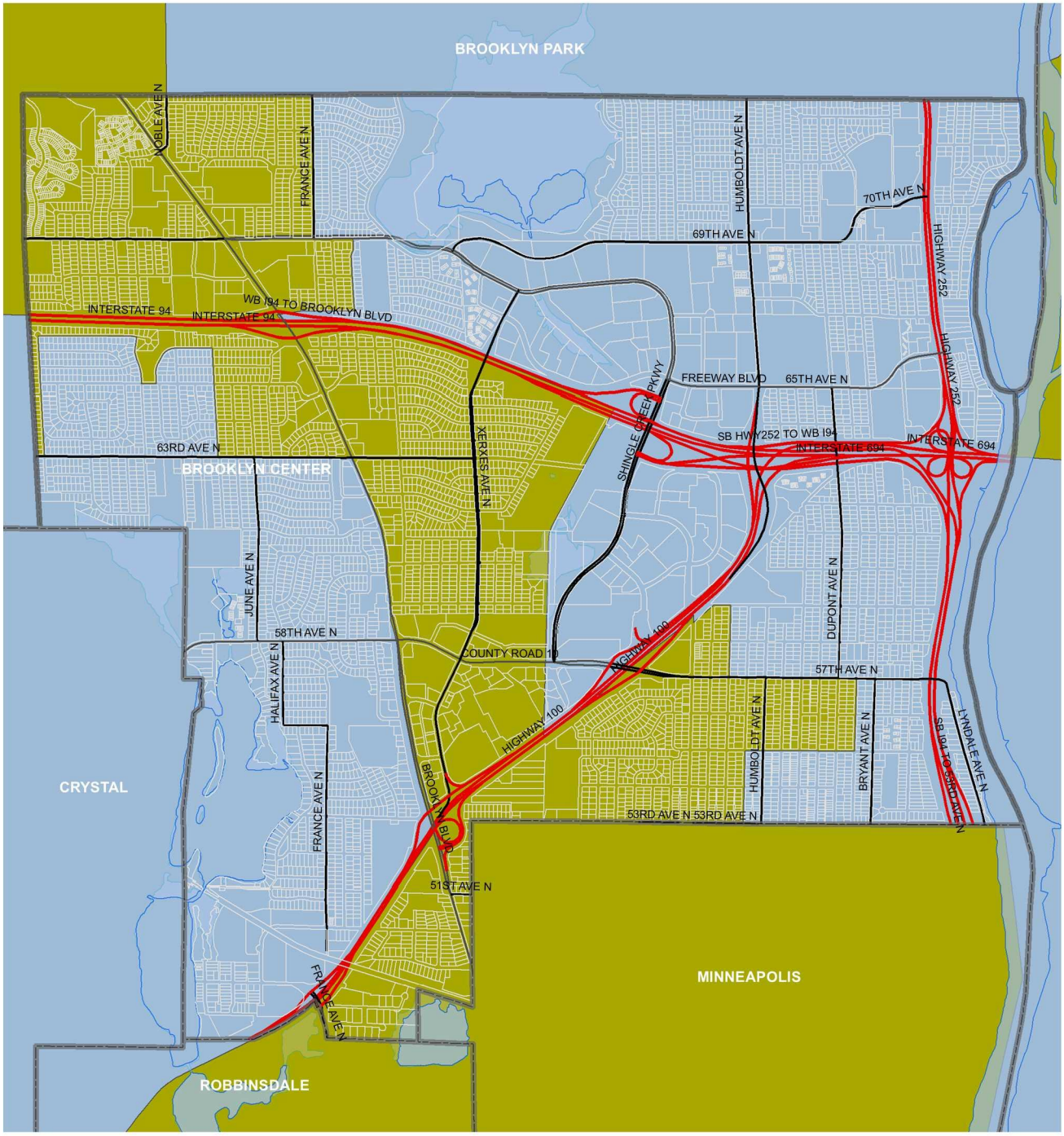
Currently there are no dedicated busways in Brooklyn Center, but the addition of this type of transit facility is underway with the construction of the C-Line Bus Rapid Transit (BRT) operated by Metro Transit. The C-Line will offer frequent bus service on dedicated bus lanes beginning in 2019. BRT service will run between the Brooklyn Center Transit Station and downtown Minneapolis via Brooklyn Boulevard and Xerxes Avenue within Brooklyn Center, and south via Penn Avenue and Olson Memorial Parkway. The C-Line will also offer connections to the Blue Line and Green Line of Light Rail Transit (LRT) service in Minneapolis. Map 7-10 illustrates the future C-Line BRT. The D-Line BRT is also in early design stages of planning and will also provide increased connectivity to residents if constructed.

Transit Market Area

Research by the Metropolitan Council shows that three key factors greatly influence transit use in the metropolitan area: 1) density (population and employment); 2) interconnectedness of the local street system; and 3) the number of cars owned by residents. Based on these key factors, the Metropolitan Council defines five "Transit Market Areas" that indicate the likely cost effectiveness of various types of transit service investments. For example, high density in Market Area I contributes to high ridership which makes it more cost effective for transit investment.

The Metropolitan Council's 2040 TPP identifies the five transit markets in the metropolitan area and describes the related service characteristics and performance guidelines appropriate in each market. A portion of Brooklyn Center – largely along the Brooklyn Boulevard corridor –

Map 7-8. Transit Market Areas



Market Area

- Transit Market Area II
- Transit Market Area III

0 800 1,600 3,200 4,800 6,400 Feet

Source: MNGEO, Metropolitan Council, City of Brooklyn Center, SHC
DRAFT: 1/9/2019

Map 7-9. Existing Transit Routes



Legend

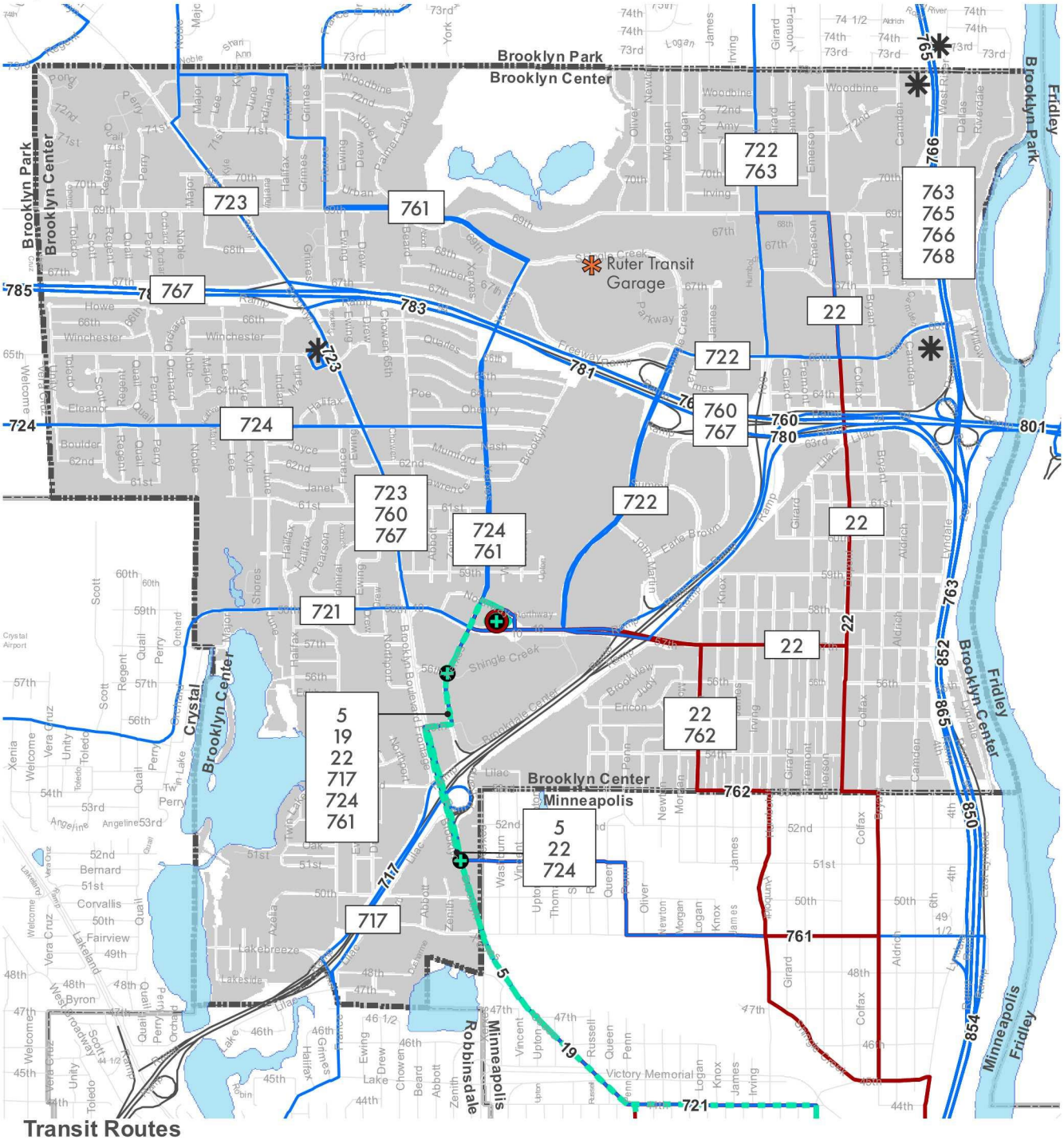
- Park and Ride
- Transit Centers
- 722 Route Number

Transit Routes

- Express
- Urban Local
- Suburban Local

0 800 1,600 3,200 4,800 6,400 Feet

Map 7-10. Planned Transit Routes / Improvements



Transit Routes

- Local
- Express
- 722 Route Number
- Planned C-Line Transit Stops
- Planned C-Line BRT Route
- TransitCenters
- Park and Ride

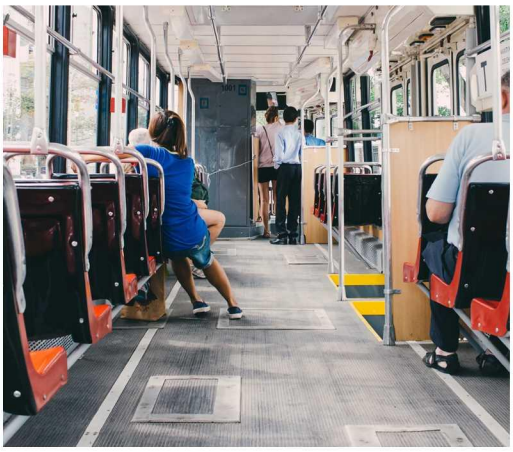
Source: MNGEO, Metropolitan Council, City of Brooklyn Center, SHC

0 0.25 0.5 1 1.5 2 Miles

TRANSPORTATION & TRANSIT
City of Brooklyn Center Comprehensive Plan 2040

is within Transit Market Area II, defined as an area with "high to moderately high population and employment densities and typically has a traditional street grid comparable to Market Area I. Much of Market Area II is also categorized as an Urban Center and it can support many of the same types of fixed-route transit as Market Area I, although usually at lower frequencies or shorter service spans". In Brooklyn Center this Market Area has transit service including regular-route local, all-day express, small vehicle circulators, special needs paratransit (ADA, seniors), and ridesharing. Metro Mobility serves the paratransit needs of the City, and Transit Link operates dial-a-ride services.

The rest of Brooklyn Center falls within the Transit Market Area III. The Metropolitan Council defines this as having "moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable". This description seems somewhat inconsistent with the City's development pattern in the areas designated as Transit Market Area III. This is particularly true in the eastern half of the City where residential neighborhoods were developed primarily in an urban grid and densities are relatively consistent with the Minneapolis neighborhoods adjacent to the City's southern border. This discrepancy is important to the City because the designated Transit Market Area is correlated to the types of transit investment and frequency of lines planned and maintained within the area. Some of the City's lowest median household incomes are in neighborhoods designated as Transit Market Area III, and their current transit options are limited to express routes that may not meet their needs. The City would like to work with the Metropolitan Council to explore how transit services might better match the community's needs in the future and look for ways to improve connections and access for all of the City's residents.



Transit Oriented Development

The growth areas identified in Brooklyn Center offer a significant opportunity for implementing transit-oriented development (TOD) in the community. This type of development relies on close proximity to a transit station with regular and frequent service to bring people to and from its destinations. TOD typically includes vibrant public spaces and is pedestrian scale with an active mix of residential and commercial uses. TOD provides Brooklyn Center the opportunity to revitalize its underutilized properties with increased housing and economic development. The redevelopment close to the existing Brooklyn Center Transit Station is best suited for TOD implementation, especially with the addition of the C-Line BRT, and possible future D-Line BRT. Connections with other transit modes and trails can also bolster TOD along the Brooklyn Boulevard corridor.

Transit Plan

The most significant plan for transit in Brooklyn Center is the implementation of the C-Line BRT. With its connections to existing and future LRT and regular direct service to downtown Minneapolis, the BRT will provide the anticipated increase in transit demand for future residents in the City. With service terminating at the Brooklyn Center Transit Station, BRT will provide service in close proximity to Brooklyn Center's primary redevelopment areas where increased higher-density residential and increased employment is expected to be located. (See Map 7-10 for Planned C-Line). It is also possible within this planning period that the D-Line BRT will be constructed, offering additional regional connections with the Transit Center.



BICYCLE AND PEDESTRIAN SYSTEM

Although Brooklyn Center primarily developed in the suburban boom of auto-centric development, changes in the regional economy, City's demographics, and personal attitudes of residents' influence demand for comfortable, safe, and accessible bicycle and pedestrian system within the City. The desire for bicycle-friendly and walkable neighborhoods is on the rise and has been expressed by Brooklyn Center's residents. To address these needs, the City took initiative to develop and adopt a policy for Complete Streets in 2013 to return focus on pedestrian-oriented streets and bicycle accommodation.

Another step in these efforts was completed in 2014 with the adoption of the City of Brooklyn Center Pedestrian & Bicycle Plan that addresses maintenance and development of an integrated city-wide bicycle and pedestrian system. This plan recognizes that several jurisdictions and organizations manage and implement the bicycle and pedestrian facilities within the City but focuses on the importance of managing these facilities as an integrated and cohesive system. The system includes sidewalks, trails, and on-road facilities—managed by the City, Three-Rivers Park District, and Hennepin County—effectively linking its parks, schools, commercial areas, civic buildings, and transit services. As shown on Map 7-11, sidewalks provide pedestrian access along most minor arterial and collector streets and along an interconnected system of local streets. Map 7-12 illustrates the existing bicycle and pedestrian system – along with proposed connections – as it was mapped in 2014.

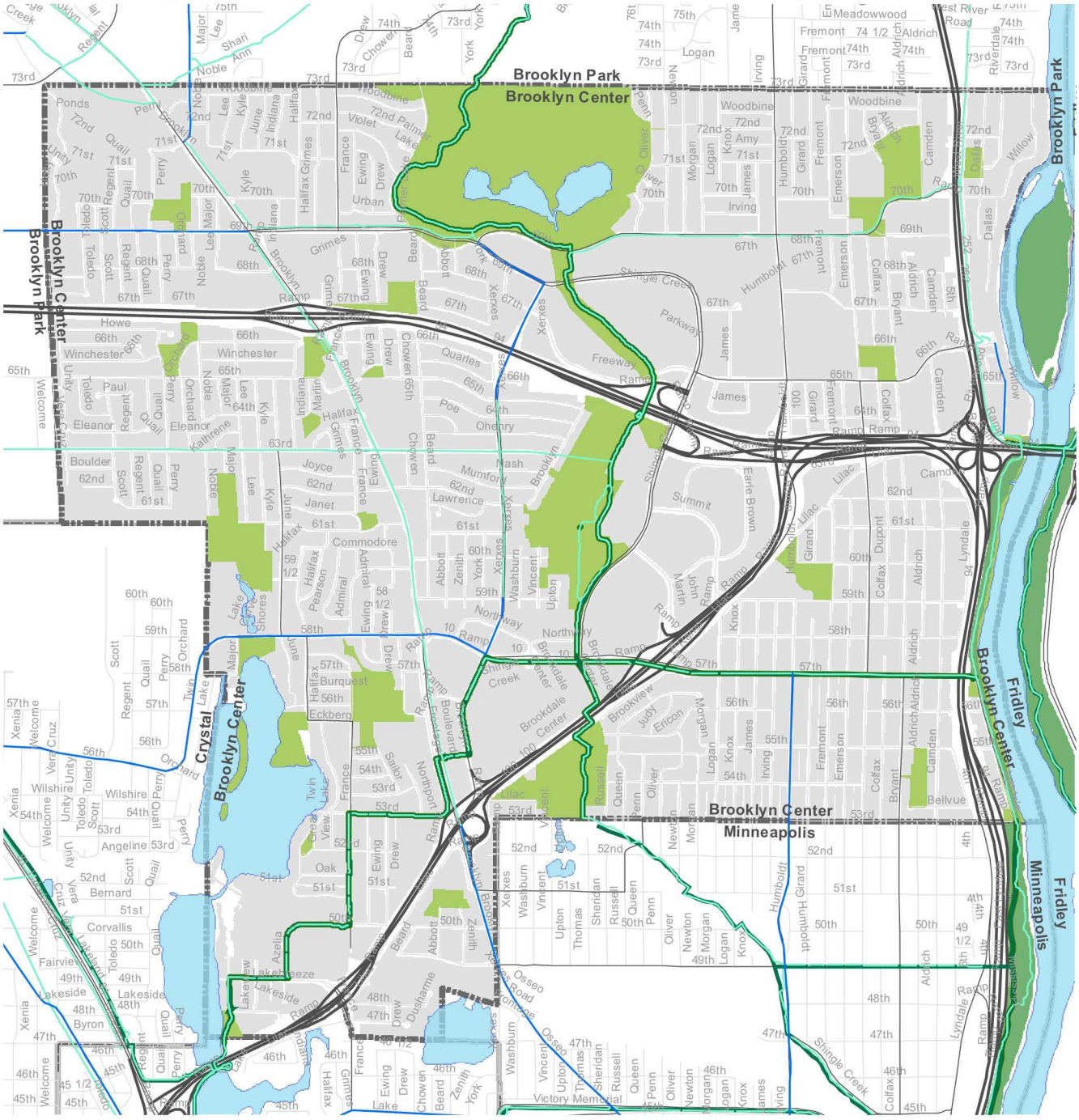
Existing Conditions / Barriers / Gaps / Challenges

As described and discussed in the Brooklyn Center Bicycle and Pedestrian Plan (2014), the City utilizes a system of various facilities to accommodate bicycle and pedestrian traffic and connections to key destinations in the community. These facilities currently include a combination of sidewalks, trails, on-road bicycle lanes, regional trails, and county bikeways. Management of these facilities is shared between the City, Hennepin County, and Three Rivers Parks District.

The 2014 Plan attempts to look at the various facilities under multiple jurisdictions as a complete system by identifying barriers, gaps, and challenges hat impeded the cohesive function of the broader system. In the 2014 plan, system challenges were identified through a number of efforts including staff review, community surveys, and through planning studies from the various jurisdictions.



Map 7-11. Existing Sidewalks



County and State Trails & Bikeways

- Off Street Trails
- Regional Trails
- State Trails

Hennepin County Bikeway System

- Bikeway Off-Street
- Bikeway On-Street

Source: MNGEO, Metropolitan Council, City of Brooklyn Center, SHC
DRAFT: 1/9/2019

0 0.25 0.5 1 1.5 2 Miles

Map 7-12. Existing Bicycle and Pedestrian System (2014)

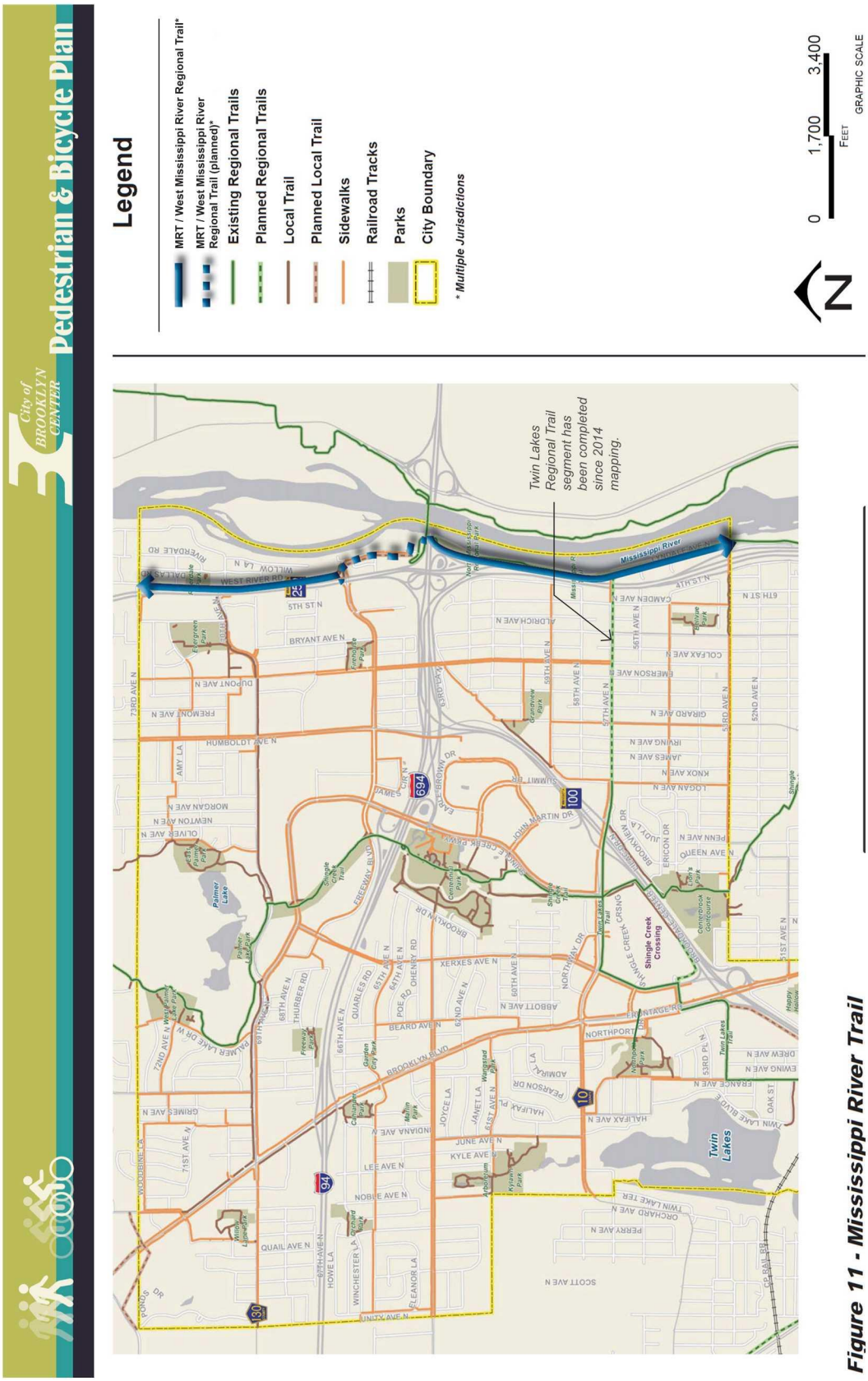


Figure 11 - Mississippi River Trail

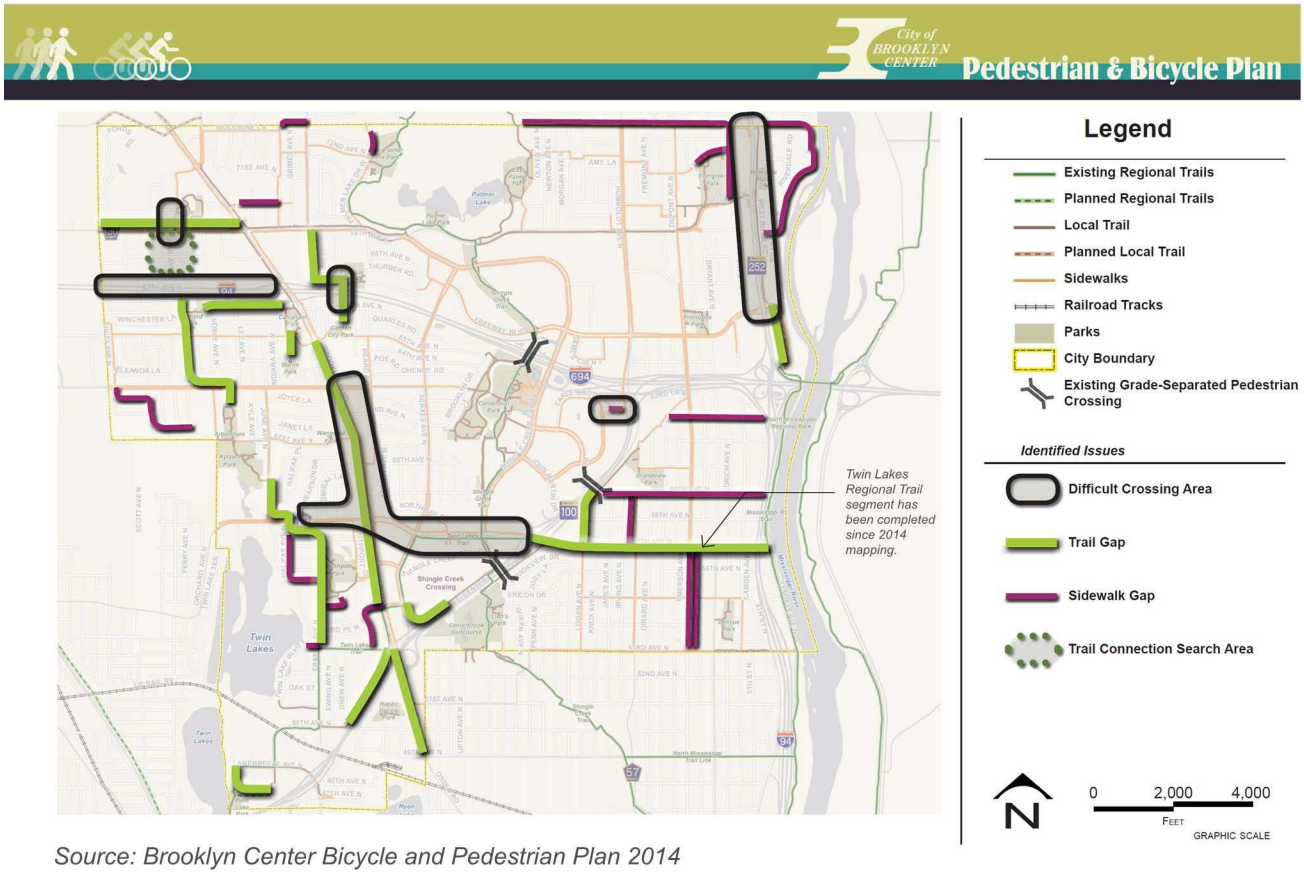
Source: Brooklyn Center Bicycle and Pedestrian Plan 2014

Studies also included information from completed "safe routes to school" planning completed jointly by the City and school districts. Information collected about system challenges was sorted into eight categories:

1. System Gaps
2. Crossings
3. Wayfinding
4. Infrastructure Condition and Maintenance
5. Security
6. Education/Enforcement
7. Equipment
8. Other

Detailed information about challenged related to each of the eight categories can be found in the 2014 Bicycle and Pedestrian Plan. Map 7-13 illustrates the challenges currently identified in the system.

Map 7-13. Gaps and Challenges in the System



Source: Brooklyn Center Bicycle and Pedestrian Plan 2014

Plan for Bicycle and Pedestrian System

The City of Brooklyn Center continues to work with other jurisdictions to manage and develop the system of facilities and corridors that contribute to the City's Bicycle and Pedestrian System. From the system challenges analysis, recommendations to improve the system are identified in the 2014 Plan and outline an overall vision for pedestrian and bicycle facilities within the community, providing broad recommendations for activities and practices that will encourage the long-term use of the system and a healthy lifestyle.

The future of trail and sidewalk network in the City should follow direction in the 2014 Plan that reflects the input of residents and study participants to encourage connection along with opportunities for recreation and commuting/transport. The proposed vision for the trail and sidewalk network:

- Creates linkages to existing and planned recreational facilities
- Creates linkages to schools from residential areas
- Creates linkages to community destinations (city hall, community center, mall, etc.)
- Creates linkages along transit lines and to transit facilities (bus stops, park and rides, etc.)
- Eliminates gaps in the existing network
- Provides parallel/separated facilities on higher-volume and/or higher-speed roadways

Map 7-14 illustrates the proposed sidewalk and trail system as envisioned in the 2040 Plan.

On-Road Bicycle Facilities will broaden the multi-modal connections in the City. The 2040 Plan did not identify recommendations for specific implementation of on-road bicycle lanes or shoulders, but recommended study of specific corridors for appropriateness of future implementation. Opportunities as part of reconstruction or redevelopment projects was also recommended for exploration of on-road bicycle accommodation.

Corridors for potential study/consideration include:

- County Road 10 (58th Ave/Bass Lake Road): between western city limits and Xerxes Ave N
- County Road 57 (Humboldt Avenue): from 57th Avenue to the southern city limits
- County Road 130 (69th Ave): between western city limits and County Road 152 (Brooklyn Blvd)
- 69th Avenue: between County Road 152 (Brooklyn Blvd) and West River Road
- Shingle Creek Parkway: from 69th Avenue to Xerxes Ave N
- West River Road: from northern city limits to I-694 crossing
- Xerxes Ave North: from Shingle Creek Parkway to County Road 10 (Bass Lake Road)

Map 7-14. Existing and Proposed Sidewalk and Trail System

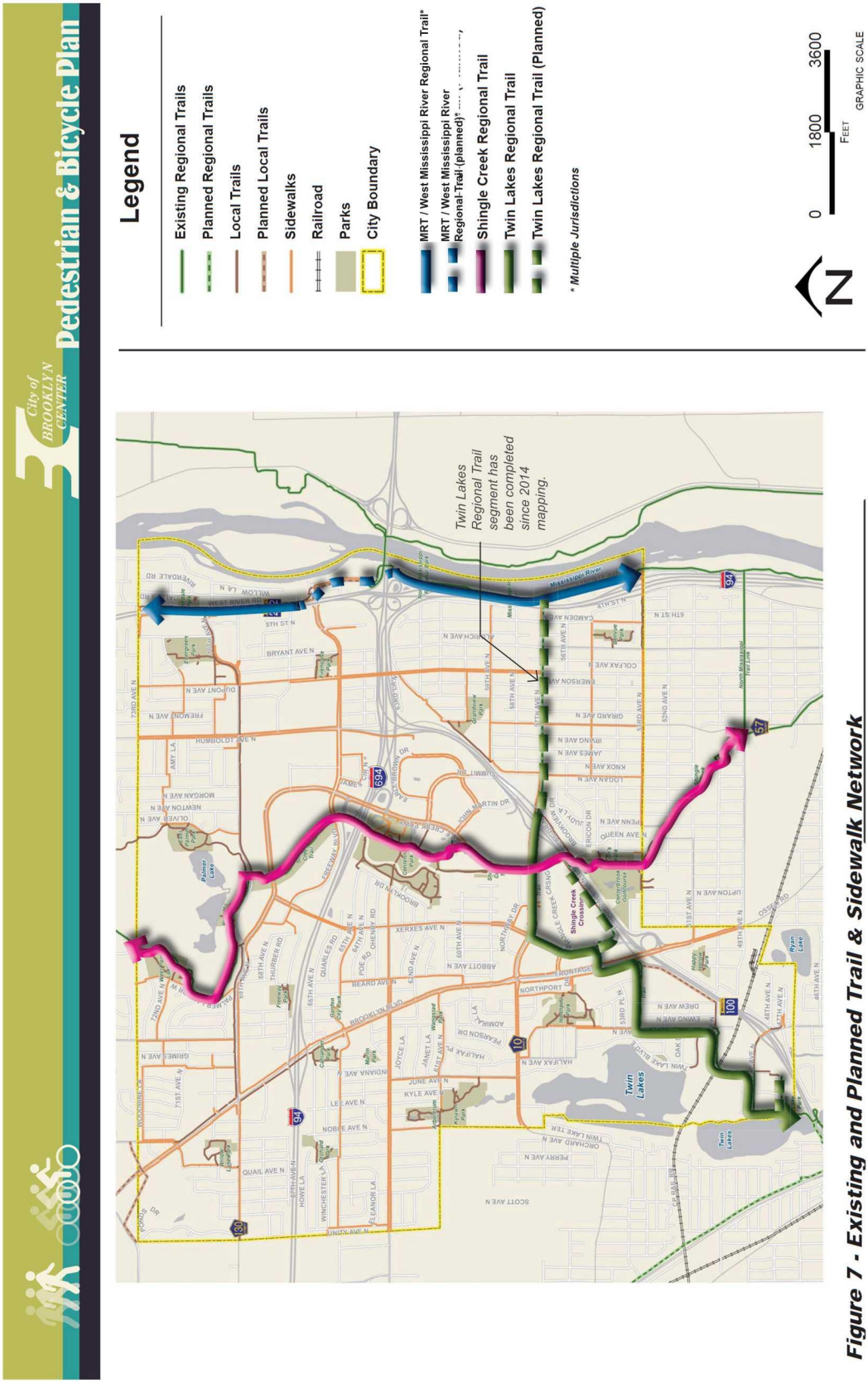


Figure 7 - Existing and Planned Trail & Sidewalk Network

Source: Brooklyn Center Bicycle and Pedestrian Plan 2014

The 2014 Plan also recommends improvements at street crossings and signalized intersection, locations for improved wayfinding, improved maintenance, and specific policies, partnerships, and practices that will enhance the overall system.

Map 7-15 illustrates the proposed recommendations system-wide. More descriptive information can be found in the 2014 Plan.

Safe Routes to School

MnDOT's Safe Routes to School program funds grants each year for improving safe options for student to walk and bike to school. This program can directly influence bicycle and pedestrian facilities in the City that benefit both students and all City residents with planning and infrastructure implementation. The City should continue to access the Safe Routes to School program and work with MnDOT to utilize available benefits.

Regional Bicycle Transportation Network (RBTN)

As demonstrated in the previous sections, the City has been planning proactively to develop an interconnected bicycle and pedestrian network that serves not only the City's residents, but the larger region. Fortunately, many of the City's planning efforts support and are consistent with the Metropolitan Council's Regional Bicycle Transportation Network (RBTN) objectives that are focused on connecting regional and sub-regional job centers with bikeways offer people commuter mode choice. As shown on Map 7-16, some opportunities remain particularly along the Brooklyn Boulevard and the Mississippi River corridors to improve connections.

SPECIAL TRAFFIC SITUATIONS

Brooklyn Center is not located in one of the four special traffic situation areas: downtown Minneapolis, downtown Saint Paul, University of Minnesota, and Airport South / Mall of America in Bloomington.

Map 7-15. Long-Term Bicycle and Pedestrian Plan

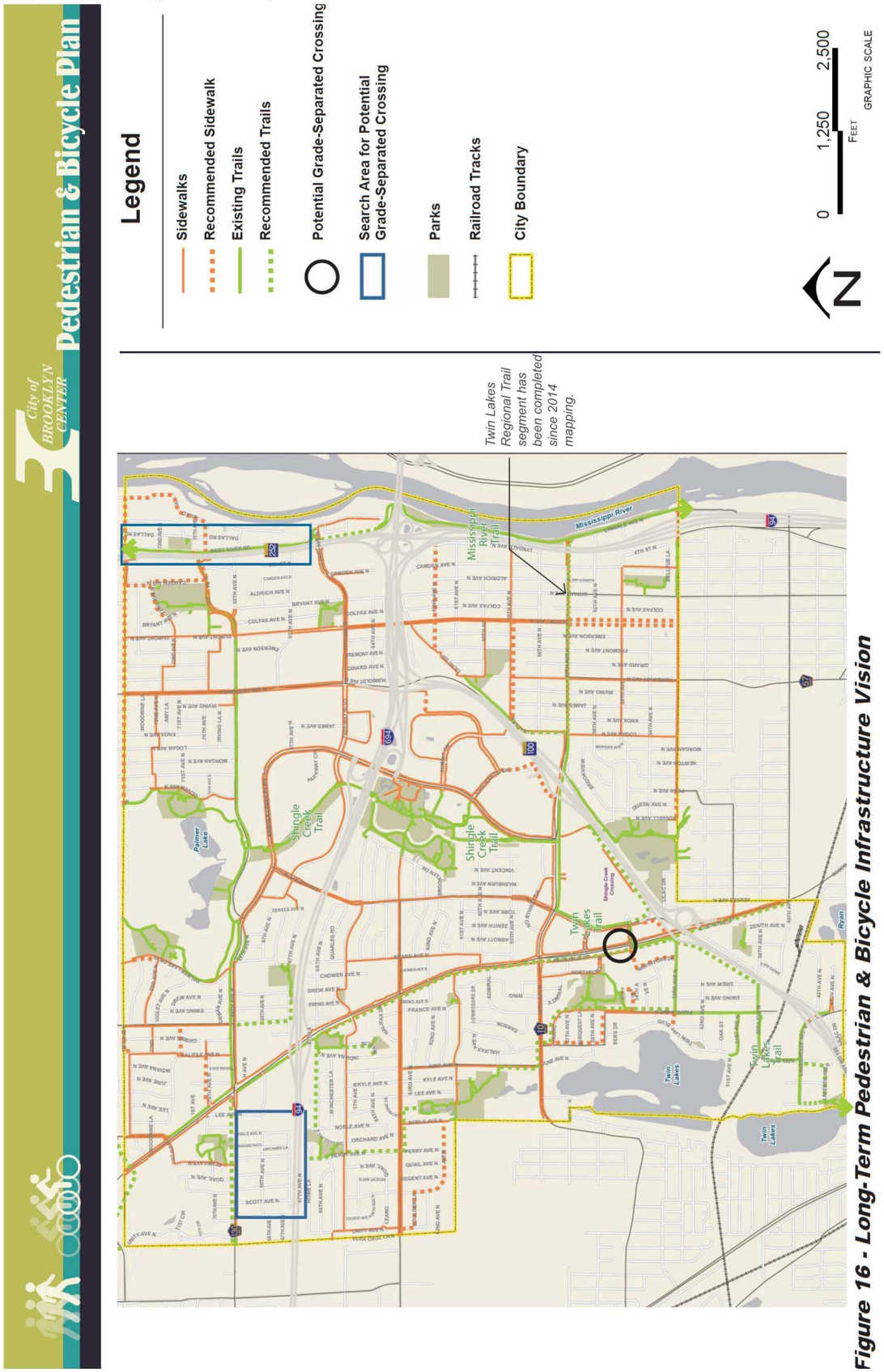
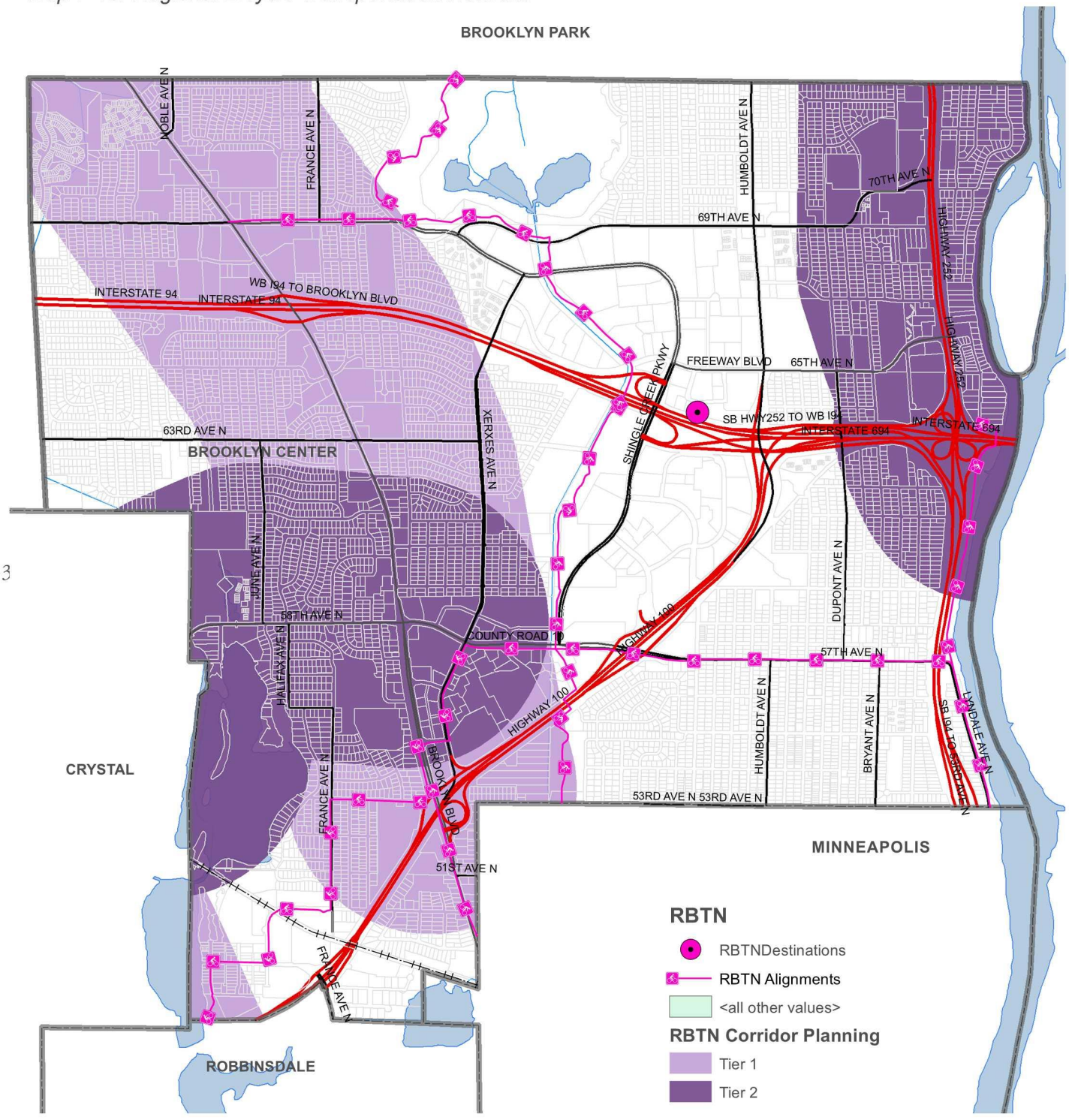


Figure 16 - Long-Term Pedestrian & Bicycle Infrastructure Vision

Source: Brooklyn Center Bicycle and Pedestrian Plan 2014

Map 7-16. Regional Bicycle Transportation Network



Source: MNGEO, Metropolitan Council, City of Brooklyn Center, SHC
DRAFT: 1/9/2019

AVIATION PLAN

While the City does not directly host an airport, Crystal Airport is located adjacent to the Brooklyn Center's west border south of 63rd Avenue and is therefore within the influence area of this airport. Crystal Airport is a designated reliever airport for the Minneapolis-St. Paul (MSP) Airport. Airspace over Brooklyn Center is also used by aircraft operating from Metropolitan Area airports and other airports. A small portion of the Crystal Airport is located within Brooklyn Center, largely within the Shingle Creek floodway; the land is controlled by the City's floodplain zoning and not suitable for development.

Brooklyn Center is a member (with Crystal and Brooklyn Park) of the joint Airport Zoning Board, which functions under a joint power agreement to regulate land use around the airport. In the early 1980s, the Zoning Board adopted airport zoning regulations which apply to each of the member cities. The airport zones are shown on the Brooklyn Center zoning map, but the text of the regulations has not been incorporated into the City's zoning ordinance.

Airspace zones are imaginary surfaces around the airport into which no structure or tree is permitted. The imaginary surfaces include approach surfaces, primary surfaces, horizontal surfaces and conical surfaces. Land use safety zones are established to control land uses near public airports for the safety of airport users and persons in the vicinity of airports. There are three safety zones: A, B and C.

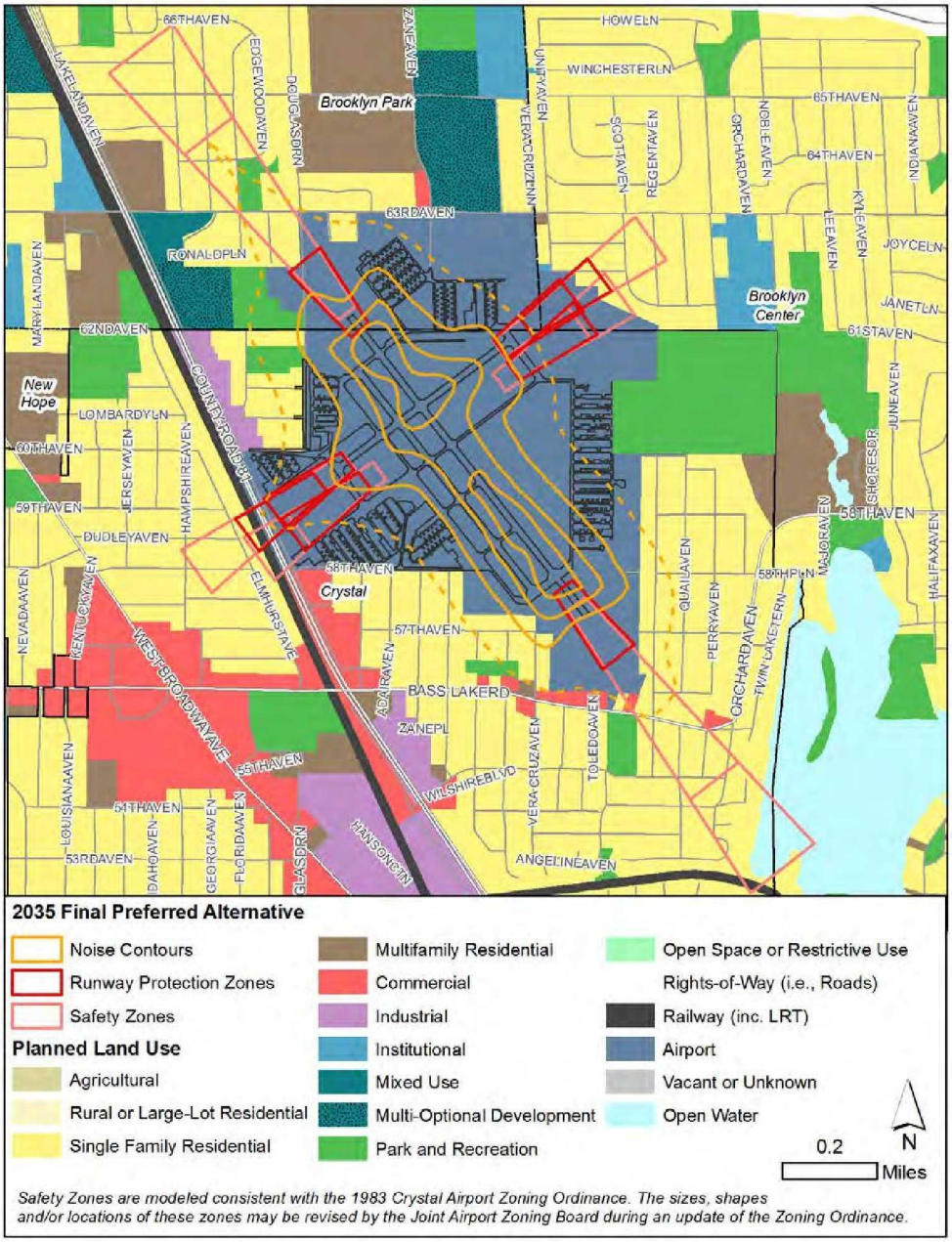
Safety zone A extends outward from the end of the runway for a distance equal to two-thirds of the length of the existing or planned runway. No buildings, transmission lines, or uses that would cause an assembly of persons are permitted. In Brooklyn Center, this area is partially airport-owned open space and partially in single-family residential use. Safety zone B extends outward from safety zone A, a distance equal to one-third the existing or planned runway length. It covers an additional single-family residential area. Safety zone C contains all land within an arc drawn with a 6,000-foot radius from the ends of all runways, excluding the areas in zones A and B. Uses are only subject to general restrictions regarding interference with electronic communications, airport lighting and the impairment of visibility in the vicinity of the airport. In Brooklyn Center, this zone extends as far as Brooklyn Boulevard, encompassing a wide range of land uses.

Structures which are 150 feet or higher above ground level and within approximately two miles of the airport may be considered hazards to air navigation. Brooklyn Center has no existing structures of this height, does not permit such structures under its zoning ordinance, and has no plans to permit such structures in the future. Any applicant who proposes to construct such a structure shall notify the city, the Minnesota Department of Transportation and the Federal Aviation Administration at least 30 days in advance as required by law (MCAR 8800.1200

Subpart 3 and FAA form 7460-8). The FAA recommends that proposed structures be reviewed if they are located within two miles of the airfield and within five miles of a runway approach corridor. The Metropolitan Airports Commission recommends that any proposed structure within these parameters which may exceed 50-feet should be reviewed by the FAA, Mn/DOT Aeronautics and the Metropolitan Airports Commission.

Map 7-17 illustrates the location of the Crystal Airport, its runways, and safety zones for the area.

Map 7-17. Crystal Airport Location and Air Safety Zones



Safety Zones are modeled consistent with the 1983 Crystal Airport Zoning Ordinance. The sizes, shapes and/or locations of these zones may be revised by the Joint Airport Zoning Board during an update of the Zoning Ordinance.

CHAPTER 8:
Infrastructure & Utilities



Comprehensive Plan 2040



INTRODUCTION

This chapter of the City of Brooklyn Center 2040 Comprehensive Plan addresses utilities infrastructure including stormwater management, water supply, and wastewater (sanitary sewer) systems and other utilities in the City. It is consistent with the Metropolitan Council's *Thrive MSP 2040* planning and *2040 Water Resources Policy Plan*. This Plan chapter primarily intends to highlight the ongoing management and operations the City uses to ensure quality water service to its residents and to assist the Metropolitan Council Environmental Services (MCES) with continued operation of the Metropolitan Disposal System (MDS) for wastewater collection and treatment.

2040 Infrastructure & Utilities Goals

- Provide adequate infrastructure including sewer, water, and facilities to serve existing residents and redevelopment areas.
- Maintain the level of city services to existing neighborhoods and plan for improvements through appropriate capital expenditures.
- Support opportunities to create resilience within the City's infrastructure as redevelopment or reconstruction activities occur.

** Supporting Strategies found in Chapter 2: Vision, Goals and Strategies*

SURFACE WATER MANAGEMENT

The City of Brooklyn Center adopts a Surface Water Management Plan (SWMP) to help the City in conserving, protecting, and maintaining the quality of its surface waters, ground water, and natural resources in relation to stormwater runoff.

The SWMP is a local management plan that meets the requirements of Minnesota Statutes 103B.235, Minnesota Rules 8410, the Shingle Creek and West Mississippi Watershed Management Commissions' Third Generation Watershed Management Plan (dated April 11, 2013, as amended May 10, 2018), and Minnesota Statute 103B.201 states that the purposes of the water management programs are to:

- Protect, preserve, and use natural surface and groundwater storage and retention systems;
- Minimize public capital expenditures needed to correct flooding and water quality problems;
- Identify and plan for means to effectively protect and improve surface and groundwater quality;
- Establish more uniform local policies and official controls for surface and groundwater management;
- Prevent erosion of soil into surface water systems;
- Promote groundwater recharge;
- Protect and enhance fish and wildlife habitat and water recreational facilities; and
- Secure the other benefits associated with the proper management of surface and groundwater.

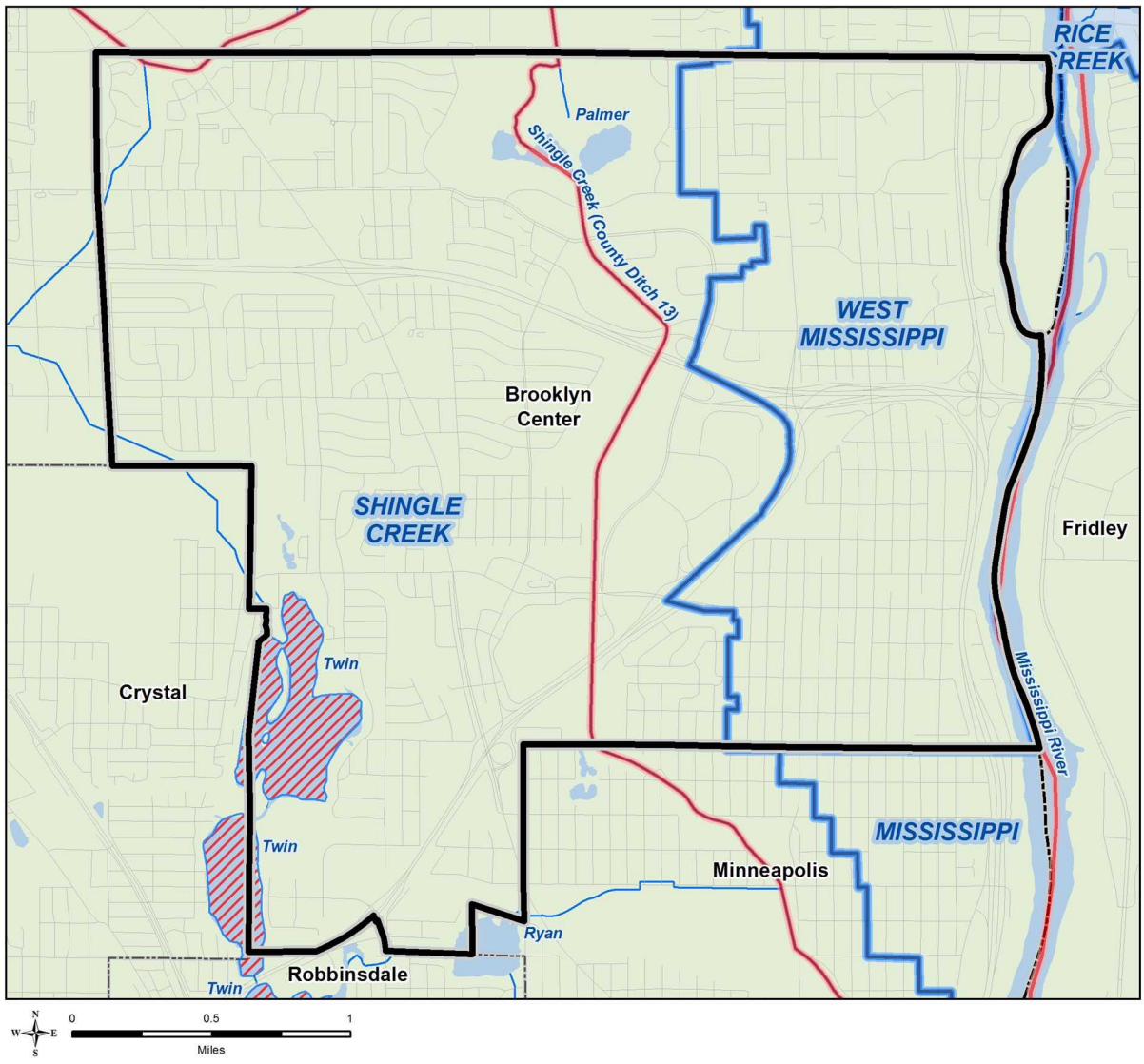
8-2

The Brooklyn Center Surface Water Management Plan addresses these purposes.

Brooklyn Center is within two watershed districts: Shingle Creek Watershed Management Commission (SCWMC) and West Mississippi Watershed Management Commission (WMWMC), as shown in Figure 8-1. The SWMP addresses the rules and regulations put forth by the SCWMC and the WMWMC.

Surface water in Brooklyn Center generally drains into Shingle Creek which eventually drains into the Mississippi River. Areas on the east side of the City drain directly into the Mississippi River while areas in the south west side of the City drain to one of the Twin Lakes or Ryan Lake.

Figure 8-1. Surface Water Resources



Surface Water Management Responsibilities and Agreements

The City of Brooklyn Center is party to two separate joint powers agreements related to surface water management:

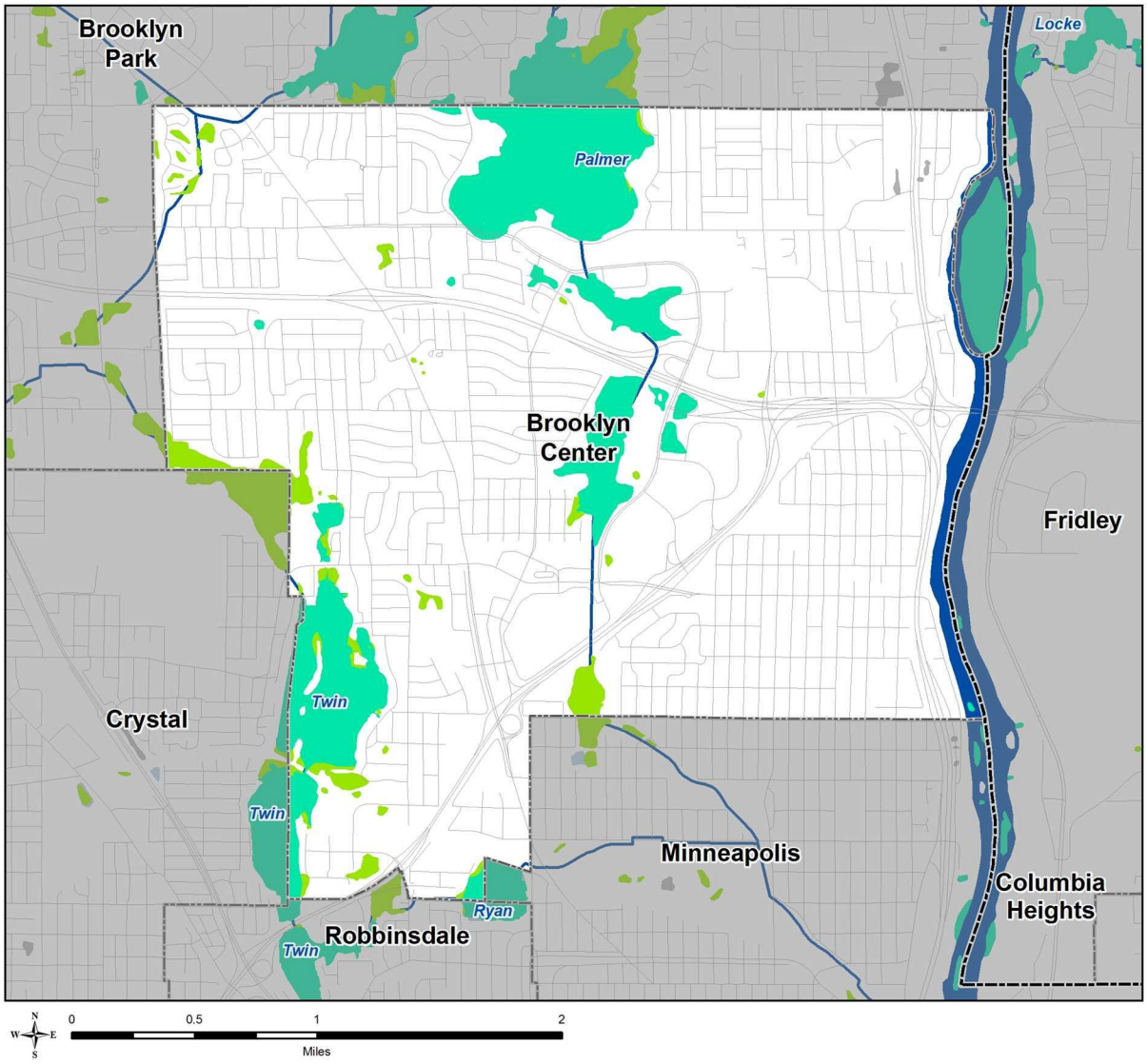
1. With the cities of Brooklyn Park, Crystal, Maple Grove, Minneapolis, New Hope, Osseo, Plymouth, and Robbinsdale establishing the Shingle Creek Watershed Management Commission (SCWMC).
2. With the cities of Brooklyn Park, Champlin, Maple Grove, and Osseo establishing the West Mississippi Watershed Management Commission (WMWMC).

The City also has an agreement with both the SCWMC and WMWMC establishing the watersheds as the Local Government Unit (LGU) for administering WCA within the City.

Upon approval of this SWMP by the two watersheds with jurisdiction over the City, it is the City's intent to maintain its current permitting powers through its Permit for Land Disturbing Activities.

Currently, neither the SCWMC nor the WMWMC issue permits, so no impact to these organizations would occur. The watersheds would continue in their role as project review agencies. The City of Brooklyn Center is responsible for construction, maintenance, and operation of the City's stormwater management systems (i.e., ponds, BMPs, mechanical structures, sump, etc.).

Figure 8-2. Surface Water & Groundwater Interaction



SWMP Plan Summary

The current Brooklyn Center Surface Water Management Plan (SWMP) plans and guides for stormwater activities in the City for the next 10 years (2018-2027). An update of the plan will be needed in 2027, and periodic amendments will likely occur in the intervening years to keep the plan current with changing watershed district and Metropolitan Council requirements. The SWMP is divided into six sections:

- Section 1 - Executive Summary provides background information and summarizes the plan contents.
- Section 2 - Land and Water Resource Inventory presents information about the topography, geology, groundwater, soils, land use, public utilities, surface waters, hydrologic system and data, and the drainage system.
- Section 3 - Agency Cooperation outlines other governmental controls and programs that affect stormwater management.
- Section 4 - Assessment of Issues presents the City's water management related problems and issues.
- Section 5 - Goals and Policies outlines the City's goals and policies pertaining to water management.
- Section 6 - Implementation Program presents the implementation program for the City of Brooklyn Center, which includes defining responsibilities, prioritizing, and listing the program elements.

Section 6 of the SWMP plan presents the implementation program for the City of Brooklyn Center, which includes defining responsibilities, prioritizing, and listing the program elements. Table 6.1 of the SWMP outlines the projects, programs, studies, and Storm Water Pollution Prevention Plan (SWPPP) activities that have been identified as a priority to address water resource needs and problem areas within the City.

WATER SUPPLY

The City of Brooklyn Center supplies its residents with water from its local municipal system owned and operated by the City and sourced from public water supply wells. The City maintains an updated Water Supply Plan (WSP) to manage the system. The goal of the WSP is to help the City: 1) implement long term water sustainability and conservation measures; and 2) develop critical emergency preparedness measures. It also fulfills requirements under Minnesota Statute 473.859 to complete a local comprehensive plan.

The current WSP plans for water supply between 2016-2018, and will continue to updated on a bi-annual basis to maintain the City's water supply quality. It includes Projected average daily water consumption and peak daily water consumption through the planning period 2040, as shown in Table 8-1. These projects are expected to remain the largely the same as current levels, and the City does not anticipate the need for a new water supply sources before 2040.

Table 8-1. Projected Annual Water Demand - WSP Brooklyn Center

Year	Projected Total Population	Projected Population Served	Projected Total Per Capita Water Demand (GPCD)	Projected Average Daily Demand (MGD)	Projected Maximum Daily Demand (MGD)
2016	31231	31201	97.3	3.0	7.3
2017	31077	31047	96.8	3.0	7.2
2018	31254	31224	96.3	3.0	7.2
2019	31431	31401	95.8	3.0	7.2
2020	31400	31370	95.4	3.0	7.2
2021	31785	31755	94.9	3.0	7.2
2022	31962	31932	94.4	3.0	7.2
2023	32139	32109	93.9	3.0	7.2
2024	32316	32286	93.5	3.0	7.2
2025	32492	32462	93.0	3.0	7.2
2030	33000	32970	92.5	3.1	7.3
2040	35400	35370	92.1	3.3	7.8

The WSP also outlines the current emergency water supply agreement with Brooklyn Park. The City is currently updating its WSP, and will incorporate any necessary revisions or updates based on the assumptions and information contained within this Plan.

As part of the implementation of the 2040 Comprehensive Plan, the City will update its Water Appropriations Permit with the MnDNR based on the adopted Future Land Use plan contained in Chapter 3.

SANITARY WASTEWATER SYSTEM

All areas within the City are served by the Metropolitan Disposal System (MDS). The system collects wastewater within the City's borders and isolated areas outside City limits and conveys it out of the City to the MDS. There are no above ground or subsurface sewage treatment systems located within City limits. The flow within the system is predominately produced within City limits and there are no intercommunity service agreements with an adjoining community after December 31, 2008. In addition, no new sanitary system connections are anticipated within the planning period. Brooklyn Center's sanitary sewer service areas are shown in Map 8-3, and the full system is shown in Map 8-4. The system is divided into 4 sanitary sewer metered districts: M221, M100, M112, and M110.

Growth Forecasts

The following Table 8-2 (also Table 3-1 from Chapter 3 of the 2040 Comprehensive Plan) was utilized for sewer system capacity review. Table 8-3 shows this information related to Households and Jobs for each metered area.

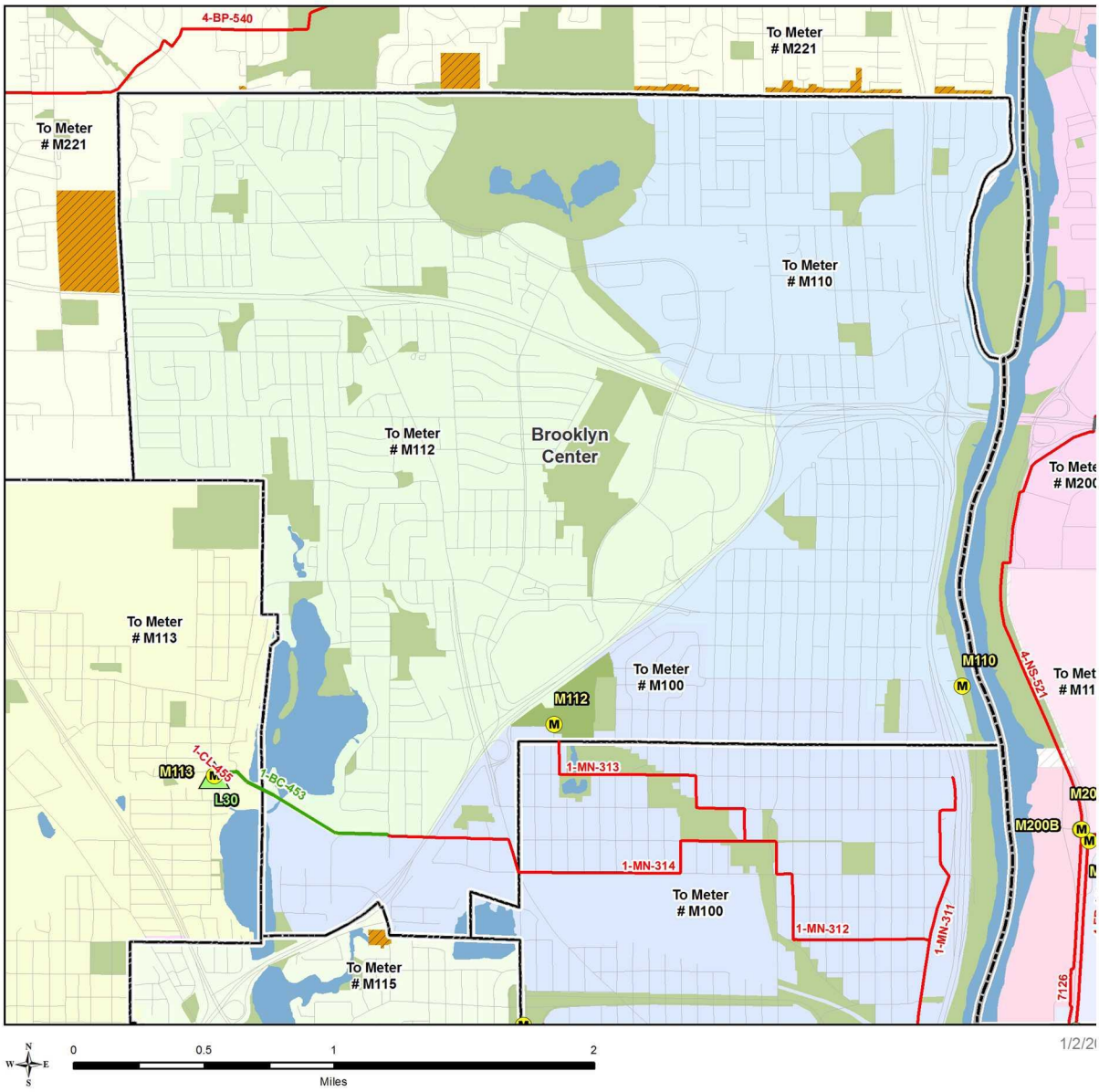
Table 8-2. Metropolitan Council Forecasts

Forecast Year	Population	Households	Employment
2010	30,104	10,756	11,001
2020	31,400	11,300	13,000
2030	33,000	12,300	13,800
2040	35,400	13,300	14,600

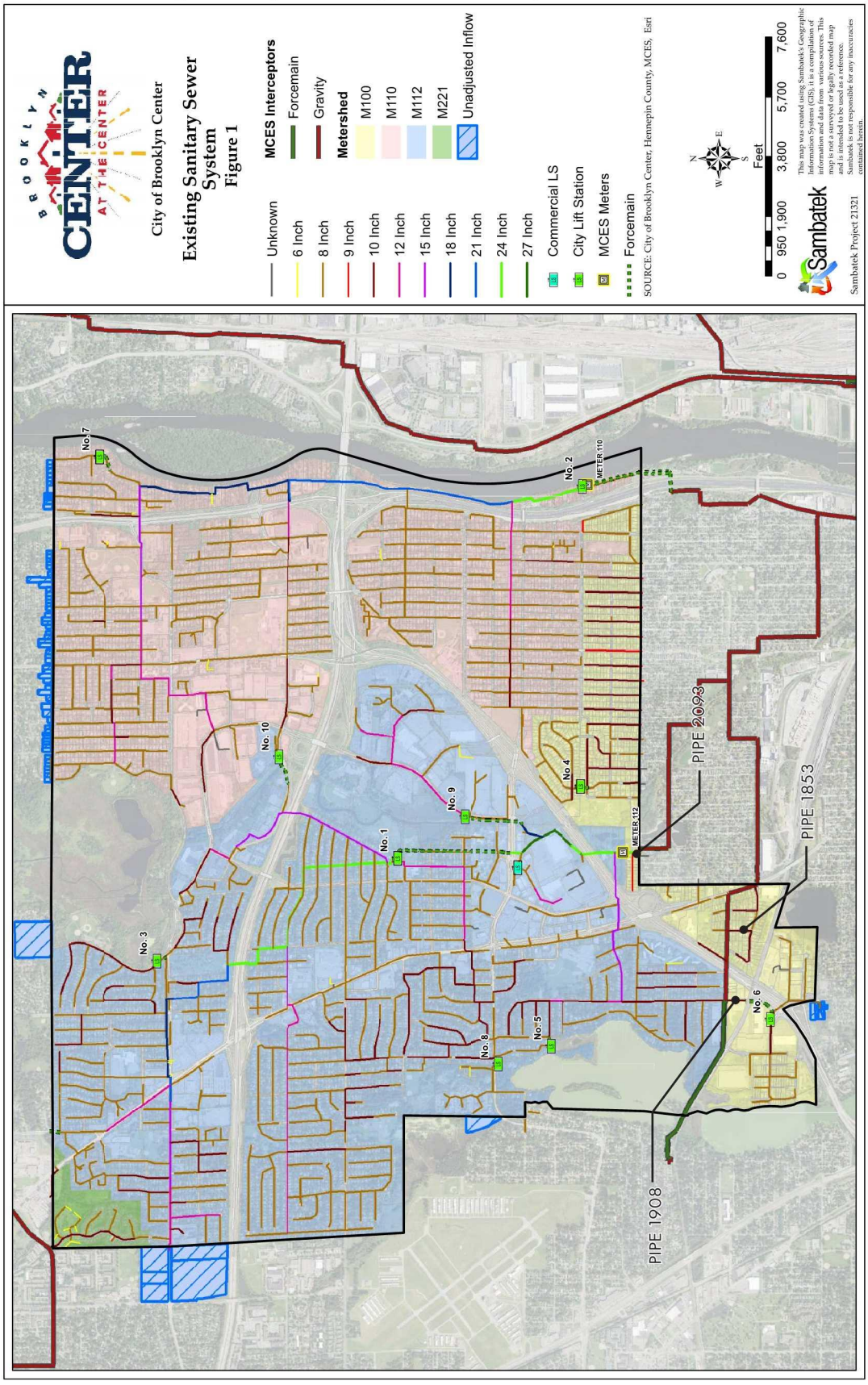
Table 8-3. Brooklyn Center Sanitary Sewer Forecasts by Metered Area

Sewered District	2020			2030			2040		
	Est. Units	Est. Jobs	Avg Flow (MGD)	Est. Units	Est. Jobs	Avg Flow (MGD)	Est. Units	Est. Jobs	Avg Flow (MGD)
M100	1,210	1,392	0.224	6310	7079	0.227	1259	1382	0.230
M110	4,103	4,720	0.760	4160	4667	0.765	4209	4,621	0.769
M112	5,798	6,670	1.074	6716	7535	1.235	7635	8,381	1.395
M221	189	218	0.035	190	214	0.035	197	216	0.036
TOTALS	**11,300**	**13,000**	**2.093**	**12,300**	**13,800**	**2.262**	**13,300**	**14,600**	**2.43**

Map 8-3. MCES Sanitary Sewer Meter Service Areas - Brooklyn Center



Map 8-4. Existing Sanitary Sewer System - Brooklyn Center



Source: Sambatek, 2019

System Flows and Capacity

An analysis of existing wastewater flows was completed in order to create an analytical model of the sanitary sewer collection system and determine appropriate capacity for future conditions. Wastewater flows were generated as a unit flow (gal/acre/day) for specific land use types and applied to the model per parcel. For this study, the estimated 2015 housing structure, as shown in Table 8-4 with a total count of 10,996 households, was used to develop and model flow inputs per residential housing unit type.

Table 8-4. Housing Types, 2000-2015

Table 4: Housing Structure Type 2000-2015

Housing Type	2000	2010	2015
BROOKLYN CENTER			
Single Family Detached	7,180	6,696	6,872
Single Family Attached	929	965	884
2-Units	97	83	94
3-4 Units	142	105	105
5 or more Units	3,048	2,678	3,033
Other Unit Types	28	26	8
Total	11,424	10,553	10,996

Source: US Census, 2011-2015 American Community Survey

System flows were therefore estimated for current (2018) conditions as well as 2040 projected land uses. The estimated average wastewater flow from each sanitary sewer district is summarized in Table 8-5. Capacity and Peak Flows for sewer lines over 12 inches is in Table 8-6.

Table 8-5. City of Brooklyn Center Design Flows

Meter Collection Area	Existing Land Use		2040 Land Use		2017 Metropolitan Council Meters (MGD)
	Average Flow (MGD)	Peak Flow (MGD)	Average Flow (MGD)	Peak Flow (MGD)	
M100	0.224	0.858	0.230	0.879	N/A
M110	0.760	2.784	0.769	2.820	0.89
M112	1.074	4.134	1.395	5.417	1.29
M221	0.035	0.139	0.036	0.143	N/A

Source: Metropolitan Council

Table 8-6. Capacity and Existing/2040 Peak Flows for 12"+ Lines

Pipe Field ID	Pipe Capacity (gravity) (MGD)	Existing Peak Flow (MGD)	2040 Peak Flow (MGD)
2093	8.192	7.456	7.825
1908	0.817	0.633	0.631
1853	1.19	0.029	0.029

Source: Sambetek, 2019

Existing Wastewater Unit Flows

Estimated wastewater flows from the existing sewer system are based on several different estimation methods using the following data:

- Winter water usage data (December 2017-March 2018)
- Lift station pump down tests (August 28-August 31, 2018)
- Lift station run times (December 2017-March 2018)
- MCES flow meter readings (2016-2018)
- Top water users and volumes (2015-2016)

Water sales data, supplied by the City, included the volume of winter water supplied to three (3) categories (e.g. Residential, Commercial, and Institutional). Winter water usage (December through March) is typically assumed to be the base annual wastewater flow because it excludes lawn watering demand from the other seasons. Table 8-7 summarizes the winter water sales data for the three generalized land use categories for the analysis year 2017-2018.

Table 8-7. Brooklyn Center Winter Water Flow

Land Use Type	Winter Water Sales 2017-2018	
	(gal)	(gal / day)
Total Residential	200,473,688	1,656,807
Total Commercial	42,529,976	351,487
Total Institutional	10,311,708	85,221
TOTAL	253,315,371	2,093,516

Source: Sambatek, City of Brooklyn Center

Table 8-8 shows the estimated wastewater flows that calculated using the methods described above. It should be noted that medium density residential (MDR), based on the City's 2040 Comprehensive Plan MDR density description of 10-15 unit/acre and the total residential winter water demand of 151 gal/day/unit, would typically have a unit flow of around 1,500-2,250 gal/acre/day. The MDR flow shown in Table 8-8 is less than this range because the greenspace and buffer areas surrounding individual units was included in the total acreage of each MDR land use type. A typical value in the range above should be used for any future development modeling.

Table 8-8. Estimated Existing System Unit Flow Rates

Existing Land Use Designation	Flow (gal / day)	Area (acres)	Unit Flow (gal / acre / day)
Single-Family Residential (LDR)	1,168,625	1,869	625
2 or 3 Family Residential and Townhouse Residential (MDR)	29,984	127	237*
Multi-Family (HDR)	458,199	251	1,827
Total Commercial	351,487	672	523
Total Institutional	85,221	211	404

**A unit flow of 1,500-2,250 gal/acre/day should be used for any future development calculations. Source: Sambatek*

Source: City of Brooklyn Center, Hennepin County, MCES, ESRI

2040 Wastewater Unit Flows

The 2040 wastewater flows were determined using the existing unit flows from Table 8-8 in combination with the 2040 land use plan included Chapter 3 of this Plan. For similar land use types, the existing system unit flows were used for the 2040 model. Table 8-9 lists estimated unit flows for 2040 land use designations.

Table 8-9. Estimated 2040 System Unit Flow Rates

2040 Land Use Designation	Flow (gal / day)	Area (acres)	Unit Flow (gal / acre / day)
Low Density Residential (LDR)	1,181,189	1,889	625
Medium Density Residential (MDR)	29,248	124	237*
High Density Residential (HDR)	387,686	212	1827
Transit Oriented Development	325,204	200	1,623
Neighborhood Mixed Use	71,033	93	767
Commercial Mixed Use	92,604	88	1,052
Total Commercial	235,623	451	523
Total Institutional	86,850	215	404

**A unit flow of 1,500-2,250 gal/acre/day should be used for any future development calculations. Source: Sambatek*

Lift Station Pump Capacities

The City of Brooklyn Center currently has ten (10) lift stations that are in service and operated by the City's utility services, illustrated in Map 8-4, and one (1) additional commercially-owned lifted station. For modeling accuracy, lift station pump down tests were performed in August, 2018 by Sambatek, Inc. with the help of City staff to verify the capacity of each of the ten (10) City owned lift stations. Table 8-10 below shows the field-determined capacity of pumps at each lift station. Because the Lift Station 2 wet well is irregularly shaped, pump flow verification was not possible without a meter. Pump capacity for Lift Station 2 was based on flow meter testing conducted in 1992. In addition, access to the commercially-owned lift station was not provided and pump capacity was assumed based off of record drawing information. Lift station pump down testing results conducted in August 2018 can be obtained from the City.

Table 8-10. 2018 Lift Station Pump Capacities

Lift Station	Dimensions (ft)	Pump 1 Capacity (GPM)	Pump 2 Capacity (GPM)	Pump 3 Capacity (GPM)
1	30 x 15	3102	3141	3197
2*	17.5 x 10	2250	1935	1950
3	6	424	455	None
4	6	251	228	None
5	6	95	212	None
6	8	392	387	429
7	6	99	115	None
8	6	272	326	None
9	8	1116	1098	None
10	6	263	293	None
Commercial**	5	220	220	None

** Information based on field test in 1992. ** Information based on plans in 2011.*

Lift station run times indicate all existing lift stations have adequate capacity to convey existing peak wastewater flows as shown in Table 8-11. Peak day flows were determined by multiplying the maximum day run times by the pump flow capacity. Flows shown in Table 8-11 are represented by daily flow rates.

Table 8-11. 2018 Lift Station Pump Capacities

Lift Station	Average Day Winter Water Flow Dec 2017 - Mar 2018	Peak Day Water Flow Jan 2016 - Oct2018	Estimated Lift Station Capacity		Flow Percentage of Capacity (%)
	gal / day	gal / day	gal / min	gal / day	
1	1,268,192	2,553,797	4,673	6,728,400	38%
2*	915,409	2,241,548	2,918	4,201,200	53%
3	35,774	137,501	424	610,560	23%
4	26,081	81,698	228	328,320	25%
5	2,762	7,236	95	136,800	5%
6	245,451	574,690	583	839,520	68%
7	5,638	27,618	99	142,560	19%
8	94,407	189,508	272	391,680	48%
9	104,839	232,524	1,098	1,581,120	15%
10	22,455	73,390	263	378,720	19%

** Lift station pump capacity assumed from record drawings.*

Sanitary Sewer System Capacity

The sanitary sewer system capacity analysis was completed by modeling the existing sewer system using SewerCAD software (SewerCAD CONNECT Edition). A SewerCAD model was developed for the existing and 2040 sanitary sewer system based on the City's geographic information system (GIS) data and available record drawings. Average day wastewater flows (Table 8-10 and Table 8-11) were inputted into the models based on manholes nearest parcel within the City. The average flow model was then adjusted for peak flows, to account for inflow and infiltration by applying the Metropolitan Council standard peaking factors to the average daily flow in the pipes. Modeling results indicate the existing and 2040 sanitary sewer system's infrastructure, including gravity mains, lift stations, and force mains, have adequate capacity to serve current and future system flows.

To review model accuracy, available Metropolitan Council Environmental Services (MCES) meter readings were compared to model results. Table 8-12 compares the existing and 2040 modeled flows to average winter water MCES metered flows between 2017-2018 for each of the four (4) metersheds (e.g.M100, M221, M112, M110).

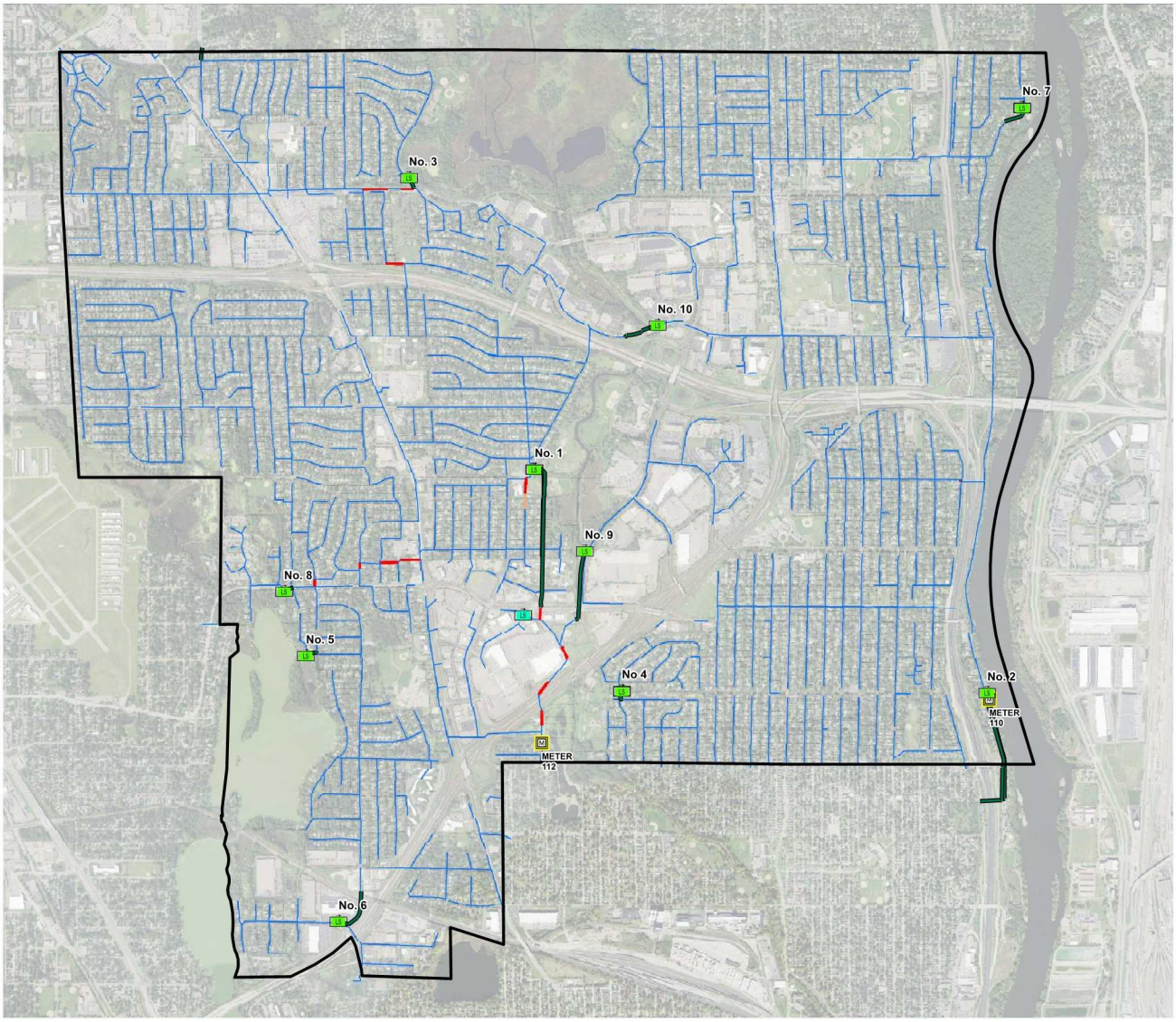
Table 8-12. City of Brooklyn Center Design Flows

MCES Metershed	Collection Area* (%)	Existing		2040		2017 Avg MCES Meter (MGD)
		Modeled Average Flow (MDG)	Modeled Peak Flow * (MGD)	Modeled Average Flow (MDG)	Modeled Peak Flow * (MGD)	
M100	10.5%	0.41	1.03	0.41	1.05	N/A
M110	32.9%	0.75	2.73	0.78	2.83	0.93
M112	55.0%	1.13	4.23	1.46	5.52	1.27
M221	1.6%	0.04	0.15	0.04	0.16	N/A

**Collection area excludes land use types that do not supply wastewater to Brooklyn Center's sanitary sewer collection system (e.g. parks, open water, wetland, railway, undeveloped land, and right-of-way).*

The model indicates that system capacity is capable of serving existing and 2040 sewer flow rates. Model results are illustrated in Map 8-5 and Map 8-6. If redevelopment includes sanitary collection system modifications, revaluation of existing facilities is recommended. Similarly, all proposed structures connecting to the sanitary sewer system within Brooklyn Park are required to apply for a building permit and follow the requirements of City Ordinance Chapter 4 – Public Utility and Service Districts.

Map 8-5. Existing Peak Day Flow Pipe Capacity



Existing Peak Day Flow Pipe Capacity

% Capacity

- Under 95%
- 95 - 100%
- Over 100%
- Force Mains
- Lift Stations
- Commercial LS
- Meters

SOURCE: City of Brooklyn Center, Esri

NOTES:
1. PERCENT CAPACITY IS CALCULATED USING MANNING'S EQUATION FOR OPEN CHANNEL FLOW DIVIDED BY THE PROJECTED PEAK FLOW IN THE PIPE. AS GRAVITY MAINS REACH CAPACITY FULL, THE PIPE WILL BECOME PRESSURIZED AND FLOW WILL CONTINUE TO INCREASE UNDER PRESSURE CONDITIONS. NO SERVICE FLOODING RISK CAUSED BY OVERCAPACITY PIPES DURING PEAK FLOW CONDITIONS IS ANTICIPATED WITHIN THE CITY OF BROOKLYN CENTER SANITARY SEWER COLLECTION SYSTEM.

N W E S

Feet

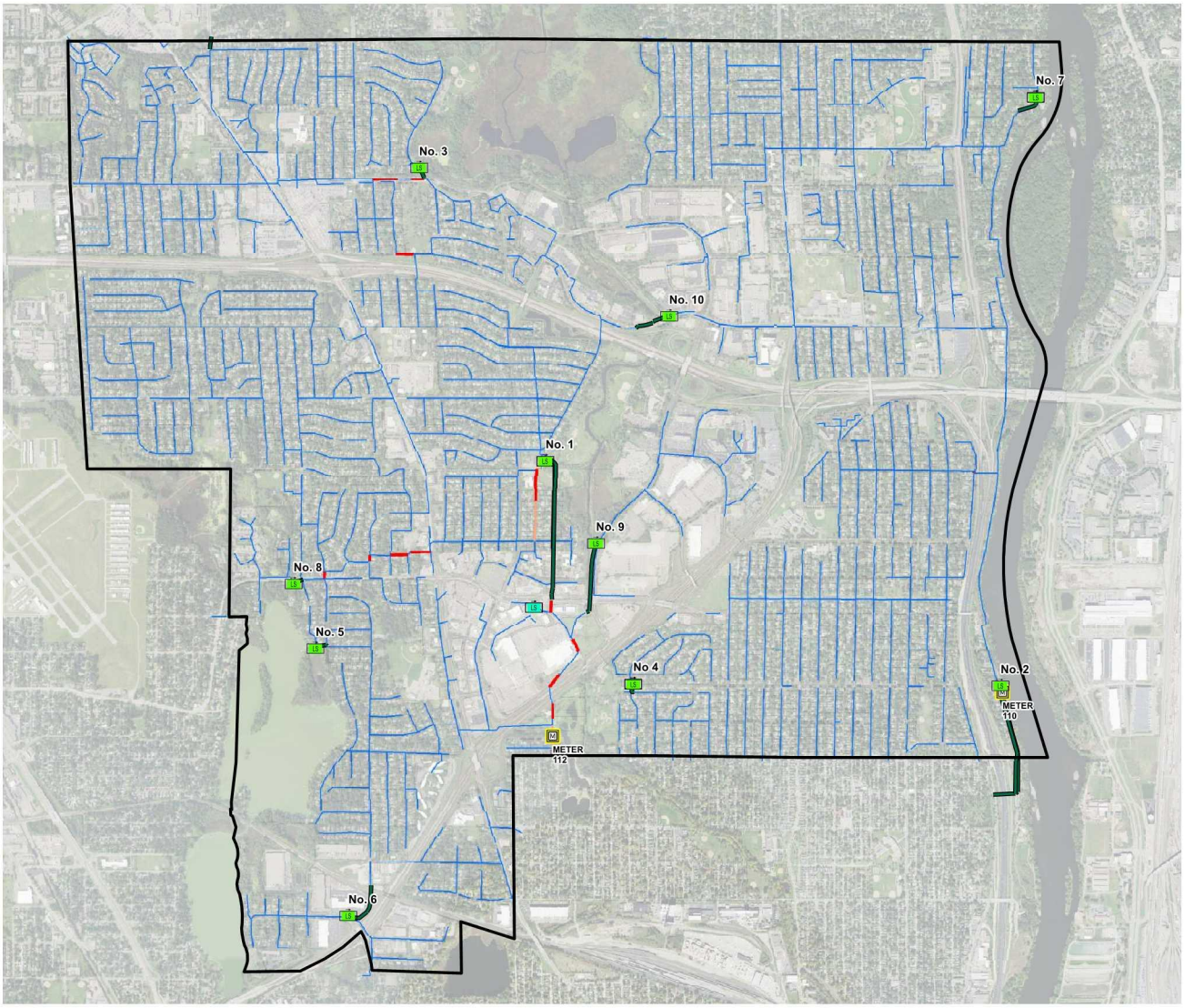
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Sambatek

Sambatek Project 21321

This map was created using Sambatek's Geographic Information Systems (GIS), it is a compilation of information and data from various sources. This map is not a surveyed or legally recorded map and is intended to be used as a reference. Sambatek is not responsible for any inaccuracies

Map 8-6. 2040 Peak Day Flow Pipe Capacity



2040 Peak Day Flow Pipe Capacity

% Capacity

- Under 95%
- 95 - 100%
- Over 100%
- Force Mains
- Lift Stations
- Commercial LS
- Meters

SOURCE: City of Brooklyn Center, Esri

NOTES:
1. PERCENT CAPACITY IS CALCULATED USING MANNING'S EQUATION FOR OPEN CHANNEL FLOW DIVIDED BY THE PROJECTED PEAK FLOW IN THE PIPE. AS GRAVITY MAINS REACH CAPACITY FULL, THE PIPE WILL BECOME PRESSURIZED AND FLOW WILL CONTINUE TO INCREASE UNDER PRESSURE CONDITIONS. NO SERVICE FLOODING RISK CAUSED BY OVERCAPACITY PIPES DURING PEAK FLOW CONDITIONS IS ANTICIPATED WITHIN THE CITY OF BROOKLYN CENTER SANITARY SEWER COLLECTION SYSTEM.

N W E S

Feet

0 650 1,300 2,600 3,900 5,200

Sambatek

This map was created using Sambatek's Geographic Information Systems (GIS), it is a compilation of information and data from various sources. This map is not a surveyed or legally recorded map and is intended to be used as a reference.

Inflow and Infiltration

Infiltration is water in the sanitary sewer system that enters through defects in the sewer pipes, joints, manholes, and service laterals, or by deliberate connection of building foundation drains. Water thatenters the sewer system from cross connections with storm sewer, sump pumps, roof drains, or manhole covers is considered inflow.

Water from inflow and infiltration (I/I) can consume available capacity in the wastewater collection system and increase the hydraulic load on the treatment facility. In extreme cases, the added hydraulic load can cause bypasses or overflows of raw wastewater. This extra hydraulic load also necessitates larger capacity collection and treatment components, which results in increased capital, operation and maintenance, and replacement costs. Therefore, it is imperative that I/I be reduced whenever it is cost effective to do so.

Metropolitan Council Environmental Services (MCES) defines excessive I/I as I/I that causes the peak hourly flow to exceed the value determined by multiplying the average flow by the value of the peak to average ratio used by MCES to design interceptors and pump stations.

Table 8-12 illustrates that from 2017 to 2018, the City's peaking factors, measured at meters M110 and M112, are shown to be below the MCES standard peaking factors. Further analysis of each of the lift stations, in Table 8-13, indicates that the peaking factor at the lift stations is below MCES standard peaking factor. With review of the results from Tables 8-12 and 8-13, the City of Brooklyn Center is determined to have no excessive I/I per the MCES definition.

However, I/I to some degree exists in virtually all municipal collection systems. Over 90% of the city's housing stock 1970 or pre-1970 era (see Table 4-1). None of the services has been individually evaluated for I/I except on an as-need basis. The City continues to improve and/or rehabilitate the sanitary sewer infrastructure with right-of-way reconstruction projects by replacing or lining existing clay sewer piping, replacing or coating existing manholes, and replacing existing manhole covers with sealed lids.

Results of infrastructure improvement procedures in the City show decreased I/I over time. Using historic lift station run time and precipitation data, the City currently experiences an average increase in flows of 200,000 GPD for events under 2 inches and 265,000 GPD to 300,000 GPD for events in excess of 2 inches. Before the City began replacing clay pipe mainlines and sealing manhole covers, peaking ranged between 500,000 GPD and 1,800,000 GPD increase in flows for events in excess of 2 inches. This is an approximately 75% decrease in averaged I/I flows for larger rain events.

Table 8-13. Metershed Inflow and Infiltration Analysis

MCES Metershed	Collection Area* (%)	2017-2018 Winter Avg MCES Meter (MGD)	2016-2018 Max MCES Meter (MGD)	Calculated Peaking Factor	MCES Standard Peaking Factor	Excessive I/I Present
M110	32.9%	0.81	1.64	2.03	3.2	NO
M112	55.0%	1.23	1.85	1.50	3.0	NO

Source: Brooklyn Center Sanitary Sewer Analysis Report, (Sambatek 2019)

Table 8-14. Calculated Peaking Factors for Lift Stations

Lift Station	Average Day Winter Water Flow Dec 2017 - Mar 2018	Peak Day Water Flow Jan 2016 - Oct2018	Calculated Peaking Factor	MCES Standard Peaking Factor	Excessive I/I Present
	gal / day	gal / day			
1	1,268,192	2,553,797	4,673	6,728,400	NO
2*	915,409	2,241,548	2,918	4,201,200	NO
3	35,774	137,501	424	610,560	NO
4	26,081	81,698	228	328,320	NO
5	2,762	7,236	95	136,800	NO
6	245,451	574,690	583	839,520	NO
7	5,638	27,618	99	142,560	NO
8	94,407	189,508	272	391,680	NO
9	104,839	232,524	1,098	1,581,120	NO
10	22,455	73,390	263	378,720	NO

** Lift station pump capacity assumed from record drawings.*

Source: Brooklyn Center Sanitary Sewer Analysis Report, (Sambatek 2019)

Table 8-15. Metershed Inflow and Infiltration Estimates

MCES Metershed	2018 Winter (Dry) Avg MCES Meter (MGD)	2018 Non-Winter (Wet) Avg MCES Meter (MGD)	Estimated I/I Avg (MGD)
M110	25.05	25.81	0.76
M112	37.8	38.7	0.9
TOTAL AVG	31.43	32.26	0.83

Source: MCES, 2018

The EPA Guide for Estimating Infiltration and Inflow (June 2014) was used to estimate the proportion of I/I contribution in the City's wastewater system. Monthly average flow data were obtained from the Metropolitan Council Environmental Services (MCES) customer portal for 2018 (See Table 8-15). It was determined that the wet monthly average flow (March-October) was 32.26 MGD, and that the dry monthly average flow (November-February) was 31.43 MGD. Therefore on average monthly, it is estimated that I/I contributes roughly 0.83 MGD (approximately 3% over base flows).

Goals for I/I Management

The City of Brooklyn Center will continue its efforts to eliminate excess I/I with the following goals for system management:

- Replace sewer linings
- Repair cracks and joints in public system
- Monitor sump pump drainage
- Educate property owners about reducing I/I
- Implement residential monitoring program for private sewer line maintenance

Brooklyn Center will also work cooperatively with other agencies and property owners to educate residents and businesses about the importance of reducing I/I and promote ongoing maintenance of infrastructure on private property. It is particularly important to inspect and repair damaged sewer service lines connected to the MDS and replace older clay pipes that are beyond their useful life.

The City will continue to implment system improvements as outlined in the Capital Improvements Plan (CIP) found in Appendix D of this Plan which includes costs for remediating I/I. (Note sanitary sewer mainline and service replacement.)

8-21

Policies and Regulations for I/I

Brooklyn Center regulates against inflow and infiltration to the sanitary system from surface water sources. City Ordinance Section 4-303. states “No person shall discharge or cause to be discharged any storm water, surface water, ground water, roof run-off, subsurface drainage, cooling water, or un polluted industrial process waters to any sanitary sewer.” The City also regulated disconnection from the sanitary sewer in City Ordinance Section 4-304, where Subdivision 2 states “No sanitary service lineb etween the sewer main and the waste system of any dwelling or other building shall be disconnected until a licensed plumber has obtained a disconnection permit from the planning and inspection department.”

The City will continue to monitor compliance with this ordinance through its permitting processes. Chapter 4 of the Brooklyn Center City Code is included for reference in Appendix G.

SOLAR RESOURCES

Solar resources are a growing opportunity for communities like Brooklyn Center to make use of renewable resources, increase sustainable energy use, and reduce reliance on fossil fuels. With future redevelopment potential in the City, the addition of caputuring solar energy use should be considered.

Gross and Rooftop Solar Resource Calculations

The gross solar potential and gross solar rooftop potential are expressed in megawatt hours per year (Mwh/yr), and these estimates are based on the solar map for your community. These values represent gross totals; in other words, they are not intended to demonstrate the amount of solar likely to develop within the City. Instead, the calculations estimate the total potential resource before removing areas unsuitable for solar development or factors related to solar energy efficiency.

The gross solar generation potential and the gross solar rooftop generation potential for Brooklyn Center are estimates of how much electricity could be generated using existing technology and assumptions on the efficiency of conversion. The conversion efficiency of 10% is based on benchmarking analyses for converting the Solar Suitability Map data to actual production, and solar industry standards used for site-level solar assessment. Table 8-6 summarizes the solar generation potential for the City.

Table 8-16. Gross and Rooftop Solar Potential for Brooklyn Center

Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr)[1]	Rooftop Generation Potential (Mwh/yr)[1]
11,541,682	1,406,373	1,154,168	140,637

1 In general, a conservative assumption for panel generation is to use 10% efficiency for conversion of total insolation into electric generation. These solar resource calculations provide an approximation of each community's solar resource. This baseline information can provide the opportunity for a more extensive, community-specific analysis of solar development potential for both solar gardens and rooftop or accessory use installations. For most communities, the rooftop generation potential is equivalent to between 30% and 60% of the community's total electric energy consumption. The rooftop generation potential does not consider ownership, financial barriers, or building-specific structural limitations.

Solar Goals

1. Balance between the benefits of urban forests and the benefits of enabling solar development.
2. Create local community solar garden opportunities for residents and businesses who have limited onsite solar resources or do not own land or buildings.
3. Redevelopment projects will evaluate on-site solar resources and incorporate solar development into designs.

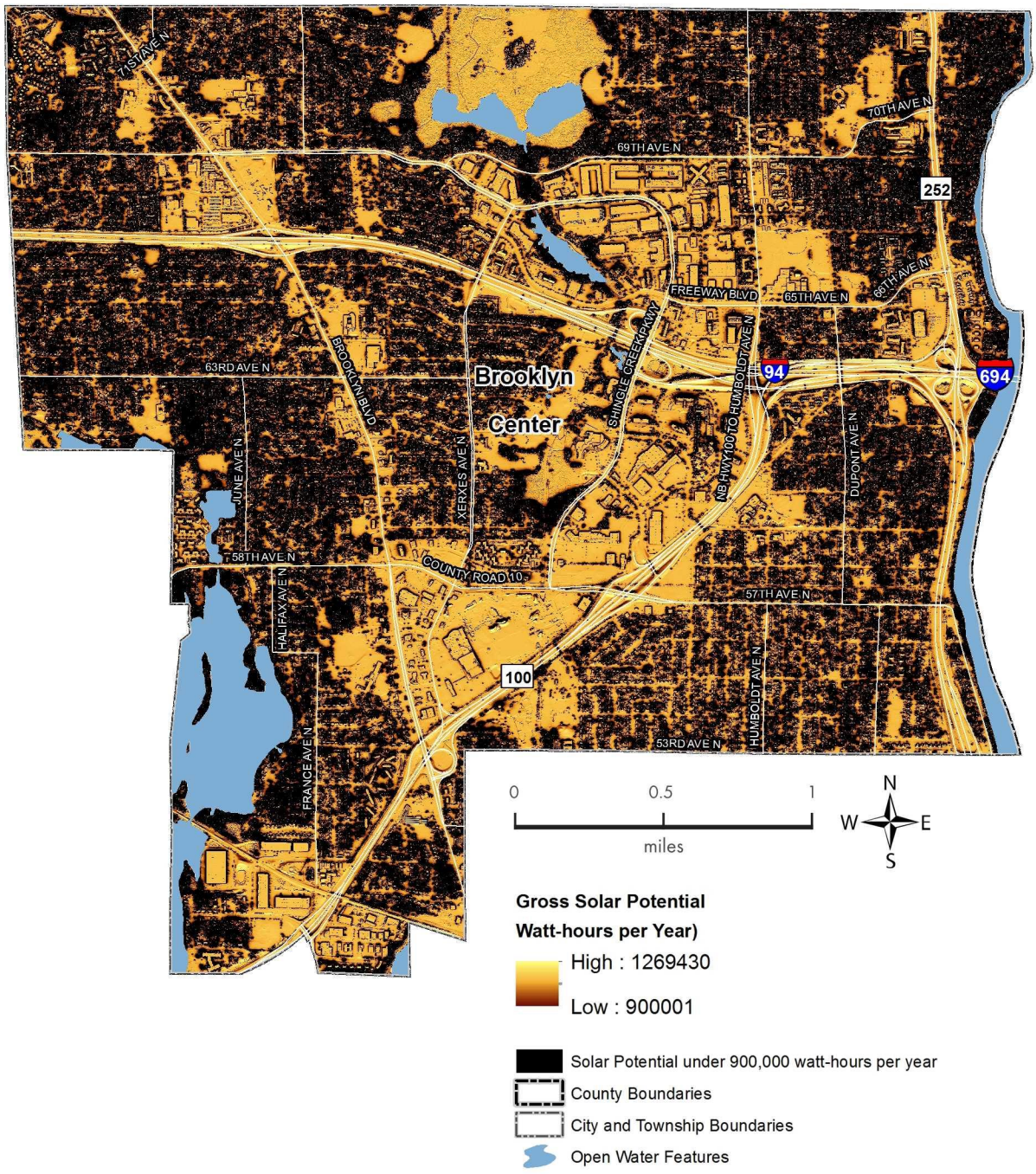
Solar Policies & Strategies

1. City encourages development of distributed solar energy systems that are in keeping with the community's character and use community solar resources.
2. City supports the development of zero net energy buildings and use of local renewable and energy efficiency resources.
3. City sets a local renewable energy standard to meet 10% of community-wide electric energy use with on-site renewable energy.
4. Become certified as a "solar-ready" community under the Department of Energy's SolSmart program.
5. Enable and promote PACE financing for local energy efficiency and solar energy projects on private buildings.





Map 8-7. Gross Solar Potential - Brooklyn Center



Source: Univeristy of Minnesota U-Spatial Statewide Solar Raster

CHAPTER 9:
Implementation






Comprehensive Plan 2040


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INTRODUCTION

This Chapter is a critical part of the Comprehensive Plan Update process providing a roadmap for the City of next steps and implementation strategies to help bring this Plan to reality. The implementation strategies contained in subsequent sections of this Chapter are specific to the individual Chapters in this Plan, goals and strategies, and feedback heard throughout this planning process.

Throughout this planning process consistent themes and messaging emerged that became the foundation for plan development, including the implementation strategies found in this Chapter. At key milestones in this process the City solicited targeted feedback from residents, stakeholders, commission members and the City Council in an effort to establish Brooklyn Center's top priorities for the next 10–20 years. The following top priorities, including those characteristics of the community that are important to maintain, emerged from the planning process (unordered):

- Our location is exceptional but a consistent brand for the community has yet to be recognizable in the region since Brookdale closed. We have an opportunity to reimagine and redevelop this area—we have to design and implement a plan that is innovative, forward thinking and creative.
- Brooklyn Center's population is diverse and will be into the future. The City should embrace its diversity and use it as a differentiator that makes the City a desirable, exciting and vibrant place to live, work, and recreate.
- Creating an economically competitive, accessible and strong business climate is important to developing a stable, vibrant and sustainable community long-term.
- Brooklyn Center's accessible regional location in conjunction with the available redevelopment areas in the center city provide an opportunity to create a dynamic and vibrant sub-regional job center that provides employment opportunities to the City's residents and the larger region.
- Our youth is our future and we need to focus on their needs today, and in the future. We should partner with schools, work-programs, public and private post-secondary institutions to ensure kids have opportunities to work and live in the City as they become adults.
- The City's housing stock is aging and lacks economic diversity. We need to find ways to integrate a range of housing types, sizes, and prices (affordable and market) rate into redevelopment to expand the choices available to new and existing residents.

- We need to establish clear standards and regulations for areas designated or identified for redevelopment. It is important to consider massing, setbacks, relationships with existing homes, open spaces, trails, and natural resources.
- We should capitalize on the transit improvements, particularly the C-Line, that could be an amenity to any new development in the center city if designed and planned for appropriately.
- The City should establish and enhance key relationships with partner agencies such as the Metropolitan Council, DEED, MnDNR, Three Rivers Park District and Hennepin County to create a more integrated region that provides improved connections within the City and to the region.
- Safety of transit users was repeatedly mentioned particularly for users that would like to use the main transit station in the community. Community members identified concerns such as loitering, lighting, accessibility, and lack of consistency with routes as concerns. The transit 'hub' will likely become busier as the C-Line (and eventually the D-Line) opens, and it is important for the City to partner with Metro Transit to plan for and ensure residents feel comfortable and safe at the station.

Based on these guiding priorities and principles the following implementation strategies were derived. Most chapters' implementation strategies can be found in the following sections with the exception of some the Housing Implementation Strategies that are partially included within the individual chapter for consistency with the Metropolitan Council's checklist.

The following implementation strategies are meant to identify a set of high-level steps and considerations that will help guide the City to achieve the goals and objectives of this Plan. The strategies are not all encompassing, but instead are meant to serve as a guide and roadmap to describe the methods, steps and types of questions the City will tackle throughout this planning period. Just as this list may not include every strategy, Brooklyn Center may not complete every strategy on this list based on market dynamics or other external factors. But generally the City will use the following strategies as a guide to work towards implementing the Vision and Goals that this Plan has established for the City as it continues to evolve and change into 2040.







CAPITAL IMPROVEMENT PLAN

The Capital Improvement Plan (CIP) is a flexible plan based upon long-range physical planning and financial projections, which schedules the major public improvements that may be incurred by the City over the next five years. Flexibility of the Capital Improvement Plan is established through annual review, and revision if necessary. The annual review assures that the program will become a continuing part of the budgetary process and that it will be consistent with changing demands as well as changing patterns in cost and financial resources. Funds are appropriated only for the first year of the program, which is then included in the annual budget. The Capital Improvement Plan serves as a tool for implementing certain aspects of the City's Comprehensive Plan; therefore, the program describes the overall objectives of City development, the relationship between projects with respect to timing and need, and the City's fiscal capabilities.

The full Capital Improvement Plan is available at Brooklyn Center City Hall and on the City's website. It is also included as in Appendix D to this Plan.

Fiscal Devices, Public Programs and Timeline to Implement Major Zoning Update

In addition to the City's allocated department and general funding sources, the City intends to utilize a variety of fiscal devices and tools to implement this Plan. Some of the components of this Plan are longer-term initiatives and therefore it is unknown exactly how the efforts will be financed; however, generally the City will likely use similar methods and techniques in the future as planned with its short-term initiatives identified in the following sections.

Fiscal Devices & Public Programs

The City intends to use the following fiscal devices and public programs to implement this Plan. The City has identified the Zoning Ordinance update and overhaul as the most immediate short-term initative to accomplish as part of its official controls update. Concurrently, and subsequently, to the Zoning Ordinance update the City is actively working on a redevelopment initative with a developer partner that was selected through an RFP process. A summary of fiscal devices and programs related to each initiative is provided on the following page. It should be noted that these funding sources and tools are intended to be used on these two large short-term initiatives, and that future long-term initiatives would likely utilize similar tools, but the list is not exhaustive because new tools may enter the market and the City would explore available resources provided they support the vision, goals and strategies identified in this Plan.

Zoning Ordinance Update

The following funding sources have been identified to support the Zoning Ordinance update:

- 2019 City Budget allocated $160,000 for implementation of this Plan, specifically related to zoning and master planning.
- Acquired a $60,000 grant that will be used towards creating TOD zoning district to support the future Land Use Plan contained in Chapter 3.
- Applied for a $50,000 grant from Hennepin County through their Corridor Initiative program for the creation of the Brooklyn Boulevard Overlay District.

Key Milestones:

- New zoning code and related ordinances (Shoreland, MRCCA, Platting, Sign) by July 2020
- Creation of new TOD and mixed-use zoning districts by July 2020

Redevelopment Funding Sources

The following funding sources have been identified to support the redevelopment efforts:

9-4

- Public-private partnership with selected developer for the Opportunity Site. Preliminary development agreement stipulates that the developer will reimburse the City for planning work on the EDA-owned portion of the site. This agreement allows for an additional $50,000 of master planning work on the site.
- Plan to apply for LCA-TOD pre-development funds to assist with master planning work on the Opportunity Site.

Key Milestones:

- Brooklyn Boulevard redevelopment framework by May 2020

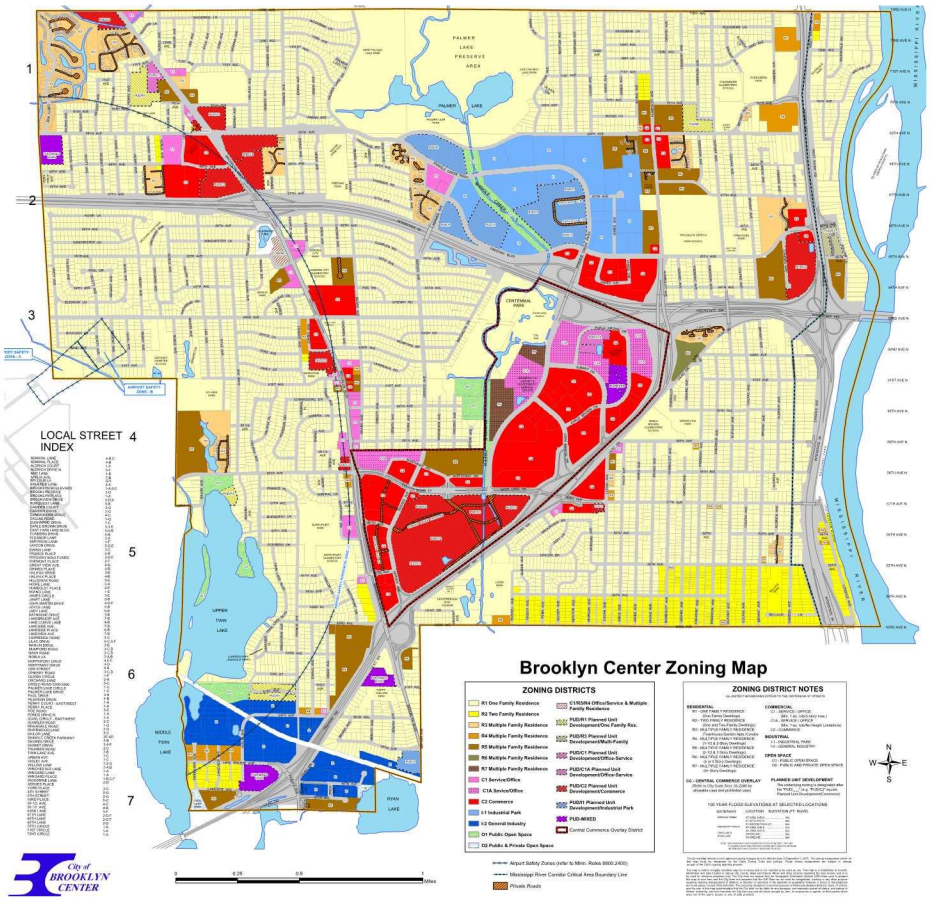
Other Funding Sources and Initiatives

The Zoning Ordinance update, Master Planning and Redevelopment initiatives are the most significant components of this Plan. A few other initiatives of the City with respect to funding implementation of this Plan include the following:

- City is in the process of creating a public subsidy policy and it should be adopted by mid-2019.
- City will explore creating a housing coordinator position as part of the 2020 budgeting process for 2021.
- The City will work to identify a funding source, and will conduct a housing study in 2020.

Current Zoning Map & Districts

As referenced, the existing zoning ordinance and map will be amended and updated through this process. The following map and summary of each zoning district is provided.



Adopted Zoning Districts

Residence	*Commerce*
R1 One Family Residence	C1 Service/Office
R2 Two Family Residence	C1A Service/Office (Allows for Transient Lodging)
R3 Multiple Family Residence (Townhouse/Garden Apartment)	C2 Commerce
R4 Multiple Family Residence (1-1/2 and 2 Story)	*Industry*
R5 Multiple Family Residence (2 1/2 and 3 Story)	I1 Industrial Park
R6 Multiple Family Residence (4 and 5 Story)	I2 General Industry
R7 Multiple Family Residence (6 Stories or More)	*Open Space*
	O1 Public Open Space Reserved
	O2 Public and Private Open Space Reserved

CHAPTER 3: LAND USE & REDEVELOPMENT

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

Land Use

1. The City will complete a full update of its zoning ordinance to support the modified land use designations identified on the Future Land Use Plan.

    a. The update at a minimum will include a full review of all residential, commercial, and industrial zoning classifications that consider the following:

        i. Setbacks
        ii. Parking
        iii. Height Restrictions
        iv. Coverage
        v. Performance Standards
        vi. Permitted/Un-permitted Uses
        vii. Conditional Uses
        viii. Accessory Structures/Uses
        ix. Fencing/Screening

    b. To support the individual zoning district update process, a full review of the City Code as it may pertain to the administration of the Zoning Code will be completed. This process may result in changes and updates or may find that the existing ordinances are adequate. At a minimum, the review will consider the following:

        i. Sign Standards
        ii. Public Nuisances
        iii. Special Use Permit (SUP) will be brought into Compliance with Minnesota State Statute requirements for Conditional Use Permits.
        iv. Variance process and language will be updated and revised to reflect 'Practical Difficulties' if not already completed.
        v. Platting ordinance will be reviewed for platting process compliance and proper reference to the revised zoning ordinance.
        vi. PUD process and procedures will be reviewed for consistency with the City's stated goals and objectives, particularly as it relates to redevelopment areas identified within this Plan.
        vii. Addition of a Shoreland Ordinance to comply with MRCCA requirements.

    c. The process to prepare the zoning ordinance update will be led by the City's staff, with support and assistance from a Consultant and input and direction from the City Council.

i. The City may establish a community engagement plan for the Zoning Code update process. This may include a sub-committee or task force to provide feedback and input on key issues throughout the update process to ensure a broad spectrum of perspectives is represented and addressed within the process.

2. The City will continue to support and explore incorporating policies within ordinance updates that address community resiliency and long-term sustainability.

   a. As Ordinances are updated, the City will explore opportunities to encourage through incentives or regulations energy efficiency in redevelopment and site design.

   b. Addressing resiliency with respect to the City infrastructure and PTOS systems can be cost-effective when incorporated into initial site design requirements. The City will explore opportunities to address and incorporate such site design standards into its ordinances, particularly within new zoning districts.

Redevelopment

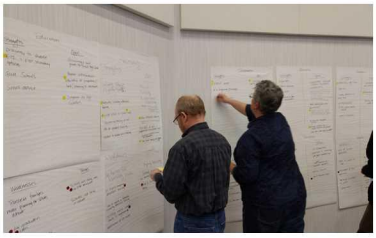
1. The City will create zoning districts to support the new land use designations identified on the Future Land Use Plan.

   a. At a minimum seven new zoning districts will be developed for consistency with the Transit Oriented Development (TOD), Neighborhood Mixed-Use (N-MU), Commercial Mixed-Use (C-MU), and Business Mixed Use (B-MU) land use designations.

   b. The process to prepare the new zoning districts will be led by Staff and a Consultant with direction from the City Council and City Commissions. The process should be initiated immediately upon adoption of this Comprehensive Plan and should be completed within nine (9) months of its adoption. Each zoning district will address, at a minimum:

      i. Massing and architectural design
      ii. Setbacks
      iii. Height restrictions
      iv. Site design/landscape standards
      v. Permitted, conditionally permitted and not permitted uses
      vi. Accessory structures/uses
      vii. Transition of uses
      viii. Mix of uses
      ix. PUD process or other incentive process
      x. Establishment of how mixed-use will be applied (i.e. through a master plan approach, parcel-by-parcel basis, etc.)





2. The City will develop a process and methodology for tracking the mixed-use and redevelopment projects to achieve the mix of uses as contemplated within this Comprehensive Plan. The ordinances should be developed with graphic representations of the standards to be more user friendly. The process may include exploration of ghost-platting, development of a database/tracking spreadsheet, and the development of 'cheat-sheet' or development reference guides for developers and land owners that describe the mix of uses contemplated and the process to ensure compliance with the Ordinance and this Plan.

3. The City will establish guidelines and procedures for the sale of EDA-owned property. This may include creating marketing materials and promoting revised ordinances that highlight the ease of developing in the community.

4. The City will continue to evaluate opportunities for additional land acquisition particularly within proximity to land holdings in the center city that may offer larger redevelopment opportunities.

5. The City will participate as an active partner in any redevelopment effort that includes City financial participation as the land owner, or TIF, tax abatement, grant partner, etc.

9-8 6. What has historically been known as the "Opportunity Site" is re-guided in this Plan to allow for mixed-use development of the site. At the time of this Plan the City is working with a developer on a master plan for the redevelopment that will add a significant number of new households to the community. Understanding that this redevelopment effort is in-progress, the new zoning districts that are created to support the land use designation must be prepared for consistency with the anticipated development. In an effort to minimize duplication of the process, the City will create a minimum of one supporting zoning district that is consistent with the known redevelopment plans. The zoning district will address, at a minimum, the following:

   a. A minimum percentage of the project that must contain commercial, office or retail uses that support and are consistent with any developed housing.

   b. The ordinance development process should consider how to incorporate a range of housing types, including considering incentives and/or standards that encourage the construction of new affordable housing.

   c. The ordinance will incorporate architectural and landscape design standards that support the goals and strategies contained within Chapter 2 of this Plan.

   d. The ordinance will incorporate incentives, and where applicable standards, that are focus on sustainable site improvements and resilient infrastructure improvements such as: transit, trail and sidewalk connections, pervious pavers and other innovative landscape products, localized surface water management and other low impact development techniques.

e. The ordinance will require development that incorporates best practices for creating transit oriented places, including density minimums, parking maximums, pedestrian-oriented design, and must accommodate a mix of uses.

CHAPTER 4: HOUSING & NEIGHBORHOOD

The Implementation Strategies that support the Metropolitan Council's checklist to achieve the City's Housing goals and objectives can be found in Chapter 4 of this Plan. The following implementation strategies support those contained within Chapter 4.

1. As part of the zoning ordinance update process the City will evaluate the rules and regulations to ensure that they allow existing and future residents to improve their homes in ways that add value and are desirable, and allow for infill housing that offers a range of housing types and products.

    a. Residential zoning districts should be written to allow for a mix of housing types, with various setbacks and massing standards to allow for diversity within an individual development.

    b. Ordinances should be written to define 'family' consistently with current demographics. This may require additional study to fully understand the greatest needs anticipated in the community over the next planning period.

    c. Setback requirements should reflect existing conditions and allow reasonable expansions and additions to homes.

2. The City will evaluate the housing stock for consistency with current and projected demographics. This includes understanding appropriate mix of bedrooms, unit types, etc., that match the changing needs of the City's residents. The following examples may require additional study:

    a. Unit mix, such as studios, 1-bedrooms, 2-bedrooms, 3 and 3+ bedrooms.

    b. Private entry rental opportunities such as townhomes, row homes, etc., versus standard multi-family apartments and condominium development.







3. The City will continue to operate its Rental Licensing Program, which has proven to be highly effective in maintaining the City's rental housing stock.

4. The City will continue to operate a robust code enforcement program that incorporates both complaint-based enforcement and proactive sweeps. The City will continue to engage residents and business owners to ensure code compliance and to provide information in a way that is understandable and clear.

5. The City will continue to operate its Vacant Building Program, which tracts and monitors vacant properties in the City, as well as ensuring adequate upkeep and maintenance.

6. The City will explore programs and policies that promote home ownership in the City.

7. The City will explore programs and policies that provide assistance with single-family housing rehabilitation and maintenance, including low and no-cost loans and grants, project consultation, and other resources. This may include partnerships with outside agencies as well as programs administered by the City.

8. The City will explore polices and ordinances, including incentives and standards, that encourage the construction of new affordable housing.

9-10

9. The City will explore partnerships that provide sources of financing and incentives to preserve existing multi-family housing, particularly ways to preserve naturally occurring affordable housing that maintains its affordability.

10. The City will explore programs and policies that encourage landlords to invest in their rental properties.

11. The City will consider creating a housing coordinator position to build relationships with existing landlords and tenants, administer programs, seek funding opportunities, and promote the City's housing goals.

12. The City will consider adopting policies that promote further the goal of providing safe, secure, and stable housing for renters. This may include adopting ordinances and/or policies that protect the rights of renters.

13. The City will consider inclusionary housing policies that ensure that affordable housing is a component of new housing development when the market strengthens to the extent that it would not deter investment.

    a. For example, if market rents rise to levels that are affordable to those making 80% AMI then the City would consider adopting an inclusionary housing policy.

14. The City will consider adopting a public subsidy policy that gives greater consideration to projects that forward the City's housing goals. This includes the option of TIF Housing Set-Aside funds or new TIF Districts that support mixed-income and affordable housing. The City will support grant applications to outside agencies to benefit projects that forward the City's housing goals.

CHAPTER 5: COMMUNITY IMAGE, ECONOMIC COMPETITIVENESS & STABILITY

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

1. The City will work to create strategies and supporting resources to incorporate affordable commercial, retail and office space into new redevelopment areas.

2. The City will actively pursue a branding and marketing strategy that leverages the community's diversity as a key asset from which new businesses can be developed.

3. To promote and support local businesses the City will explore the development of a local procurement policy.

4. The City will form a task force or steering committee to study local entrepreneurial needs, gaps and opportunities of residents. Study and research will focus on:

    a. Identification of barriers to growing or starting a business in the City.

    b. Review of existing ordinances and policies to ensure they support small, start-up and pop-up businesses.

    c. Understand what opportunities exist locally and regionally, and what strategies the City might employ to further support local entrepreneurs.

5. The City will explore the feasibility of a commercial land trust model that promotes perpetually affordable commercial space.

6. The City will review its existing business and industrial zoning district designations and revise and update, as necessary, language and policies to ensure regulations support and incentivize:

    a. Local businesses to stay and grow in the City

    b. New businesses to locate in the community

    c. A mix of land uses that reflect current market needs and desires

7. The City will explore opportunities to enhance partnerships with local secondary and post-secondary education institutions that support school-work opportunities, skills and job training, and matching local companies with young talent.

8. The City will partner with DEED and Hennepin County to offer entrepreneurial resource and support programs such as WomenVenture and Open to Business.

9. The City will create a Business Retention and Expansion Program to work directly with the businesses within the community to ensure that their needs are being met.

10. The City will amend its Business Subsidy Policy to prioritize the creation of livable and high wage jobs.

11. The City will create and fund a revolving loan/grant program to assist property and business owners with expansions, interior buildouts, equipment purchasing, and exterior enhancements.

12. The City will explore other economic development programs, including outside agencies, which would incentivize business expansion and attraction.

9-12 13. The City will explore job training and career pathways programs and policies that would benefit residents.

14. The City will explore options to connect the local workforce to employers.

15. The City will continue to support partnerships that promote workforce readiness and removing barriers for existing residents to access education and workforce training, such as the BrookLynk partnership with Brooklyn Park.

16. The City will explore partnerships and programs that promote financial literacy and wealth creation amongst residents.

17. The City will continue to explore ways to reduce racial disparities that exist as they relate the economic stability of its residents, including access to livable wage jobs, to home ownership opportunities, financial literacy and wealth creation, and job pathways training.



CHAPTER 6: PARKS, TRAILS & OPEN SPACE (PTOS)

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 6 of this Comprehensive Plan Update.

1. The City will continue to prioritize the completion of the PTOS system within redevelopment areas and will work with developers to identify appropriate and reasonable opportunities to enhance and improve access to the system by all residents.

2. Redevelopment projects will be required to provide trail connections that align with the surrounding local and regional trail system that are existing or planned within this Plan.

3. Redevelopment projects will be required to plan for parks and open spaces consistent with this Plan, and the City will work with developers to identify and prioritize improvements to the PTOS system.

4. The City will continue to maintain and manage the existing parks, trails and open space plan consistent with past and current practices. Current management includes:

    a. Annual CIP budgeting and planning to support current park, trail, and open space function.

    b. Continue to support the City's Community Activities, Recreation and Services (CARS) division through appropriate capital investments.

    c. Periodic survey of residents and stakeholders to understand appropriate and needed parks, trails, and open space programming within the system.

    d. Prepare and plan for system improvements that respond to the needs of the community. This includes improvements such as park system component conversions including transitioning baseball fields to multi-purpose fields.

5. Brooklyn Center will continue to support opportunities for community gatherings at each of its parks, including, but not limited to the summer markets, pavilion rentals, Brooklyn Center's movie in the parks, and Central Park events that unite the community.

6. The City will continue to complete the sidewalk and trail network consistent with previous planning efforts. This plan acknowledges that trails and sidewalks are a critical component of the Park and Recreation system but are equally as important to the transportation system.



CHAPTER 7: TRANSPORTATION & TRANSIT

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

1. The City's accessibility to the region, and within the region, is an important differentiator and asset to the community. The City will continue to prioritize roadways as an important part of the transportation network.

2. The City will continue to partner with Hennepin County and MnDOT on planned road reconstruction projects to ensure safety and accessibility of the road system within the City are prioritized.

3. Any roadway reconstruction or improvement will consider the incorporation of a stormwater assessment, and any plans should incorporate and implement the Minnesota Pollution Control Agency's Best Management Practices to improve stormwater quality, recharge local aquifers, and reuse and conserve stormwater where possible.

4. The City will continue to budget for regular maintenance of roadways approximately every five to eight years and include such plan within the City's Capital Improvement Program.

5. Brooklyn Center will plan for completing the Regional Bicycle Transportation Network (RBTN) that is currently planned within the City to connect to other regional and sub-regional job centers. As redevelopment and reconstruction of roadways occurs RBTN segments or gaps will be constructed to help complete the system.

6. Many of the City's residents use Transit, and many more could if service were improved in the City. Currently the City is divided into Transit Market II and Transit Market II, which provides varying levels of services. The following summary of considerations is provided:

    a. The City will work with Metro Transit over this planning period to evaluate the appropriate Transit Market areas for the City per the Metropolitan Council.

        i. The mapping completed for this Plan demonstrates that some of the residents that may benefit most from frequent and reliable transit may be underserved.

        ii. The City is developed with a similar urban grid pattern for the majority of its neighborhoods without much distinction. Therefore, it seems inaccurate to identify some areas as more typical "suburban" development.

    b. The City's Future Land Use Plan has identified the 'central spine' for possible redevelopment in this planning period. The redevelopment pattern contemplated embraces the Transit Station and uses it as an organizing feature.

CHAPTER 8: INFRASTRUCTURE & UTILITIES

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

1. The City will continue to plan for water and sewer infrastructure improvements to occur concurrently with any planned roadway improvements and reconstruction projects.

2. The City prepared a full sanitary sewer plan and supportive modeling in conjunction with this Plan update. As redevelopment occurs, the sewer plan will be used to guide proper infrastructure improvements including sizing and capacity recommendations, timing and consideration for future phases of redevelopment.

3. The City prepared an update to its water plan and supportive modeling in conjunction with this Plan update. As redevelopment occurs the water plan will be used to guide proper/necessary infrastructure improvements.

    a. The water supply permit from the DNR will be updated once this Plan and Future Land Use Plan are adopted to reflect projected housing and employment forecasts contained in this Plan.

4. The LSWMP identifies several capital and administrative projects that are incorporated into this implementation plan by reference. The City will properly manage and schedule such improvements to be included within its CIP for on-going planning and action.

5. The City will continue to work with its regional partners, including the Metropolitan Council, on sewer and water infrastructure planning and development so that regional coordination is maintained throughout this planning period.

6. Consideration for how to incorporate sustainable and resilient infrastructure through new development will be addressed at the specific site redevelopment level. This will first be accomplished through the ordinance review, creation and update process and described within previous sections; and will then be implemented through site and redevelopment plan sets and engineering.

    a. The City's Public Works Department and its staff will work collaboratively with the Community Development department to identify potential ordinance revisions that would support the development of an integrated green network that not only supports the PTOS system but the City's infrastructure.

APPENDIX A: MISSISSIPPI RIVER CRITICAL CORRIDOR AREA PLAN

The following list of Implementation Strategies is provided as a guide to implement the MRCCA Plan contained within Appendix A of this Plan.

1. The City will develop ordinances to support the Minnesota Department of Natural Resources (MnDNR) requirements to regulate property contained within the MRCCA overlay designations.

    a. At a minimum the City will develop a shoreland ordinance for properties that abut the Mississippi River and will structure the ordinance to comply with MnDNR requirements.

    b. The City will work collaboratively with the MnDNR to establish appropriate setback and height standards based on specific parcel locations and potential redevelopment.

        i. The City may seek flexibility from the MnDNR's standard requirements, particularly on sites identified for redevelopment. The City will work with the MnDNR to identify appropriate standards.

    c. The City will engage residents during the ordinance development to provide education about the MRCCA standard requirements and ordinance development process.

        i. The public engagement process will also solicit feedback regarding specific standards development include appropriate setbacks, height, coverage requirements, etc.





Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Doran M. Cote, P.E., Director of Public Works
BY: Mike Albers, P.E., City Engineer

SUBJECT: Resolution Accepting Work Performed and Authorizing Final Payment, Improvement Project No. 2016-06, Freeway Boulevard Mill and Overlay (East of Xerxes Avenue) Street Improvements

Background:

On September 12, 2016, the City Council awarded Improvement Project No. 2016-06 to C.S. McCrossan Construction, Inc., of Maple Grove, Minnesota for construction of the Freeway Boulevard Mill and Overlay (East of Xerxes Avenue) Street Improvements. C.S. McCrossan Construction, Inc. has successfully completed the construction work and is requesting final payment for the project.

Budget Issues:

The original contract amount with C.S. McCrossan Construction, Inc. for the project improvements was $472,151.75. The City Council authorized Change Order No. 1 in the amount of $81,182.00 on November 14, 2016 which increased the Contract amount to be $553,333.75. The total value of work certified for final payment is $522,542.65. The total project cost including contingencies/administration/engineering/legal is $635,996.10 and was completed 17.0 percent under budget in the amount of $130,637.65. The attached resolution provides a summary of the final amended costs and funding sources for the project.

Strategic Priorities and Values:

Key Transportation Investments

ATTACHMENTS:

Description	Upload Date	Type
Resolution	1/6/2020	Resolution Letter

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION ACCEPTING WORK PERFORMED AND AUTHORIZING FINAL PAYMENT IMPROVEMENT NO. 2016-06, FREEWAY BOULEVARD MILL AND OVERLAY (EAST OF XERXES) STREET IMPROVEMENTS

WHEREAS, pursuant to a written contract signed with the City of Brooklyn Center, Minnesota, C.S. McCrossan Construction Inc. of Maple Grove, Minnesota has completed the following improvements in accordance with said contract:

Improvement Project No. 2016-06, Freeway Boulevard Mill and Overlay (East of Xerxes Avenue) Street Improvements

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that

1. Final payment shall be made on Improvement Project No. 2016-06, Freeway Boulevard Mill and Overlay (East of Xerxes Avenue) Street Improvements, taking the contractor's receipt in full. The total amount to be paid for said improvements under said contract shall be $522,542.65.

2. The estimated project costs and revenues are hereby amended as follows:

COSTS	As Awarded+CO1	As Final
Contract (Award+Change Order 1)	$ 553,333.75	$ 522,542.65
Lighting	$ 37,800.00	$ 62,470.20
Contingency	$ 76,400.00	$ 0.00
Subtotal Construction Cost	$ 667,533.75	$ 585,012.85
Admin/Legal/Engr.	$ 99,100.00	$ 50,983.25
Total Estimated Project Cost	$ 766,633.75	$ 635,996.10

RESOLUTION NO. _____

REVENUES	As Awarded+CO1	As Final
Street Assessment	$ 300,139.60	$ 300,139.60
Sanitary Sewer Utility	$ 9,475.00	$ 6,373.77
Water Utility Fund	$ 9,890.00	$ 9,118.77
Storm Drainage Utility Fund	$ 28,075.00	$ 20,335.31
Street Light Utility	$ 50,000.00	$ 66,191.97
Municipal State Aid (MSA) Fund	$ 368,739.15	$ 233,521.68
Miscellaneous	$ 315.00	$ 315.00
Total Estimated Revenue	$ 766,633.75	$ 635,996.10

January 13, 2020
Date

_____
Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH:
BY: Doran M Cote, Public Works Director

SUBJECT: Receive Environmental Sustainability Report

Background:

At the August 26, 2019 City Council meeting, Council Member Butler requested that the City Council address the City's impact on the environment at an upcoming Work Session and consider things the City can do by starting small, like eliminating plastic bags and straws at City Hall. The City Council agreed to add this item to the Work Session Agenda. It should be noted that one of the City Council's Strategic Goals from 2009 was "Respond to increased awareness and interest in environmental sustainability and green community issues." A copy of that goal and the Goal Desired Outcomes is attached for reference.

Also attached is a report that provides an overview of Brooklyn Center's past and current activities and programs that demonstrate the City's conscience stewardship of the environment. It's purpose is to outline the many programs and initiatives within the city and to use this as a basis to continue and improve on the goal of increased environmental sustainability. This report was first presented to the City Council in 2014. It has been updated to include additional environmental initiatives the City is currently participating in.

The goal of having the City Council receive this report now, is not to generate discussion but rather to shift the focus from past and current activities and address prospective efforts toward sustainability at a future Work Session, tentatively scheduled for January 27, 2019.

Budget Issues:

There are no budgetary issues to consider with this action.

Strategic Priorities and Values:

Resident Economic Stability

ATTACHMENTS:

Description	Upload Date	Type
2009 Strategic Goals	1/8/2020	Backup Material
Environmental Sustainability Report	1/8/2020	Backup Material

GOAL 6 Respond to increased public awareness and interest in environmental sustainability and green community Issues

Goal Desired Outcomes

1. Citizen and City government recycling will improve
2. Citizen and the City government energy conservation will improve
3. Citizens and the City government will use alternative energy sources when viable
4. The purchasing power of the City will support the goals of an environmentally sustainable environment
5. Appreciation of the environment will be enhanced and expanded
6. Harmful emissions into the air, water and soil will be reduced
7. Development and redevelopment in the City will be sensitive to the environment impact

M E M O R A N D U M

DATE: October 28, 2019

TO: Curt Boganey, City Manager

FROM: Doran M. Cote, Public Works Director

SUBJECT: Environmental Sustainability Report

This Environmental Sustainability Report was assembled to document Brooklyn Center's current effort directed toward environmental sustainability.

> "**Environmental Sustainability - The maintenance of the factors and practices that contribute to the quality of environment on a long-term basis**."

Sustainability has many definitions but the basic principles and concepts remain constant: balancing a growing economy, protection for the environment, and social responsibility. Together these lead to an improved quality of life for everyone as well as future generations. This extensive, yet not all encompassing, list on the following pages are activities that are taking place in Brooklyn Center within various departments which meet these goals towards environmental sustainability. The activities are grouped together in various areas of sustainability.

Some sustainable practices stem from mandated activities required for state rules, laws, permits (i.e. – watershed partnerships, wellhead protection). Other practices provide cost savings for the City's budget (i.e. energy efficient vehicle purchase, equipment replacement), while some are a product of the City's active and ongoing role as a positive participant in the community.

<u>Water Quality</u>

- Watershed Partnerships - The City of Brooklyn Center partners with both the Shingle Cheek Watershed Management Commission (SCWMC) and the West Mississippi Watershed Management Commission (WMWMC) to protect waters of the State. The City reviews projects for the Watershed for water quantity and water quality protection. The City also partners with the SCWMC and WMWMC on projects within the City and looks for ways to maximize water quality and quantity improvements while using funds efficiently. In addition, this partnership provides educational opportunities for the residents of Brooklyn Center on protecting water quality.

- Storm Sewer Water Quality Facilities - The City of Brooklyn Center maintains 40 mechanical/settling structures and 39 storm ponds which help to improve water quality. Water quality improvements are constructed as a part of each yearly reconstruction project. The City conducts yearly inspections and maintenance to ensure these facilities continue to perform as designed.

- Erosion Control, Post-Construction, Illicit Discharge Ordinance - The City has Erosion Control, Post-Construction and Illicit Discharge Ordinances as a part of City Code to protect water quality and to

reduce water volume. In addition, the City inspects construction sites to ensure water quality is being protected. The City also has a program to ensure that private water quality facilities are maintained.

- Private Rain Gardens - In 2007 and since 2009, as a part of the yearly construction project, the City promotes rain garden installation where possible on residential property. Installation costs are paid from project funds, but following the installation residents take over and provide maintenance of the rain gardens.

- Public Rain Gardens - The City installed and now maintains several public rain gardens, including multiple rain gardens on Dupont Avenue and County Road 10, one located in Riverdale park, one located on City property along June Avenue, and multiple rain gardens installed along Kylawn Park as part of the annual 2014 reconstruction project. Living pavement (Grasscrete) was installed in Evergreen Park in 2017 as part of the reconstruction project.

- Street Sweeping - The City performs street sweeping operations four times a year and other times as needed to keep sediment, sand, trash and leaves out of the storm system. This helps protect the local and state water bodies.

- Chloride Reduction - As part of the Shingle Creek Total Maximum Daily Load (TMDL), the City takes many steps to reduce the amount of salt used on City streets, including yearly salt application training for public works personnel. The City calibrates all salt distributor equipment prior to snow and ice control operations each fall, reducing salt use on the City streets.

- Salt Brine – The use of salt brine tanks on the snow removal fleet improves ice and snow removal practices. Using a pre-wetting salt brine solution with our road salt has helped decrease the amount of salt use during ice control operations, reducing costs to the City and environmental impacts over other salt dispersal methods. In 2019 the Shingle Creek Watershed approved a $50,000 grant to assist the City in installing a brine mixing system.

- Shingle Creek Restoration - The City has partnered and completed several projects restoring the shoreline of Shingle Creek.

- Great Shingle Creek Cleanup - For 17 years, the City has organized and managed the yearly volunteer clean-up event including clean-up of parks, trails, streets and other green spaces areas.

- Water Resources Projects – Water Quality Best Management Practices (BMPs) such as raingardens, living pavement (Grasscrete), permeable pavement and concrete are considered and included in street reconstruction and parking lot improvement projects. Other projects to improve water quality included carp removal in Twin Lake, annual pond dredging, and winter in-lake aeriation.

<u>Resource Conservation</u>

- Water Conservation rates - Minnesota Statutes required public water suppliers serving more than 1,000 people in the metropolitan area to implement and use a water conservation rate structure by January 1, 2010, in order to promote and encourage water conservation. In response, the City adopted an “increasing block rate” structure with a rate schedule that increases the charge per unit of water after certain thresholds of consumption are reached.

- Water Conservation Rebate Program – In 2019 the City initiated a new Water Conservation Rebate Program designed to encourage residents and businesses to upgrade older, inefficient appliances and plumbing fixtures with more efficient equipment.

- Hennepin Recycling Group - Brooklyn Center partners with the Hennepin Recycling Group (HRG) to provide recycling for Brooklyn Center residents. This single sort recycling is practical and simple for residents, while having only one recycling contractor is better for the environment by reducing the number of trips by trucks in the City. The HRG manages recycling and waste disposal contracts at all City facilities. HRG also offers oil recycling to residents and holds a Special Material Drop Off Day at the Brooklyn Park Operations & Maintenance Facility. Residents also have use of a yard waste and tree branch drop off site.

- Parks Recycling – In 2014, the City initiated recycling in City Parks. Parks is diverting nearly twice as much recycling now as it has in years past.

- Electronic billing and payment methods for Utility Billing - Residents can elect to receive E-bills or pay their bills online, providing the City savings on paper costs, postage costs, etc.

- Paperless Departments - Most departments are working with more digital files and using less paper in their daily work activities. Departments utilizing programs like Laserfiche have reduced the need for paper copies. Dual monitors at work stations have also reduced the need for printing hard copies.

- Online services through the City's website are available to reduce paperwork. ePermits allow certain permits online for construction projects, sign up for recreation programs, data practice requests allowed online/through email, requests for service online through Notify Me, City Documents can be accessed online such as maps, Council and Commission meeting agendas and documents, and more.

- Grease Recycling at Earle Brown Heritage Center - Used grease from the kitchens at the Earle Brown Heritage Center is recycled.

- Carpet Recycling at Earle Brown Heritage Center - Old carpet is recycled when removed and any newly installed carpet is made from recycled materials.

- Recycling at Earle Brown Heritage Center - A cardboard, paper, plastic and aluminum recycling program is in place. All cardboard is flattened and run through the packer in preparation for recycling.

- Toner and Ink Recycling – The City's toner and ink recycling program eliminates disposal of plastic cartridges into landfills.

- Paper Towels - The Earle Brown Heritage Center uses paper towels made with 95% recycled paper.

- Trim Trax program/Second Harvest Heartland - Trim Trax is a program in place to reduce food scraps and trimmings. The Earle Brown Heritage Center partners with Second Harvest Heartland for which they donate large volumes of leftover food products.

- Water Treatment Plant – The water filtration process requires the filter media to be backwashed with air and water. The backwash water is pumped to settling tanks where the solids settle out and 90% of the backwash water is reclaimed and retreated.

- Leak Detection – The City performs leak detection on the water distribution system to determine if there are leaks in the system wasting water.

- Inflow and Infiltration (I/I) Reduction – Street reconstruction projects routinely include replacement of or lining sanitary sewer lines thus reducing I/I. Reducing I/I means the City does not have to pay to treat otherwise clear water. Reducing I/I region-wide means the need for treatment expansion is reduced.

Natural Resource Preservation

- Tree City and Arbor Day Events - The Tree City USA program is a national program that provides the framework for community forestry management for cities and towns across America. Communities achieve Tree City USA status by meeting four core standards of sound urban forestry management: maintaining a tree board or department, having a community tree ordinance, spending at least $2 per capita on urban forestry, and celebrating Arbor Day. The City has been awarded this designation for the past 27 years for its stewardship.

- Green Yard Workshop - The City supports the Green Yard Workshop offered by Metro Blooms. This workshop provides residents with information on environmentally sound gardening practices that can also help protect water quality.

- Adopt a Park, Flower Garden, Rain Garden or Bus Shelter – The City promotes volunteer opportunities for groups to adopt a park, street, flower garden or rain garden for clean-up. The City also provides volunteer opportunities for storm drain stenciling.

- Wellhead Protection Plan – The Wellhead Protection Plan is intended to promote activities that protect the aquifer from which the City's drinking water supply is drawn and increase public awareness of the Wellhead Protection Program and groundwater issues.

Energy Conservation

- Water Treatment Plant - Sustainable architectural features included natural daylighting throughout including the filter room, low maintenance poured-in-place and precast concrete structure and wall panels, building insulation which surpasses the current energy code, a Tier 4 Interim Diesel generator that qualifies for Xcel Energy's Tier 2 Off-peak program for energy rebates, and LED lighting both interior and exterior. Rain gardens and low maintenance landscaping were important features included in the site design.

- LED Lighting Opportunity Site – Thirty-seven (37) existing light poles in the Earle Brown/ Opportunity site that had reached the end of their lifespan where replaced with Light Emitting Diode (LED) lights.

- Residential Street Lighting – Xcel Energy has replaced 846 High Pressure Sodium (HPS) street lights with LED lights. All new or upgraded lighting in residential street reconstruction projects since 2018 are LED as well.

- Parks Lighting - The City has replaced incandescent parking lot lights at Palmer Lake East, Palmer Lake West and Orchard Lane Park with LED lighting. Park shelters have also been converted to LED.

- Traffic Signals – All of the red, yellow and green indications on City owned and maintained traffic signals have been converted to LED indications. Signal luminaires are also converted to LED as the HPS expire.

- Energy efficient vehicle purchase - In the past the City fleet has operated a number of E-85 Flex-fuel vehicles. In 2019 the City purchased two hybrid squad cars. The hybrids cost $3,000 each more than traditional squads but the fuel savings in the first year alone will offset those additional costs. The diesel vehicles use a blend (B-5) of diesel and biodiesel. The City is also transitioning to Tier-4 diesel engines as available in fleet upgrades. Tier-4 engines are the cleanest diesel burning engines on the market.

- Lighting Efficiency Project – Lighting at the Public Works Maintenance Facility was upgraded to more efficient lighting as part of a federal American Recovery and Reinvestment Act, saving about 40% in energy cost.

- Xcel Energy Peak Shaving – The Public Works Maintenance Facility and Water Treatment Plant participate in Xcel Energy's Peak Shaving Program whereby during peak electrical demands these facilities are switched to backup generation for power reducing our demand on the energy grid.

- Community Center Performance Improvements Contract –Facility improvements were completed at the Community Center that will substantially generate energy savings from the improvements.

- Variable frequency drives on large capacity water pumps – Seven (7) variable frequency drives (VFDs) were placed on the City well pumps, improving efficiency. In addition, an energy demand study was conducted and the wells were adjusted to run more on off peak times. Three (3) other wells will be upgraded to include VFDs.

- Variable Frequency Drives at the Earle Brown Heritage Center – VFDs were added to chiller pumps and two Air Handling units, leading to energy savings and control performance.

- Light Replacement at the Earle Brown Heritage Center - Lights were replaced with LED and other energy efficient lighting.

- "Lights Off" Program - Earle Brown Heritage Center staff members attentively turn off meeting room lights when not in use and overnight.

- Boiler/ Chiller replacement at Earle Brown Heritage Center - In 2010, 2 boilers were placed, improving the heating system efficiency from 60% to 86%. In addition the chiller was replaced, increasing energy efficiency from 6.3 to 10.3.

- Facilities Maintenance – The City utilizes a centralized, electronic direct digital control program that includes time schedules, set-points, controllers, logic, timers, trend logs, and occupancy sensors to control the heating, ventilation and air conditioning (HVAC) systems for public facilities. Facilities maintenance also incorporates Vending Miser which is an energy efficiency product for use with vending machines, snack machines, and coolers.

- Transportation – The City has installed bike racks at public facilities, transit stops and park and rides to encourage non-motorized transportation. Traffic signals have been optimized to reduce idling. The City also actively participated in the planning for the Metro Transit C-Line and D-Line and is participating in the implementation of the electric bus serviced transit routes.

Healthy Living

- Green Step City – Minnesota Green Step Cities is an action-oriented voluntary program offering cities a cost-effective, step-wise path to implement sustainable development best practices. The program is governed by a public-private partnership of state agencies and non-governmental organizations and is led by the MPCA. Partners include Urban Land Institute, League of Minnesota Cities, Clean Energy Resource Teams, Division of Energy Resources, Minnesota Department of Commerce, Great Plains Institute, and the Izaak Walton League. Brooklyn Center is a Level 2 Green Step City. Efforts are underway to promote Brooklyn Center to a Level 3 Green Step City.

- Complete Street Policy - Adopted in 2013, the City has a Complete Streets Policy. The Complete Street Policy encourages the integration of physical activity into daily routines through activities such as biking, walking and/or taking transit. Such activities promote active living which has the following benefits: improves physical and mental health, decreases risk of chronic disease, reduces medical costs associated with chronic disease, reduces transportation costs, reduces pollution and improves air quality, builds safer, stronger communities, and generally increases quality of life.

- Partnership with Active Living Hennepin County -The City, together with other cities and Hennepin County, participates in Active Living programs to promote and improve the health of its citizens by taking active steps to increase healthy eating and active living within its jurisdiction. Currently the City is partnering with ALHC on a grant to close the gap on health disparities in areas in the community, focusing on both poverty and persons of color.

- Pedestrian and Bicycle Plan, and Safe Routes to School Study – The City has completed two studies to encourage and improve pedestrian and bike opportunities within the City.

- Brooklyn Boulevard Study – In 2014 the City adopted the Brooklyn Boulevard Corridor Study. This corridor study provides guidance for future transportation, redevelopment, and streetscaping improvements along Brooklyn Boulevard. The study included a review of the following: land uses, redevelopment opportunities, traffic and transit needs, complete streets components, access management, safety, and a discussion of environmental documentation options. As part of the study process, recommendations for the following were developed: future corridor vision; future land use map, open space and redevelopment concepts; future corridor concepts that include roadway geometrics improvements, transit services and facilities, access locations, trails, and concepts for landscaping, streetscaping, lighting and water quality improvements. Phase I improvements are currently underway and Phase II is programmed for 2021.

- Community Gardens - The City operates a community garden with 18 plots available for residents to rent, reducing dependence on food that requires more resources to produce and distribute.

- Chicken and Beekeeping – In 2018 the City Council adopted ordinances that allow for the keeping of bees and chickens.

- Sustainable Food Product Ordering at Earle Brown Heritage Center - The Earle Brown Heritage Center purchases locally grown vegetables through BIX, a local produce supplier. They also purchase trans-fat free items, hormone-free beef, cage-free eggs, hormone free milk, hormone-free chicken, and sustainable seafood.

- In-House Herb Garden at Earle Brown Heritage Center - The Earle Brown Heritage Center has an in-house herb garden for kitchen staff use.

Land Use and Development

- Land Use Plan – In 2019 the City Council adopted a new land use plan with the Comprehensive Plan. The new land use plan includes a new designation of Transit Oriented Development (TOD). TOD is planned for a mix of residential, commercial, office and retail uses. Land is generally within a ½-mile of the Brooklyn Center Transit Station (Transit Station) is designated as TOD to capitalize on the proximity of redevelopment sites to the transit stops. The planned Bus Rapid Transit C-Line has two stops within the area designated as TOD (the Transit Station is last northerly stop) that will provide access to adjacent land uses with frequent and efficient bus/transit services providing connections to the area and broader region. A minimum of 75% of the land within this designation is planned to be developed with high-density residential use and the remaining land developed with supporting retail, office and commercial uses. Redevelopment will focus on connecting to the Transit Station and C-Line stops, future D-Line stops, as well as creating a walkable, bikeable, vibrant core in the City.

- Travel Demand Management - In September 2015 City adopted a Travel Demand Management (TDM) Policy. Travel demand management is an application of strategies and policies to reduce travel demand or to redistribute this demand in space, time or to more efficient modes. A travel demand management approach to transportation also has the potential to deliver better environmental outcomes, improved public health, stronger neighborhoods and a more prosperous and livable Brooklyn Center. Recognizing that development size and land use type directly affect traffic generation, the City has developed two levels of TDM plans; Tier 1 and Tier 2. Tier 1 plans apply to larger developments and Tier 2 plans apply to smaller developments A Tier 1 TDM plan consists of a study, plan and agreement. A Tier 2 plan includes similar TDM plan strategies that the property owner agrees to implement to reduce peak single occupant vehicle trip generation. The Tier 1 TDM plan will require an annual report, while the Tier 2 TDM plan is a good faith effort by the applicant.

Housing Programs and Resources

- Partnership with Center for Energy and the Environment (CEE) – Owners and occupants of residential properties have access to reduced Home Energy Squad Enhanced visits from CEE through a buy-down program with the City. The visits include an energy audit, cost and energy saving improvements installed during the visit, and access to low interest loans for larger home energy saving improvements that may be identified during the visit.

- Interest Rate Buy-down – The City utilizes TIF 3 Housing Funds to buy down interest rates for low and moderate-income home owners interested in making improvements to their homes. Energy saving improvements such as window replacements, insulation improvements, and new HVAC and mechanical systems are eligible uses of funds.

- Construction Consultation Services – Through CEE, homeowners can receive a free in-home consultation from a certified construction consultant who will provide advice on home improvements, hiring a contractor, the permitting process, or any other aspect of a home improvement project.

- Neighborhood Stabilization Program Rehabilitated or Renovated Houses - Neighborhood Stabilization Program (NSP) renovated houses are brought up to MN Green Building requirements which include insulation requirements, high efficiency furnaces, direct vent water heaters, low VOC carpet and paint, no carpeting in basements, energy efficient windows, and air ventilation systems. In addition, the homes also are tested for lead, radon, asbestos, and air blower testing and any deficiencies are corrected.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Jim Glasoe, Director of Community Activities, Recreation & Services

SUBJECT: Resolution Expressing Recognition and Appreciation of Bruce (Doc) Miller for Over 18 Years of Dedicated Service to the City Of Brooklyn Center

Background:

Bruce (Doc) Miller has resigned from his position of Earle Brown Heritage Center Maintenance Custodian after more than eighteen years of service to EBHC and the City of Brooklyn Center. Bruce began his employment with the City of Brooklyn Center on February 15, 2001 and stepped down on December 13, 2019.

Bruce's efforts provided for the efficient operation of the Earle Brown Heritage Center facilities for the duration of his employment.

It is highly fitting that, upon recommendation from the City Manager, the City Council recognize Bruce's 18 years of service and his contributions to the Earle Brown Heritage Center, the City of Brooklyn Center and to the community.

Budget Issues:

There are no budget issues to consider.

Strategic Priorities and Values:

Enhanced Community Image

ATTACHMENTS:

Description	Upload Date	Type
Resolution	1/8/2020	Resolution Letter

Member_____introduced the following resolution and moved its adoption:

RESOLUTION NO._____

RESOLUTION EXPRESSING RECOGNITION AND APPRECIATION OF Bruce (Doc) Miller FOR OVER 18 YEARS OF DEDICATED SERVICE TO THE CITY OF BROOKLYN CENTER.

WHEREAS, Bruce began his employment with the City of Brooklyn Center as the Earle Brown Heritage Center Maintenance Custodian on February 15, 2001, and;

WHEREAS, Bruce has resigned on December 13, 2019, with more than 18 years of dedicated service to the City of Brooklyn Center and its citizens; and

WHEREAS, Bruce has consistently provided the City of Brooklyn Center and its residents with exemplary service; and

WHEREAS, the City Council of the City of Brooklyn Center wishes to recognize the dedication and professionalism Bruce has displayed in discharging his duties; and

WHEREAS, the City Council of the City of Brooklyn Center recognizes the positive impact Bruce (Doc) Miller has made on the City and its citizens.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, upon recommendation by the City Manager, that the dedicated public service of Bruce (Doc) Miller is duly recognized and appreciated by the City of Brooklyn Center.

January 13, 2020
Date

_____
Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

whereupon said resolution was declared duly passed and adoption.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Barb Suciu, City Clerk

SUBJECT: An Ordinance Amending Chapter 23 and 35 of the City Code of Ordinances Regarding Entertainment Licensing and Uses - 2nd Reading

Background:

At the August 26, 2019, City Council Work session, the City Council was presented a concept of amending the Public Dance Ordinance and license into a Entertainment License and Ordinance. The public dance ordinance is outdated and doesn't address modern day entertainment. Additionally, the proposed Entertainment Ordinance could address antisocial behaviors that might be associated with establishments that cater to nighttime entertainment. The City Council was receptive to the proposed concept.

On October 28, 2019, during the City Council Work session, the City Council was presented a draft Entertainment Ordinance. The draft ordinance was a informed by participation of many staff members of different departments. The proposed ordinance amendment implements regulatory conditions for these establishments. From that draft document, the City Attorney crafted the ordinance amendment that is before you this evening.

At the work session there were concerns regarding the police call condition. That language has been removed and replaced with security conditions. Standard language for renewal, license revocation suspension, or non-renewal, and penalty have been added as well.

On November 25, 2019, the City Council was presented the first reading of Ordinance 2019-14; an amendment to Chapter 23 and 35 regarding entertainment licensing and uses. The ordinance had been modified to reflect the City Council's concerns regarding police calls in the 23-306. License Conditions subsection G section of the ordinance. This is now titled Security and provides guidelines for the business owners to implement.

For Chapter 35, Zoning Code C2 Commerce District, the Permitted Uses and Special Uses have been amended as well to correlate with the new Entertainment Ordinance.

Staff met with business owners and reviewed the prior Entertainment Ordinance. At that time, no concerns were expressed. City staff believes by focusing on particular behaviors through the Entertainment Ordinance, may mitigate or prevent these behaviors and assist businesses with successful operations.

The public hearing notice was published in the Sun Post and notifications were sent to the current Public Dance license holders.

Budget Issues:

There are no budget issues with this item.

ATTACHMENTS:

Description	Upload Date	Type
Excerpt from August 26 Work Session	11/21/2019	Backup Material
Excerpt from October 28 Study Session & Work Session	11/21/2019	Backup Material
Excerpt from November 25 Council meeting	12/16/2019	Backup Material
Ordinance	1/6/2020	Ordinance
powerpoint	1/7/2020	Presentation
Resolution	1/6/2020	Resolution Letter

EXCERPT FROM AUGUST 26, 2019
WORKSESSION MINUTES

ORDINANCE AMENDING THE PUBLIC DANCE ORDINANCE TO THE ENTERTAINMENT ORDINANCE

Dr. Edwards reviewed a proposed amendment to the Public Dance Ordinance, which is proposed by a committee of City Staff that worked on this issue. He added the intent is to focus on anti-social behaviors that result in police calls rather than the type of establishment or its operations. He stressed the importance of regulatory policies for mitigating or preventing behaviors. He noted it is assumed that regulating liquor from 1:00 a.m. – 2:00 a.m. would not be sufficient enforcement given the diversity of police calls that are received.

Police Chief Tim Gannon stated there were less of the same types of calls from 2017-18. He added those figures could be provided to the City Council/EDA.

Councilmember/Commissioner Graves stated she is pleased with the recommendation, as it complements the liquor ordinance amendment. She asked whether the new Ordinance will incorporate both live music and public dance.

Mr. Boganey stated the City has a dance permit license process, and under the Zoning Ordinance, anyone providing live entertainment needs a special use permit. He added the intent is to have one process.

Councilmember/Commissioner Butler stated she supports moving forward with City Staff's suggestions. Councilmember/Commissioner Ryan agreed. Councilmember/Commissioner Lawrence-Anderson agreed.

Mayor/President Elliott stressed the importance of considering nearby residents and neighborhoods due to noise.

EXCERPT FROM OCTOBER 28, 2019 STUDY SESSION AND WORK SESSION

STUDY SESSION
ORDINANCE AMENDING THE PUBLIC DANCE ORDINANCE THE ENTERTAINMENT ORDINANCE AND ZONING ORDINANCE

Ms. Suciu reviewed amendments to the existing public dance ordinance, which is proposed to be changed to a comprehensive entertainment ordinance. She added the amendments would allow the City to address anti-social behavior at establishments that cater to late-night entertainment more effectively. Conditions proposed to be added to the licensing process, and restrictions to the number of allowable police calls. Penalties for violations would be written into the fee schedule.

Ms. Suciu stated the amendments would allow City Staff and the Police Department to work together to address behavior rather than focusing on the type of establishment.

Councilmember Graves requested clarification regarding the fee scale. Ms. Suciu stated the tobacco license violations fee scale was used as a guide.

Mr. Boganey stated the proposed amendments had been presented to local businesses to give them a chance to review and provide feedback on the changes. He added, to the best of his knowledge, there has not been any negative feedback on the proposed changes.

Discussion of this item continued and concluded the October 28, 2019, Work Session.

WORK SESSION

ORDINANCE AMENDING THE PUBLIC DANCE ORDINANCE THE ENTERTAINMENT ORDINANCE AND ZONING ORDINANCE (cont'd)

Mayor/President Elliott asked whether any comments were received from local entertainment businesses regarding this ordinance amendment. Ms. Suciu stated Earle Brown Heritage Center (EBHC) was asked for feedback, as they often have live entertainment. She added other establishments did not have any comments.

Deputy City Manager Reggie Edwards stated entertainment businesses were present at the meeting, including Jammin Wings, Jambo Africa, and EBHC, and they expressed their appreciation of having the meeting and going through all the information.

Councilmember/Commissioner Ryan stated he supports moving ahead with the updated Ordinance. He added he appreciates that it will be called an entertainment ordinance, rather than a dance ordinance. He noted there might be enforcement issues if the City moves forward with 2:00 a.m. liquor license.

Mayor/President Elliott expressed concern regarding police calls in the updated Ordinance, which is not clear. He stated the number of police calls to an establishment should not be a reason to bar them from having a license. He noted he feels adamant that caution should be used concerning this requirement.

Mr. Boganey stated it is a good point, and the updated Ordinance is a little vague in that respect. He added, however, the language is valid and valuable, as there is no indication that having a disproportionate number of police calls would translate into action against an establishment's license. He added the only requirement is that a meeting will be scheduled to discuss strategies for reducing police calls and increasing public safety. He noted the license would only be reviewed if the strategies are not followed or are not successful.

Mayor/President Elliott stated, in terms of police calls, it makes sense to apply this amendment to all businesses in Brooklyn Center, treating businesses of all sizes the same, and not discriminate against small local businesses. He added the City could be open to criticism if businesses are treated differently based on police calls.

Mr. Boganey stated the principle business that would apply for an entertainment license is a restaurant, and the license is an ancillary activity to the principle business. He added there is evidence to suggest that when you add an ancillary activity to the principle business, there can be potentially negative results, which is the reason that additional conditions or requirements are proposed.

Councilmember/Commissioner Ryan stated licensing standards would vary by functionality, and local businesses should be reviewed with functionality in mind.

Mayor/President Elliott stated the amendment related to police calls could disproportionately affect minority businesses.

Councilmember/Commissioner Graves stated businesses would be allowed to meet with City Staff and come up with a mitigation plan to resolve their issues, and it will come before the City Council/EDA. She added she does not believe the amendment sets up small businesses of color to fail, although there may be changes in the case of 2:00 a.m. liquor license. She noted City Staff is doing what they can to provide a solution.

Mayor/President Elliott stated there could be unintended consequences, as there are more Police calls to residences of people with color, and businesses would also be impacted. He added a mitigation plan based on police calls is problematic, and he finds it difficult to support.

Mr. Gilchrist stated the types of circumstances that would constitute the basis for revocation would need to be reviewed if this amendment moves forward. Mayor/President Elliott stated revocation should not be predicated on the number of police calls.

Ms. Suciu stated the proposed language comes from the City of Minneapolis' entertainment ordinance. She added the impact would only be on the ancillary entertainment portion of the business. She noted the initial purpose of the proposed amendment was to separate entertainment from the liquor license so businesses can remain in operation.

Councilmember/Commissioner Ryan stated the City is required to demonstrate a substantive due process, which prohibits discrimination against one type of business or another. He added Police Officers are responsible for due diligence in documenting police calls, and the amendment is appropriate.

Mayor/President Elliott noted communities of color are disproportionately impacted by crime-free Ordinances. He stated he has a hard time moving forward with the section about police calls, and he would like to see his concerns addressed. He added he supports merging the two Ordinances.

Councilmember/Commissioner Graves stated she believes there is enough discretion, and it is not predicated. She added she supports moving forward with the proposed amendment. She noted she is interested in more clarity as a whole throughout the Ordinance.

Mayor/President Elliott stated he would like more information regarding the effect this Ordinance will have on certain communities, concerning police calls.

Mr. Boganey stated the system of licenses is based on the number of police calls.

Mayor/President Elliott stressed the importance of doing due diligence and considering the impact moving forward. He requested that the City Staff provide additional information.

Councilmember/Commissioner Ryan stated there is no quorum.

Mr. Boganey stated City Staff could provide additional analysis.

Mayor/President Elliott requested that the City Council/EDA should schedule a time for a discussion on the housing portion of this issue.

EXCERT FROM NOVEMBER 25, 2019 CITY COUNCIL MEETING

10a. AN ORDINANCE AMENDING CHAPTER 23 AND 35 OF THE CITY CODE OF ORDINANCES REGARDING ENTERTAINMENT LICENSING AND USES – 1ST READING

City Clerk Barb Suciu reviewed the proposed Ordinance amendment, which would change the public dance ordinance into an entertainment ordinance. The amendment would eliminate the dual license process, make the process more user-friendly, and curb negative behaviors. The City Council has been supportive of this concept.

Ms. Suciu stated the City Council had expressed concern regarding a section referring to police calls. That section has been amended to read, "Licensee shall provide private security to prevent disorderly conduct or place undue burden upon police resources."

Ms. Suciu stated City staff contacted local business owners to receive feedback and comments, and they were generally receptive to the changes. City Staff recommends City Council approval of the 1st reading of Chapters 23 and 35 of the City Code of Ordinances regarding entertainment licenses and schedule the 2nd public hearing for January 13, 2020.

Councilmember Ryan asked whether the complaints will still be logged as police calls or complaints, allowing the City Council to hold a hearing, which could lead to termination of the entertainment license.

City Attorney Troy Gilchrist stated it is a three-step process, and violation of either one of the general conditions or specific conditions will result in a notice sent to the business owner. He added there two subsequent notices would be allowed, each within six months of the other, after which a meeting would be scheduled. If there is another violation within six months, the matter will be referred to the City Council for deliberation and potential suspension.

Mayor Elliott asked whether different types of businesses are treated differently. Police Chief Tim Gannon stated businesses are treated for the actions they have created and the calls that are generated. He stressed the fact that the vital factor is the types of calls that are being received.

Mayor Elliott asked what type of police action is required when there is a police call at Walmart, and whether there is a mitigation plan in place. Chief Gannon stated there is an Officer on contract at Walmart, and they are a cooperative and willing partner with the City.

Chief Elliott stated the reason for this ordinance amendment is to separate business functions between restaurant and entertainment, to make the process easier and allow businesses to continue doing food service and liquor service. This process provides a clear direction about how to be successful in Brooklyn Center.

Mr. Gilchrist requested the following language amendment in Section 23-308: -replace “in the year in which it was issued” with “in the year for which it was issued.”

Councilmember Graves moved, and Councilmember Lawrence-Anderson seconded to adopt ORDINANCE NO. 2019-14 Amending Chapter 23 and 35 of the City Code of Ordinances Regarding Entertainment Licensing and Uses – 1st Reading.

Motion passed unanimously.

CITY OF BROOKLYN CENTER

Notice is hereby given that a public hearing will be held on the 13th day of January, 2020, at 7:00 p.m. or as soon thereafter as the matter may be heard at City Hall, 6301 Shingle Creek Parkway, to consider an ordinance related to entertainment licensing.

Auxiliary aids for handicapped persons are available upon request at least 96 hours in advance. Please notify the City Clerk at 763-569-3306 to make arrangements.

ORDINANCE NO. 2019-14

AN ORDINANCE AMENDING CHAPTERS 23 AND 35 OF THE CITY CODE OF ORDINANCES REGARDING ENTERTAINMENT LICENSING AND USES

THE CITY COUNCIL OF THE CITY OF BROOKLYN CENTER DOES ORDAIN AS FOLLOWS:

ARTICLE I. Payment of Property Taxes. Section 23-006.05 of the Brooklyn Center City Code is hereby amended as follows:

Section 23-006.05. PAYMENT OF PROPERTY TAXES REQUIRED. No license shall be granted or renewed for tobacco related products; bowling alleys; ~~public dancing~~ entertainment; filling stations; pawnbrokers; secondhand goods dealers; motor vehicle dealerships; saunas and sauna baths; massage parlors; rap parlors, conversation parlors, adult encounter groups, adult sensitivity groups, escort services, model services, dancing services, or hostess services; hospitality accommodations; or amusement devices for operation on any property on which taxes, assessments, or other financial claims of the state, county, school district, or city are due, delinquent, or unpaid. In the event a suit has been commenced under Minnesota Statutes, Section 278.01 through 278.03, questioning the amount or validity of taxes, the City Council may on application waive strict compliance with this provision; no waiver may be granted, however, for taxes or any portion thereof which remain unpaid for a period exceeding one (1) year after becoming due.

ARTICLE II. Entertainment Licensing. Sections 23-301 through 23-303 of the Brooklyn Center City Code regarding public dancing are hereby deleted in their entirety and are replaced with the following:

ENTERTAINMENT

Section 23-301. LICENSE REQUIRED; EXCEPTIONS.

A. License Required. No business shall hold three or more entertainment events within a calendar year within the City of Brooklyn Center without first obtaining an entertainment license from the City.

B. Exceptions. The requirement to obtain an entertainment license shall not apply to any of the following:

1. A business that conducts no more than two entertainment events in a calendar year;

2. The use of a radio, streaming service, jukebox, or similar system to provide background music in a business;

3. An entertainment event occurring at a private club where admission is not open to the public;

4. A private event conducted on residential property;

5. An entertainment event occurring on public property; or

6. An entertainment event occurring within a school, religious facility, or public facility.

Section 23-302. DEFINITIONS. Except as may otherwise be provided or implied by context, all terms shall be given their commonly accepted definitions. For Sections 23-301 through 23-310, the following definitions shall apply unless the context indicates or requires a different meaning:

A. *Applicant*, means the person seeking an entertainment license from the City on behalf of the business proposing to conduct entertainment events within the City.

B. *Background music*, means soft music intended as an unobtrusive accompaniment to some activity, such as dining in a restaurant.

C. *Business*, means any form of corporation, partnership, association, or other entity conducting any type of business within the City of Brooklyn Center.

D. *Entertainment*, means every form of recorded music, band, dance, performance, show, concert, live entertainment, or other deliberate act intended to amuse or entertain those in attendance.

E. *Entertainment event*, means the providing of entertainment at an indoor event that is open to the public. Each day on which entertainment is provided constitutes a separate event. The term does not include the showing of movies or an event that does not produce or utilize amplified music.

F. *Jukebox*, means a machine that automatically plays a selected musical recording upon the payment of money.

G. *Licensed premises*, means the interior of a building, or portion thereof, identified in an

entertainment license as the area in which a business may conduct entertainment events.

H. *Licensee*, means the business issued an entertainment license by the City.

I. *Open to the public*, means that the general public may attend the event, even if attendance requires the payment of a fee or entry is limited to persons of at least a certain age.

J. *Recorded music*, means the play, use, or operation of any radio, tape, disc player, streaming service, or other machine or device for the production or amplification of music.

Section 23-303. APPLICATION FOR LICENSE. A business desiring a license to conduct entertainment events shall submit an application to the City Clerk for an entertainment license. The application form shall, at a minimum, require the applicant to provide the information required in this Section.

A. The full name, date of birth, and current residential address of the applicant.

B. The full name, business type, principal office address, and mailing address of the business proposing to conduct entertainment events.

C. The full names, dates of birth, residential addresses of all partners or persons interested in the business, including the on-site manager. If the business is a corporation, the state of incorporation, the names, and dates of birth of all officers, directors, and stockholders controlling at least ten (10) percent of the outstanding shares issued.

D. The full name, date of birth, and address of the owner or proprietor of the building for which a license is desired.

E. The applicants' social security number, Federal ID Number, and Minnesota business identification number, as required by Minnesota Statutes, Section 270C.72.

F. A scaled floor plan showing the interior layout, including any dance floors, and a site plan showing the location of the building or buildings, parking layout, any outdoor seating or patio, and the part or portion thereof intended to be used for the entertainment events under the requested license.

G. If the applicant is a tenant of the building in which the entertainment events are to occur, a written letter of approval from the property owner must accompany the application or the renewal documents.

The application shall be signed by the applicant and, if the applicant is a corporation, by an officer of the corporation who shall agree to comply with all provisions of the City Code relating to conducting entertainment events. The applicant shall file the application, the related materials, and the license fee with the City. The City will only process complete applications and any application not made complete by the applicant shall be deemed denied.

Section 23-304. FEES. The City Council shall establish the fees for an entertainment license in the City's Fee Schedule.

Section 23-305. ACTION ON LICENSE APPLICATIONS. Complete applications for an entertainment license shall be forwarded to the City Council for review and a determination of whether to grant the requested license in accordance with this Section.

A. Approval. If the City Council approves the application, it may place such conditions on the entertainment license as it determines are appropriate to address any specific concerns it may identify associated with the licensed premises, the proposed entertainment events, or as may otherwise be needed to protect public health, safety, or welfare.

B. Denial. The City Council may deny the application for any of the following reasons:

1. The applicant failed to provide all required information;

2. The material provided by the applicant contains material omissions or false, fraudulent, or deceptive statements;

3. The licensee had an entertainment license revoked by the City Council within the previous 12 months; or

4. The proposed licensed premises or entertainment events do not comply with any of the applicable requirements including, but not limited to, any uniform codes, parking requirements, or City Code requirements.

Section 23-306. LICENSE CONDITIONS. In addition to the specific conditions the City Council may place on a license, all entertainment licenses shall also be subject to compliance with the conditions and requirements in this Section.

A. Code Compliance. The business and associated uses must comply with the Zoning Code, uniform codes, and all other applicable provisions of the City Code.

B. Legal Compliance. The licensee shall comply with all applicable federal, state, and local laws, rules, regulations, and ordinances related to the business, the licensed premises, and the conducting of the entertainment events.

C. Public Nuisance. The licensee shall maintain, manage, and operate the licensed premises, and conduct the entertainment events, in such a way so that they do not become or constitute a public nuisance under the City Code or state law.

D. Permitting Occupancy (overcrowding). The licensee shall employ such measures as may be required to ensure an attendance at an entertainment event does not exceed the maximum occupancy established for the licensed premises in which the entertainment event is located. The licensee shall post and maintain a sign indicating

the maximum occupancy limit for the licensed premise.

E. Building Standards. The licensed premises must comply with the applicable building standards, including ADA accessibility standards, for stages, dance floors, and ingress/egress spaces.

F. Parking Limitations. The licensee must secure sufficient parking to accommodate the number of people who attend the entertainment events it conducts. Such parking shall, at a minimum, comply with the applicable provisions of the Zoning Code and the uniform fire code. In no case shall parking be allowed to block fire hydrants or emergency access lanes. If a licensee enters into a parking agreement with a neighboring property to secure sufficient parking, such agreement must be in writing and provided at the time of applying for the issuance or renewal of an entertainment license. No parking areas located off of the property containing the licensed premises shall constitute parking for an entertainment event unless such area is subject to an established parking agreement in favor of the licensee, or is on an adjacent property that is owned by the business issued the entertainment license.

G. Security. The licensee shall provide such private security as may be needed to ensure the entertainment events it conducts do not produce disorderly conduct, constitute an unreasonable risk to public safety, or place an undue burden on police resources.

H. Noise or Sound. The sounds generated by an entertainment event shall not be audible from outside the licensed premises after 10 p.m. at a level that unreasonably annoys or disrupts those in the area.

Section 23-307. NOTICES OF NONCOMPLIANCE.

A. First Notice. If the City determines a licensee has violated a condition of an entertainment license, the City shall provide the licensee a written notice of violation. The notice shall identify the specific nature of the violation, the date or dates on which they occurred, and what must be done to correct the violation or avoid future violations.

B. Second Notice. If a second violation occurs within six months from the first notice of violation, the City shall send the licensee a second notice of violation. The second notice shall identify the specific nature of the violation, the date or dates on which they occurred, and require the licensee to attend a license review conference with the City to review the violations and to develop a mitigation plan the licensee shall implement to correct or avoid similar violations.

C. Referral for License Action. If another license violation occurs within six months from the second notice of violation, or if the licensee fails to fully implement the established mitigation plan, the City shall refer the matter to the City Council for review and possible license action under Section 23-309. Notwithstanding the notice of violation procedures set out in this Section, if the City determines a violation

created or poses a significant risk to the public health, safety, or welfare, the City shall refer the license violation to the City Council for possible license action under Section 23-309.

Section 23-308. RENEWAL. Every entertainment license expires on December 31 in the year in which it was issued. Entertainment events shall not be conducted on the licensed premises after expiration, unless the licensee renews the entertainment license prior to expiration. An application to renew an entertainment license shall contain all of the information required for an initial license. The licensee shall update the information on the renewal application as needed to ensure it is current. Complete applications shall be forwarded to the City Council for review and a determination of whether to grant the requested license renewal. The City Council may add to or amend the conditions placed on an entertainment license upon renewal. The City Council may deny the requested license renewal for any of the reasons identified for denying a license in Section 23-305, or for revoking, suspending, or non-renewing a license in Section 23-309.

Section 23-309. LICENSE REVOCATION, SUSPENSION, OR NON-RENEWAL. The City Council may revoke, suspend, or non-renew any entertainment license presented to it by the City for action for any of the reasons set out in this Section. The City shall provide the licensee written notice and an opportunity to be heard at the meeting at which the City Council is to consider the proposed license action.

A. Failure to comply with any of the specific conditions placed on the license or the general conditions contained in Section 23-306.

B. Failure to fully implement the mitigation plan if one is established for the licensed premises.

C. Making materially false, fraudulent, or deceptive statements to the City regarding the licensed premises or the entertainment events.

D. Operating the licensed premises, or conducting the entertainment events, in such a manner as to create or constitute a public nuisance under the City Code or Minnesota Statutes, Sections 609.74 or 609.745.

E. Operating the licensed premise, or conducting the entertainment events, in such a manner as to produce multiple or repeated incidences of disorderly conduct.

F. Failure to pay any civil penalties or fines imposed by the City related to the business, the licensed premises, or the conducting of entertainment events.

Section 23-310. PENALTY. The City Council may impose a civil penalty not to exceed one thousand dollars ($1,000) on any licensee for violating any specific or general condition placed on the entertainment license. A separate penalty may be imposed for each license violation. The City Council shall establish as part of the City's fee schedule the presumptive civil penalties applicable to violations, including multiple violations within a certain period of time. The City shall provide the licensee notice and an opportunity to be heard by the City Council prior to imposing a civil penalty. The civil penalties set out in the fee schedule are the presumed sanctions

for a violation, but the City Council may impose a different penalty as it determines is appropriate under the facts of the particular situation.

ARTICLE III. C2 Commerce District Permitted Uses. Brooklyn Center City Code Section 35-322(1)(b) is hereby amended as follows:

Section 35-322. C2 COMMERCE DISTRICT.

1. Permitted Uses

    b. Eating establishments, ~~provided they do not offer live entertainment and further~~ provided that the category does not permit drive-in eating places and convenience-food restaurants.

ARTICLE IV. C2 Commerce District Special Uses. Brooklyn Center City Code Section 35-322(3)(d) is hereby amended as follows:

3. Special Uses

    a. ~~Eating establishments offering live entertainment; r~~Recreation and amusement places such as motion picture theaters and legitimate theater; sports arenas, bowling alleys, skating rinks, and gymnasiums, all provided they do not abut an R1, R2, or R3 district, including abutment at a street line.

ARTICLE V. Effective Date. This ordinance shall become effective after adoption and upon thirty days following its legal publication.

Barb Suciu
City Clerk

Date of Publication: December 19, 2019

Ordinance Amending Chapters 23 and 35 of the City Code of Ordinances Regarding Entertainment Licensing and Uses

City Council Meeting
Barb Suciu, City Clerk, 1/13/2020

Request of Action

Tonight is the second reading and public hearing for an ordinance amending Chapters 23 and 35 of the City Code of Ordinances Regarding Entertainment Licensing and Uses

2

History

- Restaurants seeking live entertainment as part of their business plan currently require a Public Dance License and a Special Use Permit. Adopting the new ordinance eliminates the dual license process. Strategically, this ordinance is more business friendly and possibly curbs associated negative behaviors.

2

Policy Background

- At the August 26, 2019, work session staff presented the concept of amending the Public Dance Ordinance into a more robust Entertainment Ordinance.
- Amending the public dance ordinance would allow the staff to address negative behaviors that may be associated with establishments that cater to nighttime entertainment in an effective way.
- A robust entertainment ordinance is a more comprehensive approach to regulating the negative behaviors instead of regulating operational hours of nighttime entertainment establishments.
- The City Council was supportive of this concept.

2

Policy Background

- At the October 28, 2019, work session staff presented a draft Entertainment Ordinance. This ordinance implements regulatory conditions for establishments that would hold an entertainment license.
- **A concern from the Council was the condition for maintaining the entertainment license regarding police calls.**

New Language

- Security. The licensee shall provide such private security as may be needed to ensure the entertainment events it conducts do not produce disorderly conduct, constitute an unreasonable risk to public safety, or place an undue burden on police resources.



2

Policy Background

- Chapter 35 of the Zoning Code regarding C2 Commerce District has amendments for Permitted Uses and Special Uses.
- The ordinance amendment eliminates the provision of live entertainment as a permitted use; and
- Eliminates eating establishments offering live entertainment from special uses.
- Essentially, the amendment eliminates the provisions related to live entertainment from the C2 Commerce District.
- All establishments seeking to have live entertainment would need an Entertainment license.



2

Policy Background

- Staff believe by focusing on behaviors, particularly negative behaviors that may result in public disturbances or disruption and not focusing on the type of establishments or its operations, the City may mitigate or prevent negative behaviors and assist businesses with operating successfully.

Preventative Measures

- Staff met with business owners on October 1 to receive their feedback on the proposed ordinance.
- Creation of the Entertainment Ordinance
- Security Measures
- Progressive Violation notice process
- Second Notice: Development of Mitigation Plan

Preventive Measures

- Published December 19, 2020
- Letters mailed to the existing Public Dance Permit holders
- Proposed effective date: February 22, 2020

Request of Action

- *Open Public Hearing*
- *Take Public Input*
- *Close Public Hearing*
- *Approve the second reading of an Ordinance Amending Chapters 23 and Chapter 35 of the City Code of Ordinances Regarding Entertainment Licensing and Uses.*
- *Approve the resolution allowing for a summary publication of the ordinance amendment.*

Questions?

Member introduced the following resolution and moved its adoption:

CITY OF BROOKLYN CENTER
HENNEPIN COUNTY

RESOLUTION NO. _____

RESOLUTION APPROVING SUMMARY PUBLICATION FOR ORDINANCE 2019-10

WHEREAS, the City Council of the City of Brooklyn Center has adopted the above referenced ordinance concerning a Charter Amendment; and

WHEREAS, Minnesota Statutes, section 412.191, subdivision 4 allows publication by title and summary in the case of lengthy ordinances or those containing maps or charts; and

WHEREAS, the City Council believes that the following summary would clearly inform the public of the intent of Ordinance 2019-14.

NOW, THEREFORE, BE IT RESOLVED that: the following summary of Ordinance 2019-14 shall be published in the official newspaper in lieu of the entire ordinance.

SUMMARY PUBLICATION
Ordinance 2019-14

An Ordinance Amending Brooklyn Center City Code, Chapters 23 and 35, Sections on January 13, 2020.

Removing the public dance ordinance in its entirety and establishing an entertainment ordinance for business that hold three or more entertainment events within a calendar year.

Establishing conditions for the entertainment license that include: Code Compliance, Legal Compliance; Permitting Occupancy (overcrowding), Building Standards, Parking Limitations, Security, and Noise or Sound.

Establishing a series of notices of noncompliance with the above reference conditions.

Renewal of the license will be annually and the license period will be January 1 through December 31.

The ordinance amendment eliminates eating establishments within Chapter 35-322; C2 Commerce District; Permitted Uses and Special Uses.

A full version of the ordinance amendment will available on the City's website and paper copies are available at City Hall.

January 13, 2020
Date

Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Meg Beekman, Community Development Director
BY: Ginny McIntosh, City Planner / Zoning Administrator

SUBJECT: Resolution to Approve Planning Commission Application No. 2019-018, Re-issuance of a Special Use Permit at 6440 James Circle North

Background:

Tashitaa Tufaa and Mike Brady (the "Applicants") are requesting consideration of the re-issuance of a Special Use Permit for the property located at 6440 James Circle North (the "Subject Property"). The Subject Property was formerly home to the AMF Earle Brown Lanes, which closed in 2015. The building and site subsequently sat vacant until 2017, when Tashitaa Tufaa purchased the Subject Property. Tashitaa Tufaa submitted an application for site and building plan and Special Use Permit approval that was reviewed by the Planning Commission on March 15, 2018 and City Council on March 26, 2018, and resulted in unanimous approvals for both the site and building plan and Special Use Permit.

Section 35-220 (*Special Use Permits*) notes that, "when a Special Use Permit has been issued pursuant to the provisions of this ordinance, such permit **shall expire** without further action by the Planning Commission or the City Council unless the applicant or his assignee or successor commences work up on the Subject Property within one year of the date the Special Use Permit is granted, or unless before the expiration of the one year period the applicant shall apply for an extension thereof by filling out and submitting to the Secretary of the Planning Commission a "Special Use Permit" application requesting such extension and paying an additional fee in an amount set forth by the City Council resolution."

Although City Staff was in communication with the Applicant regarding the original Special Use Permit, the Applicant was not in the position to commence with construction or request an extension prior to the March 26, 2019 expiration. Since the expiration of the Special Use Permit, Mr. Brady indicated that Brady Real Estate Development, Inc. has since been retained by Mr. Tufaa to move the project forward. Since the original Special Use Permit was issued, Mr. Tufaa has completed significant clean-up and demolition work to the interior of the building on the Subject Property. Additionally, Mr. Tufaa has proceeded with obtaining three bids for construction of the event center, and met with a financial institution to address project funding.

Although the site and building plan was approved and does not require a new review (as there are no alterations proposed to the plans previously approved), the use cannot be implemented on the Subject Property until the Applicant receives approval for the re-issuance of a Special Use Permit to operate the proposed event center, restaurant, and bar.

Full consideration was given under a duly noticed public hearing and mail notifications were sent to surrounding property owners in accordance with the public hearing requirements. No comments were received prior to the public hearing nor were comments received from the public at the public hearing.

Applicants Tashitaa Tufaa and Mike Brady were present to address questions from the Planning Commission, of which included inquiries on the timeline for development of the Subject Property, and how this project would tie into the proposed redevelopment of 1601 James Circle North.

Following close of the public hearing, the Planning Commission unanimously (6-0) recommended approval of the requested re-issuance of the Special Use Permit.

Attached for your review are copies of the Planning Commission Staff Report and exhibits dated December 12, 2019, and a draft copy of the Council resolution.

Budget Issues:

No issues to consider at this time.

Strategic Priorities and Values:

Targeted Redevelopment

ATTACHMENTS:

Description	Upload Date	Type
Resolution-Disposition of Planning Commission Application No. 2019-018 Submitted by Tashitaa Tufaa and Mike Brady for Re-Issuance of a Special Use Permit to Convert a Former Bowling Alley and Restaurant into an Event Center in the C2 (Commerce) District	1/6/2020	Resolution Letter
PC Staff Report and Exhibits - 6440 Jame Circle North - SUP Re-issuance	1/6/2020	Backup Material

Member introduced the following resolution and moved its adoption:

RESOLUTION NO.

RESOLUTION REGARDING THE RECOMMENDED DISPOSITION OF PLANNING COMMISSION APPLICATION NO. 2019-018 SUBMITTED BY TASHITAA TUFAA AND MIKE BRADY FOR RE-ISSUANCE OF A SPECIAL USE PERMIT TO CONVERT A FORMER BOWLING ALLEY AND RESTAURANT INTO AN EVENT CENTER IN THE C2 (COMMERCE) DISTRICT (LOCATED AT 6440 JAMES CIRCLE NORTH)

WHEREAS, Planning Commission Application No. 2019-018, submitted by Tashitaa Tufaa and Mike Brady ("the Applicants") requests review and consideration for the re-issuance of a Special Use Permit, which would allow a former bowling alley and restaurant to be converted into an event center, with ancillary restaurant and bar, and other associated exterior improvements in an existing 35,462-square foot building located at 6440 James Circle North ("the Subject Property"); and

WHEREAS, Applicant Tashitaa Tufaa initially submitted a request in 2018 under Planning Commission Application No. 2018-002 for Special Use Permit and site and building plan approval for the aforementioned project on the Subject Property, and received unanimous approval from the City Council under City Council Resolution No. 2018-064 (*Resolution Regarding the Recommended Disposition of Planning Commission Application No. 2018-002 Submitted by Tashitaa Tufaa of Mississippi Valley Properties, LLC, for Approval of a Site and Building Plan and Issuance of a Special Use Permit to Convert a Former Bowling Alley and Restaurant into an Event Center in the C2 (Commerce) District (Located at 6440 James Circle North)*; and

WHEREAS, Section 35-220 (*Special Use Permits*) requires that a special use begin or any work relating to said special use, such as construction, commence within one year of issuance of a Special Use Permit or said use permit shall expire; and

WHEREAS, said Special Use Permit approval expired on March 27, 2019 when no building permit applications were submitted to the City for redevelopment of the former bowling alley into an event center and work related to the special use did not commence; and

WHEREAS, original Applicant Tashitaa Tufaa has since brought on co-Applicant Mike Brady of Brady Real Estate Development, Inc. to see the event center project forward; and

WHEREAS, Planning Commission Application No. 2019-018, submitted by Tashitaa Tufaa and Mike Brady, requests approval for the re-issuance of a Special Use Permit

to redevelop the former bowling alley located on the Subject Property, into an event center with ancillary restaurant and bar, and other associated improvements; and

WHEREAS, the Applicants indicated that no alterations were to be made to the site and building plans approved under Planning Commission Application No. 2018-002 and City Council Resolution No. 2018-064, and there is therefore no need to obtain new approvals; and

WHEREAS, the Subject Property is situated in the C2 (Commerce) District and pursuant to City Code Section 35-322; Subpart 3, "Eating establishments offering live entertainment; recreation and amusement places such as motion picture theaters and legitimate theater; sports arenas; bowling alleys, skating rinks, and gymnasiums, all provided they do not abut an Rl, R2, or R3 district, including abutment at the street line" are only allowed by means of Special Use Permit in the C2 District, and the Applicant has submitted such application to the City of Brooklyn Center for official consideration under Planning Application No. 2019-018; and

WHEREAS, the Planning Commission held a duly noticed and called public hearing on December 12, 2019, whereby a planning staff report was presented and public testimony regarding the request for re-issuance of a Special Use Permit was received; and

WHEREAS, the Planning Commission considered the Special Use Permit request in light of all testimony received, the guidelines and standards for evaluating this Special Use Permit contained in Section 35-220 (*Special Use Permits*) of the City's Zoning Ordinance, and the request complies with the general goals and objectives of the City's 2040 Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that Planning Application No. 2019-018, submitted by Tashitaa Tufaa and Mike Brady, for re-issuance of a Special Use Permit be approved based upon the following considerations:

A. The establishment, maintenance, or operation of the special use will promote and enhance the general public welfare and will not be detrimental to or endanger the public health, safety, morals, or comfort.

B. The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

RESOLUTION NO.

C. The establishment of the special use will not impede the normal and orderly development and improvement of surrounding prope1ty for uses permitted in the district.

D. Adequate measures have been or will be taken to provide ingress, egress, and parking so designed as to minimize traffic congestion in the public streets.

E. The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located.

BE IT FURTHER RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that Planning Commission Application No. 2019-018 be recommended for approval subject to the following conditions and considerations:

1. The Applicants shall comply with all previously outlined conditions of approval as outlined under Planning Commission Application No. 2018-002 and associated City Council Resolution No. 2018-064 (*Resolution Regarding the Recommended Disposition of Planning Commission Application No. 2018-002 Submitted by Tashitaa Tufaa of Mississippi Valley Properties, LLC, for Approval of a Site and Building Plan and Issuance of a Special Use Permit to Convert a Former Bowling Alley and Restaurant into an Event Center in the C2 (Commerce) District (Located at 6440 James Circle North).*
    a. The Applicants shall address all comments as outlined in the Assistant City Engineer's Memorandum dated March 5, 2018.

January 13, 2020
Date

_____
Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

- Application Filed: 11/12/2019
- Review Period (60-day) Deadline: 01/11/2020
- Extension Declared: N/A
- Extended Review Period Deadline: N/A

Planning Commission Report

Meeting Date: December 12, 2019

Application No.	2019-018
Applicant:	Tashitaa Tufaa and Mike Brady
Location:	6440 James Circle North
Request:	Special Use Permit for an Event Center (Re-issuance)

INTRODUCTION

Tashitaa Tufaa and Mike Brady (the "Applicants") are requesting consideration of the re-issuance of a Special Use Permit for the property located at 6440 James Circle North (the "Subject Property")—refer to Exhibit A. The Subject Property was formerly home to the AMF Earle Brown Lanes, which closed in 2015. The building and site subsequently sat vacant until 2017, when Tashitaa Tufaa purchased the Subject Property. Tashitaa Tufaa submitted an application for site and building plan and Special Use Permit approval that was reviewed by the Planning Commission on March 15, 2018 and City Council on March 26, 2018 and resulted in unanimous approvals for both the site and building plan and Special Use Permit (refer to Exhibit B).

Section 35-220 (*Special Use Permits*) notes that, "when a special use permit has been issued pursuant to the provisions of this ordinance, such permit **shall expire** without further action by the Planning Commission or the City Council unless the applicant or his assignee or successor commences work up on the Subject Property within one year of the date the special use permit is granted, or unless before the expiration of the one year period the applicant shall apply for an extension thereof by filling out and submitting to the Secretary of the Planning Commission a "Special Use Permit" application requesting such extension and paying an additional fee in an amount set forth by the City Council resolution."

Although City Staff was in communication with the Applicant regarding the original Special Use Permit, the Applicant was not in the position to commence with construction or request an extension prior to the March 26, 2019 expiration. Mike Brady ("Co-Applicant" and Owner's Representative) indicated in an email that there were two main reasons why construction did not commence prior to the original Special Use Permit expiring:

(1) Applicant and Property Owner, Tashitaa Tufaa's bus company (Metropolitan Transportation Network, Inc.) became more successful and the growth kept him fully engaged through the year; and
(2) Without the development experience necessary, Mr. Tufaa was reliant on the assistance of others to pull together a plan for the event center, restaurant, and bar, which took time.

Mr. Brady indicated that Brady Real Estate Development, Inc. has since been retained by Mr. Tufaa to move the project forward. Since the original Special Use Permit was issued, Mr. Tufaa has completed significant clean-up and demolition work to the interior of the building on the Subject Property. Additionally, Mr. Tufaa has proceeded with obtaining three bids for construction of the event center. and met with a financial institution to address project funding.

Although the site and building plan was approved and does not require a new review (as there are no alterations proposed to the plans previously approved), the use cannot not be implemented on the Subject Property until the Applicant receives approval for the re-issuance of a Special Use Permit to operate the proposed event center, restaurant, and bar.

The request for issuance of a Special Use Permit requires that a public hearing be scheduled. An Affidavit of Publication was received, confirming publication of a public hearing notice in the Brooklyn Center *Sun Post* on November 28, 2019 (Exhibit C). Mail notices were also sent out to property owners in accordance with Section 35-220 (*Special Use Permits*) of the Brooklyn Center Zoning Ordinance.

COMPREHENSIVE PLAN AND ZONING STANDARDS

Land Use Plan:	RB - Retail Business
Neighborhood:	Shingle Creek
Current Zoning:	C2 (Commerce) District
Surrounding Zoning:	North: I1 (Industrial Park) District East: C2 (Commerce) District South: C2 (Commerce) District West: C2 (Commerce) District
Site Area:	Approximately 4.03 acres

BACKGROUND

The approximately 35,462-square foot building was originally approved for and constructed in 1978 for use as the Earle Brown Bowl (bowling alley) under Planning Application Nos. 78023 and 78024, following site and building plan and Special Use Permit approvals by the Planning Commission and City Council. The approval of the Special Use Permits under these applications allowed for live entertainment and a bowling alley in what was then zoned I1 (Industrial Park) District. This allowed for the Subject Property to function as a bowling alley, restaurant, and game room/recreational facility. Additional Planning Commission applications were subsequently approved by the City for:

1. Expansion of lounge area and exterior remodeling of Earle Brown Bowl (1982);
2. Addition to café for new cooler storage service area and waiting room (1987); and
3. Requests to build a temporary outdoor patio, and outdoor sand volleyball courts for summer league (1991).

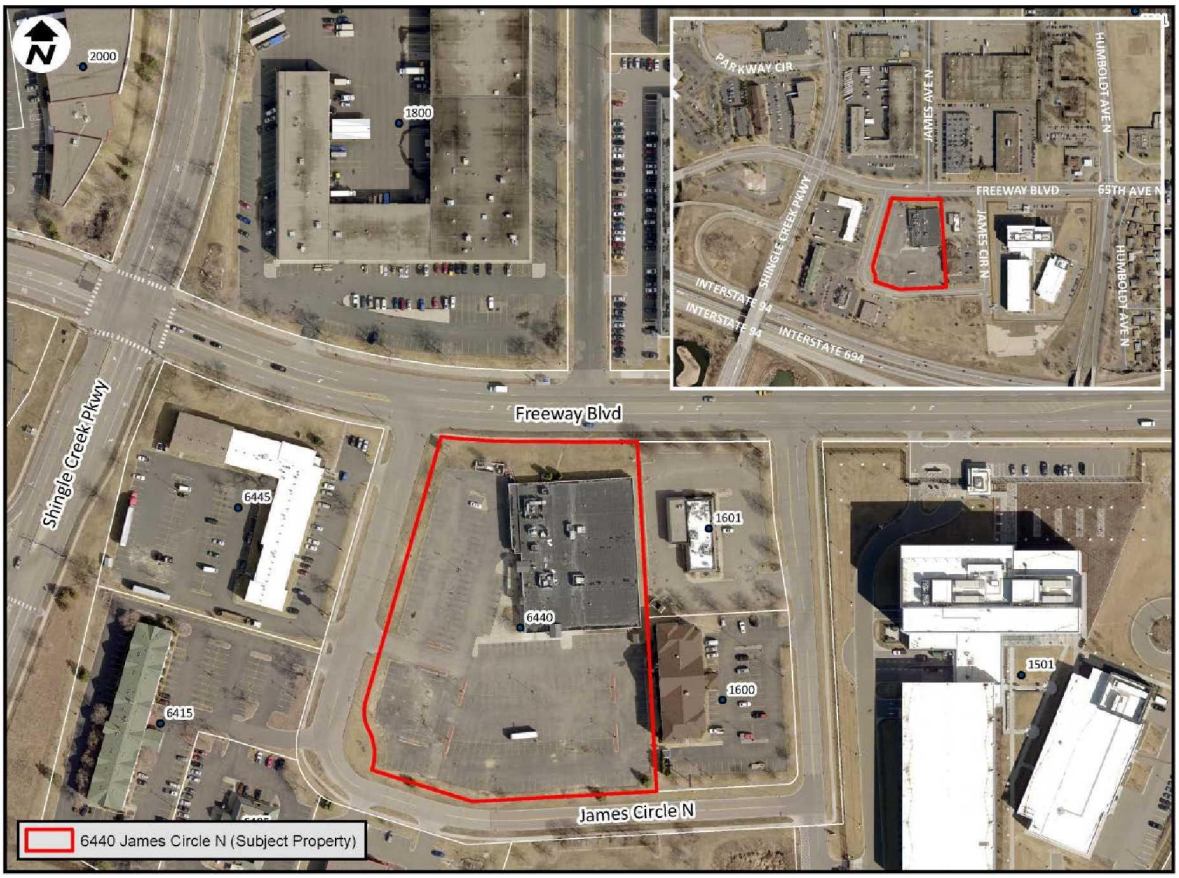
The bowling alley and restaurant closed in April 2015 and sat vacant until 2017 when Applicant Tashitaa Tufaa purchased the property. The Applicants are proposing to redevelop the former bowling alley and restaurant into an event center with a focus on weddings and other special events. As part of this proposal, the re-establishment of a permanent restaurant and bar within the facility is proposed, along with accessory kitchen, bathrooms, bridal suites, and office facilities.

The site and building plan for the proposed event center, restaurant, and bar was approved by City Council on March 26, 2018 under City Council Resolution No. 2018-64 (*Resolution Regarding the Recommended Disposition of Planning Commission Application No. 2018-002 Submitted by Tashitaa*

Tufaa of Mississippi Valley Properties, LLC, for Approval of a Site and Building Plan and Issuance of a Special Use Permit to Convert a Former Bowling Alley and Restaurant into an Event Center in the C2 (Commerce) District (Located at 6440 James Circle North)).

The Applicants have indicated that there are no plans to alter the previously approved site and building plans; therefore, there is no need for new site and building plan approvals.

Map 1. *Subject Property Location.*



SPECIAL USE PERMIT REVIEW

The Applicant is requesting re-issuance of a Special Use Permit to allow for an event center, restaurant, and bar. A Special Use Permit was initially issued by the City Council on March 26, 2018; however, the Special Use Permit subsequently expired when no building permit applications were submitted to the City for redevelopment of the former bowling alley into an event center. The original Applicant, Tashitaa Tufaa, and new co-Applicant Mike Brady have indicated that they are now in the position to proceed with the project within the bounds of the requirements for Special Use Permits as outlined under Section 35-220 of the Zoning Code, including the stipulation that work commence on the Subject Property within one year of the date that the Special Use Permit is granted.

According to Section 35-220 (*Special Use Permits*) of the City's Zoning Ordinance,

> *"Special uses are those which may be required for the public welfare in a given district but which are, in some respects, incompatible with the permitted uses in the district. Before a building or premises is devoted to any use classified as a special use by this ordinance, a special use permit*

must be granted by the City Council."

Section 35-322 (*C2 Commerce District*) notes that "eating establishments offering live entertainment; recreation and amusement places such as motion picture theaters and legitimate theater; sports arenas, bowling alleys, skating rinks, and gymnasiums, all provided they do not abut an R1, R2, or R3 district, including an abutment at a street line," are allowed through approval and issuance of a Special Use Permit. It should be noted that the Subject Property, located at 6440 James Circle North, does *not* abut any R1, R2, or R3 properties. The Subject Property is currently surrounded by three hotels (Super 8, Norwood Suites, and Quality Inn), Jambo Africa (restaurant), a Denny's Restaurant, a vacant City EDA-owned property, and the FBI Regional Headquarters. Light industrial properties lie to the north of the Subject Property (across Freeway Boulevard).

Per the *Standards of Special Use Permits*, a Special Use Permit may be granted by the City Council after demonstration by evidence that all of the following are met:

1. ***The establishment, maintenance, or operation of the special use will promote and enhance the general public welfare and will not be detrimental to or endanger the public health, safety, morals, or comfort.***

   The former use of the Subject Property was through issuance of two Special Use Permits. These Special Use Permits (for the uses of "bowling alley" and "live entertainment") were en force for a period of 37 years before the ultimate closing of the Earle Brown Lanes in 2015. Given the intent of the Applicant to establish a "premier" event center, and "upscale" restaurant and bar, staff is to the understanding that it is not the intent of the Applicant to establish a use that would be detrimental to the overall public health, safety, morals, and comfort of the general public. It is hoped that the establishment of the proposed uses would provide an enhancement to the surrounding uses.

2. ***The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.***

   The Subject Property was home to the Earle Brown Lanes (bowling alley), a restaurant/bar, and game room from 1978 until its closing in 2015. Earle Brown Lanes was approved by issuance of Special Use Permits for the use of a bowling alley and allowance of live entertainment. Although the Subject Property has not been open to the public for four years, the 37 previous years were spent catering to residents and visitors as a place of entertainment and dining.

   The Applicant intends to overhaul the interior of the Subject Property for reuse as an entertainment center, although in a slightly different capacity. The Applicant intends for the majority of the event center business to emphasize wedding events, although the facility would also provide an alternative location for hosting proms, private parties, and corporate, community, and educational events.

   As proposed, the facility would feature bridal suites, ancillary office and meeting space, and a "full-service, upscale" restaurant and bar. Approval of the bar and serving of liquor by staff of the facility for events would be contingent upon issuance of a City liquor license.

It is not anticipated that the proposed event center will be injurious to the use of properties in the immediate vicinity, nor substantially diminish or impair property values in the neighborhood.

The Applicants acknowledged that, as Mr. Tufaa does not have a background in running event centers, he reached out to co-Applicant Mike Brady and Brady Real Estate Development, Inc. to move the project forward. Substantial interior demolition work was completed in fall (2019), as well as the demolition of an existing exterior accessory shed; however, construction of an event center, restaurant, and bar cannot take place without the re-issuance of a Special Use Permit.

3. ***The establishment of the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.***

It is not anticipated that the establishment of the requested special use would impede the normal and orderly development and improvement of the surrounding properties for uses permitted in the district. The Subject Property is currently surrounded by like-zoned C2 (Commerce) District properties. With the exception of the City EDA-owned property (vacant land) along Interstates 694/94, the surrounding land is currently developed. It is hoped that the re-issuance of a Special Use Permit for an event center would allow for improvements at the surrounding properties.

With regard to the City's Earle Brown Heritage Center (EBHC), located across Interstates 694/94 and to the south, the Applicant has emphasized that his intent is to provide services that are complementary to EBHC, rather than competitive. At maximum, the three banquet rooms combined would provide occupancy of no more than 578 persons. The proposed restaurant and bar would be open to the public and would provide seating for 101 persons. To provide oversight of the operation, the Applicant still intends to hire a building manager, a chef and restaurant manager, and bridal consultant.

4. ***Adequate measurements have been or will be taken to provide ingress, egress, and parking so designed as to minimize traffic congestion in the public streets.***

Staff met multiple times with the Applicant Tashitaa Tufaa's architect and real estate broker to work through the proposed uses and overall business plan for the site prior to submittal of the initial Planning Commission Application (2018-002) for site and building plan, and Special Use Permit approval. Given the numerous uses of an event center, restaurant and bar, office space, and kitchen and catering staff, concerns were initially presented by staff regarding the ability to provide sufficient on-site parking.

The Applicant explored potential alternatives to providing off-site parking; however, it was determined that there were no alternatives to provide for off-site parking that would meet the minimum requirements of the Zoning Ordinance. These requirements stipulated that any off-street parking be located a maximum of 800 feet from the principal building, and that the land on which the off-site parking was located be used solely for parking, among other requirements.

The Applicant inquired as to whether the City's EDA-owned property located at 1601 James Circle North (4.92 acres) was an option; however, it was determined by City staff that the use of the site as a parking lot would not be the highest and best use for the property. As the Applicant

owns a bus company, it was also suggested by the Applicant that perhaps employees could shuttle from the Applicant's property in Minneapolis, located six minutes by car, during higher use events; however, this would not meet the Zoning Ordinance requirement that the property used for off-site parking be used solely for parking. Staff eventually worked with Architect Peter Hill to revise the proposed plans to alter the banquet room layouts and lower the maximum occupancy of the rooms.

In order to meet the minimum parking requirements, the Applicant has retained the existing ingress and egress on the site, rather than adding an additional driveway curb cut. This access would still allow for full access to Freeway Boulevard by turning south or north onto James Circle North, as it is a loop road.

As Special Use Permits allow for conditions to be placed in conjunction with issuance of a Special Use Permit, staff recommends that the Applicant adhere to the maximum occupancies outlined in the submitted plans. Should issues arise concerning clientele parking on City streets or adjacent parking lots (e.g. Super 8, Norwood Suites, Denny's), staff may request the Applicant complete a *Travel Demand Management Plan*. City staff reiterated that James Circle North and Freeway Boulevard were not to be used for event parking.

5. ***The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located.***

   Per the submitted plans, the Applicant has no plans to alter the exterior of the building in such a way as to render the building or site non-conforming. With regard to the minimum parking requirements, the Applicant has worked with staff to revise the site and interior plans as necessary to address the parking requirements for the multiple uses proposed. Other than the request for a Special Use Permit to allow for eating establishments in conjunction with live entertainment, the proposed restaurant and office uses are generally permitted within the C2 (Commerce) District. As previously mentioned, the serving of liquor will require separate issuance of a City liquor license.

Based on staff findings, staff recommends Planning Commission recommendation of the requested re-issuance of a Special Use Permit for an event center for the property located at 6440 James Circle North (Subject Property); subject to the Applicant complying with the comments outlined in the Approval Conditions noted below.

APPROVAL CONDITIONS:
Staff recommends the following conditions be attached to any positive recommendation on the approval of Application No. 2019-018 for 6440 James Circle North (Subject Property):

1. The Applicants shall comply with all previously outlined conditions of approval as outlined under Planning Commission Application No. 2018-002 and associated City Council Resolution No. 2018-064 (*Resolution Regarding the Recommended Disposition of Planning Commission Application No. 2018-002 Submitted by Tashitaa Tufaa of Mississippi Valley Properties, LLC, for Approval of a Site and Building Plan and Issuance of a Special Use Permit to Convert a Former Bowling Alley and Restaurant into an Event Center in the C2 (Commerce) District (Located at 6440 James Circle North)), including all comments as outlined in the Assistant City Engineer's Memorandum dated March 5, 2018.*

Should the Special Use Permit be re-issued, the Applicants will have one year (from date of any Special Use Permit granting by City Council) to obtain all relevant permits and commence work on the Subject Property for the proposed event center, restaurant, and bar. Should the Applicants fail to do so, the Special Use Permit shall expire unless a formal request for extension is submitted in the form of a complete Planning Commission Application prior to permit expiration.

RECOMMENDATION

Based on the above-noted findings, City Staff recommends the Planning Commission recommend City Council approval of Planning Commission Application No. 2019-018, re-issuance of a Special Use Permit for an event center for the Subject Property located at 6440 James Circle North, subject to the Applicant complying with the Approval Conditions.

Should the Planning Commission accept this recommendation, the Commission may elect to adopt the resolution which memorializes the findings in re-issuing a Special Use Permit.

Attachments

Exhibit A- Planning Commission Application No. 2019-018, Assistant City Engineer's memorandum, dated March 5, 2018, and select plans from originally submitted Planning Commission Application No. 2018-002.
Exhibit B- City Council Resolution No. 2018-064 ((*Resolution Regarding the Recommended Disposition of Planning Commission Application No. 2018-002 Submitted by Tashitaa Tufaa of Mississippi Valley Properties, LLC, for Approval of a Site and Building Plan and Issuance of a Special Use Permit to Convert a Former Bowling Alley and Restaurant into an Event Center in the C2 (Commerce) District (Located at 6440 James Circle North).*
Exhibit C- Affidavit of Publication for Notice of Hearing (6440 James Circle North), published November 28, 2019, in *Brooklyn Center Sun Post*.

Exhibit A

BROOKLYN CENTER AT THE CENTER

RECEIVED
NOV 12 2019

For Office Use Only	
Date Received:	
Date Application Complete:	
Letter of Completeness:	
PC App No.	

2019 Planning Commission Application

Applicant Information:

Name: TASHITAA TUFAA And Mike Brady

Address: 8260 Hickory St. N FRIDLEY MN 55432

Office Phone: 612 327-2932 (Mike Brady) Cell: 763 443-7592 Tashitaa

Email: ttufaa@metrotn.com FAX: 763 571-1547

mikebrady@bradyRED.com

Property Owner Information* (*if different from Applicant*)**:**

Name: ODAA Center LLC

Property Owner Address: 8260 Hickory St N Fridley MN 55432

Office Phone: 612 327 2932 (Mike Brady) Cell: 763-443-7592 (Tashitaa)

Email: mikebrady@bradyRED.com FAX: 763 571-1547

Developer

Project Information:

Provide a general description of your project and request(s): As you know, this property was approved a few years ago & the permit expired. We retained Mike Brady with BradyRED who will carry through the process. We are making no changes from the original approval to build a cultural event center.

Address/Location of Property: 6440 James Circle N.

Legal Description of Property: _____

Application Type (Mark all that Apply)

☐	Comprehensive Plan Amendment	$1,050	☐	Appeal	$200
☐	Rezoning	$1,050	☐	Zoning Code Text Amendment	$500
☐	Special/Interim Use Permit	$250	☒	Special/Interim Use Permit Amendment	$150
☐	Site and Building Plan Review	$750	☐	Variance	$200
☐	Planned Unit Development	$1,800	☐	Planned Unit Development Amendment	$700
☐	Preliminary Plat	$400	☐	Final Plat	$200

IMPORTANT: All applications may be subject to additional fees for reimbursement of costs incurred by the City for filing, reviewing, and processing applications in the form of an escrow to the City.

Application Fee: $ 150 **Escrow Amount:** $ 1,000 **Receipt No:** _____

Acknowledgement and Signature:

The undersigned acknowledges that they understand that before a Planning Commission application can be deemed complete, all required fees and escrows must be paid to the City. By signing and submitting this application, the Applicant agrees to pay to the City of Brooklyn Center the actual costs incurred for expenses reasonably and necessarily required by the City for the review, filing, and processing of the application. Such costs will be in addition to the application fee described herein. Withdrawal of the application will not relieve the applicant of the obligation to pay costs incurred prior to withdrawal. Any administrative fees paid as part of the submission of this application are nonrefundable.

Property Owner Signature (Required) — Date: 11-13-19

Applicant Signature (If different than Property Owner) — Date: 11-12-19

THE CENTER

A place to gather, an event to remember

Vision: A place to gather for an unforgettable experience.

The Center is the Twin Cities newest premier event center. The Center is conveniently located at 6440 James Circle in Brooklyn Center at the intersection of I694 and Shingle Creek Parkway, and convenient to Highways 94 and 100. Developer and owner, Mr. Tashitaa Tufaa, runs numerous successful Minnesota corporations and is excited to announce his latest project "The Center." The Center will be a place to gather for weddings, proms, private parties, corporate events, community events, educational events, expos and other special uses.

The Center construction is contemporary, classy and open. The exposed metal ceiling structure and glass panel entry doors create a sophisticated, elegant guest experience. Included within the center are chic bridal suites, a full-service upscale restaurant, informal gathering spaces and smaller office type rooms. Restrooms are conveniently located in the main hall and include three additional restrooms each, in the restaurant and bridal suite areas.

The main entry features glass, inviting wall textures, colors and hard surface flooring of tile or laminate. The banquet center is visible from the entry through tall glass doors and with a grand open feel allowing guests to see into the banquet facility as they enter the building. Included in the main entry hall area is access to the Bridal Suites, offices, the restaurant and restrooms. There is a coat checkroom and valet station in the entry lobby. Upon entering the event center, guests can mingle and relax in the hall area or enjoy a beverage in the bar. The offices and bridal suites are in an area that can be locked and inaccessible to the banquet area and the main entry. Three restrooms service the suites and offices.

The restaurant is just inside the main entry. It also features glass and a soft, inviting contemporary feel. There is formal seating in the restaurant area and informal seating with high top tables and bar seating in the bar area. . The restaurant and bar menu will consist of "American" type fare with added ethnic, dinner and banquet specials. Event catering service is per request.

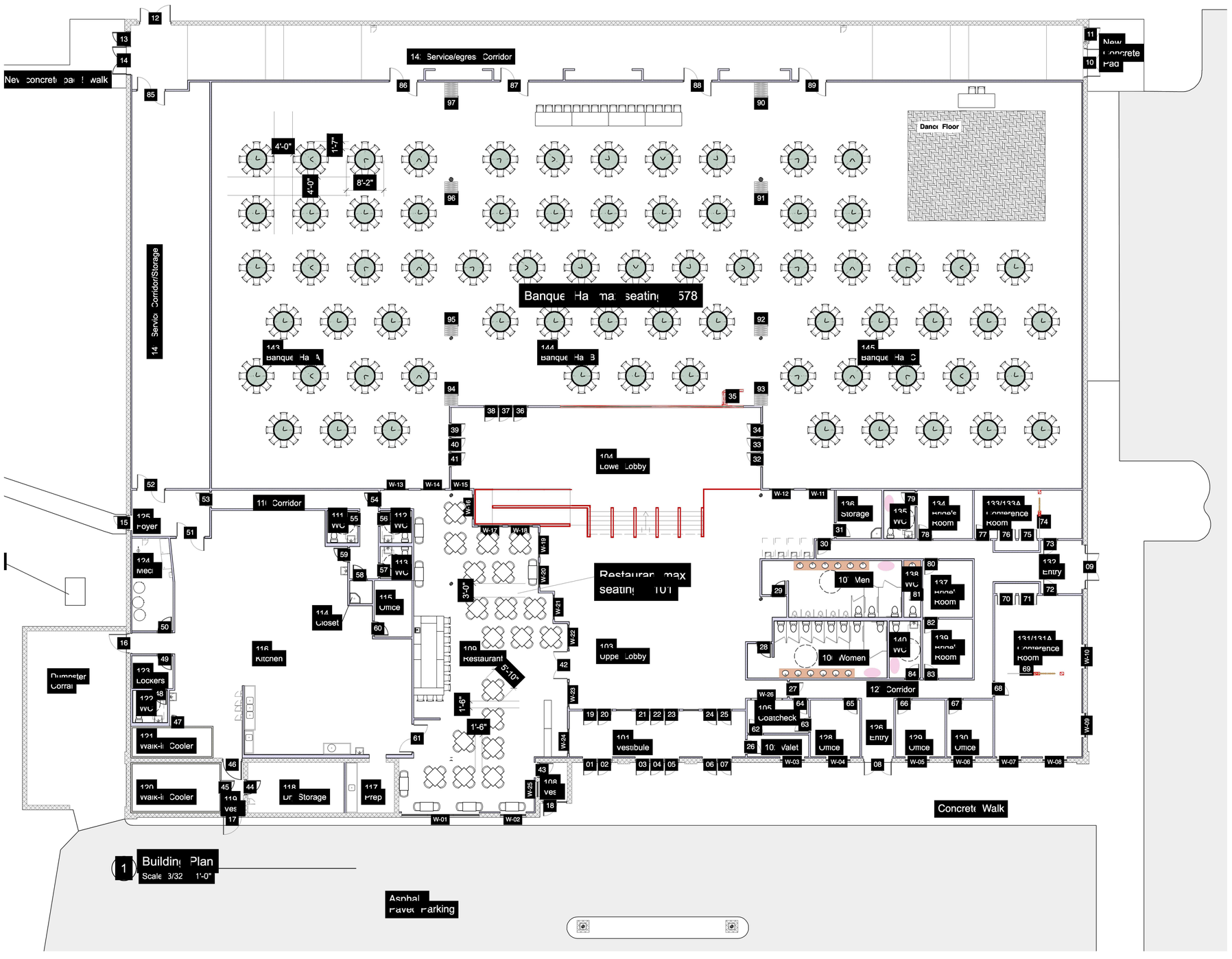
The banquet hall accommodates a total of 578 people in one large open gathering space or partitioned into two or three separate halls each accommodating approximately 190 guests. Portable wine, beer and liquor bars within the halls and other informal gathering spaces will provide beverage service guests attending events. The banquet spaces will include portable hardwood dance floors,

multimedia equipment, platforms and podiums. Numerous fanciful options for decoration and embellishment are available.

The parking lot is amply lit and all exterior lighting shall be provided with lenses, reflectors or shades, so as to concentrate illumination on the property. No glare shall emanate from or be visible beyond the boundaries of the illuminated premises.

The event center will provide the services of a building manager, a chef/restaurant manager and bridal consultant.

Mr. Tashitaa Tufaa is excited to have the opportunity to put his name and Midas touch on this stunning event center. The Center will be a place to gather for weddings, proms, private parties, corporate events, community events, educational events and the like, for memories that will last a lifetime!



Appr
Zone
Revision Notes
Date
Nu
A 02/12/2018 Issued to Site ! Building Plan Review
Issue Notes
Date
Nu

Date
Revision
Proje 6441 James
Drawn Jose
CAD Fi
Proj. Jose

Design By
Draw By
Checke By
Review By
Submitte By
Proje Pete Contracting

Design Tea Pete Lindsa Hi Architect
Minnesot License 40104
1321 McGinl Rd Minnetonk MN 55305
peterhill@vizion.com 612-332-6161
Consultant

Proje Title Evan Baptist Church
6441 James Ave North
Brooklyn Center Minnesota
Shee Title Banquet Hall Seating Plan
Restaurant Seating Plan

Scale 3/32 1'-0"
Shee N
A-11
of
12

© 2018

M E M O R A N D U M

DATE: March 5, 2018

TO: Ginny McIntosh, City Planner/Zoning Administrator

FROM: Andrew Hogg, Assistant City Engineer

SUBJECT: Site Plan Review –6440 James Circle

Public Works Department staff reviewed the following documents submitted for review on February 16, 2018, for the proposed 6440 James Circle:

- Civil Site Plans dated February 13, 2018

Subject to final staff Site Plan approval, the referenced plans must be revised in accordance with the following comments/revisions and approved prior to issuance of Land Alteration permit:

C2.0 – Site Plan

1. Label accessible ramps.

2. Traffic lane dimension.

C5.2 – Detail and Specifications Plan

3. Add current MN Dot plates for ADA accessibility ramps

L1.0 – Landscape Plan

4. Provide irrigation plan.

Miscellaneous

5. See redlines for additional Site Plan comments

6. Remove "City of Brooklyn Center Site Specific Notes" from all sheets.

7. Upon project completion, the applicant must submit an as-built survey of the property, improvements and utility service lines and structures; and provide certified record drawings of all project plan sheets depicting any associated private and/or public improvements, revisions and adjustments prior to issuance of the certificate of occupancy. The as-built survey must also verify that all property corners have been established and are in place at the completion of the project as determined and directed by the City Engineer.

8. Inspection for the private site improvements must be performed by the developer's design/project engineer. Upon project completion, the design/project engineer must formally certify through a letter that the project was built in conformance with the approved plans and under the design/project engineer's immediate and direct supervision. The engineer must be certified in the state of Minnesota and must certify all required as- built drawings (which are separate from the as-built survey).

9. The total disturbed area is less than one acre, an NPDES permit is not required.

Prior to issuance of a Land Alteration

10. Final construction/demolition plans and specifications need to be received and approved by the City Engineer in form and format as determined by the City. The final plan must comply with the approved preliminary plan and/or as amended as required by the City Engineer.

11. A letter of credit or a cash escrow in the amount of 100% of the estimated cost as determined by City staff shall be deposited with the City.

12. A Construction Management Plan and Agreement is required that addresses general construction activities and management provisions, traffic control provisions, emergency management provisions, storm water pollution prevention plan provisions, tree protection provisions, general public welfare and safety provisions, definition of responsibility provisions, temporary parking provisions, overall site condition provisions and non- compliance provisions. A separate $2,500 deposit will be required as part of the non-compliance provision.

Anticipated Permitting:

11. Other permits not listed may be required and is the responsibility of the developer to obtain and warranted.

12. Copies of all required permits must be provided to the City prior to issuance of applicable building and land disturbance permits.

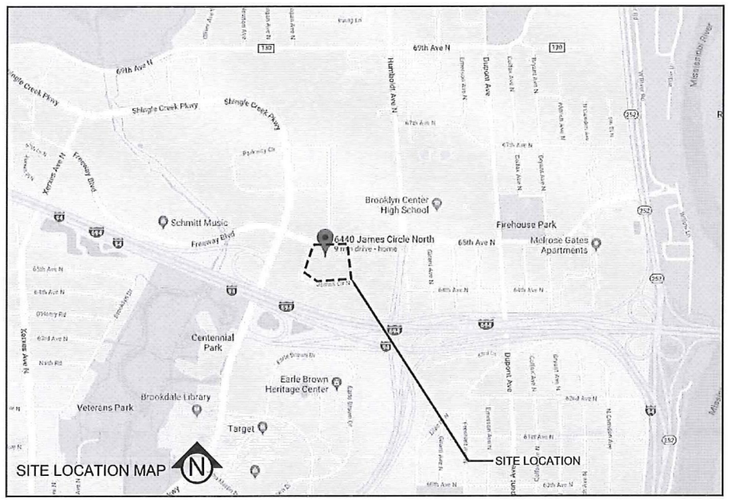
13. A preconstruction conference must be scheduled and held with City staff and other entities designated by the City.

The aforementioned comments are provided based on the information submitted by the applicant at the time of this review. Other guarantees and site development conditions may be further prescribed throughout the project as warranted and determined by the City.

6440 JAMES CIRCLE

BROOKLYN CENTER, MINNESOTA

ISSUED FOR: CITY SUBMITTAL



ARCHITECT:

PETER LINDSAY HILL, ARCHITECT
13212 MCGINTY ROAD EAST
MINNETONKA, MN 55305

DEVELOPER / PROPERTY OWNER:

MISSISSIPPI VALLEY PROPERTIES
1185 HERITAGE LANE
ORONO, MN 55391

ENGINEER / LANDSCAPE ARCHITECT:

CIVIL SITE GROUP
4931 W 35TH STREET
SUITE 200
ST LOUIS PARK, MN 55416
612-615-0060

SURVEYOR:

CARLSON & CARLSON, INC.
8713 DUPONT AVE. S.
BLOOMINGTON, MN 55420
952-888-2084

GEOTECHNICAL ENGINEER:

TBD

MASTER LEGEND:

- EX. 1' CONTOUR ELEVATION INTERVAL
- EXISTING SPOT GRADE ELEVATION
- 1.0' CONTOUR ELEVATION INTERVAL
- SPOT GRADE ELEVATION (GUTTER/FLOW LINE UNLESS OTHERWISE NOTED)
- SPOT GRADE ELEVATION TOP OF CURB (GUTTER TOP)
- SPOT GRADE ELEVATION TOP OF WALL
- SPOT GRADE ELEVATION BOTTOM OF WALL
- DRAINAGE ARROW
- EMERGENCY OVERFLOW
- SILT FENCE / BIOROLL - GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE
- SOIL BORING LOCATION
- CURB AND GUTTER (T.O = TIP OUT)
- PROPOSED MANHOLE STORM
- PROPOSED CATCH BASIN OR CATCH BASIN MANHOLE STORM
- PROPOSED GATE VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED MANHOLE SANITARY
- PROPOSED SIGN
- PROPOSED LIGHT
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED WATER MAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATER MAIN
- EXISTING GAS MAIN
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND CABLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING STOPBOX
- EXISTING GATE VALVE
- EXISTING ELECTRIC BOX
- EXISTING LIGHT
- EXISTING GAS METER
- EXISTING GAS VALVE

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

SHEET INDEX

SHEET NUMBER	SHEET TITLE
C0.0	TITLE SHEET
C0.1	SITE SURVEY
C1.0	REMOVALS PLAN
C2.0	SITE PLAN
C3.0	GRADING PLAN
C4.0	NOT USED
C5.0	DETAILS
L1.0	LANDSCAPE PLAN
L1.1	LANDSCAPE PLAN NOTES & DETAILS
SW1.0	SWPPP - EXISTING CONDITIONS
SW1.1	SWPPP - PROPOSED CONDITIONS
SW1.2	SWPPP - DETAILS
SW1.3	SWPPP - NARRATIVE

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PROJECT
6440 JAMES CIRCLE NORTH
6440 JAMES CIRCLE N, BROOKLYN CENTER, MN 55430
MISSISSIPPI VALLEY PROPERTIES
1185 HERITAGE LANE, ORONO, MN 55391

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Matthew R. Pavek
DATE 02/13/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION

REVISION SUMMARY

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PROJECT NUMBER: 17272

TITLE SHEET

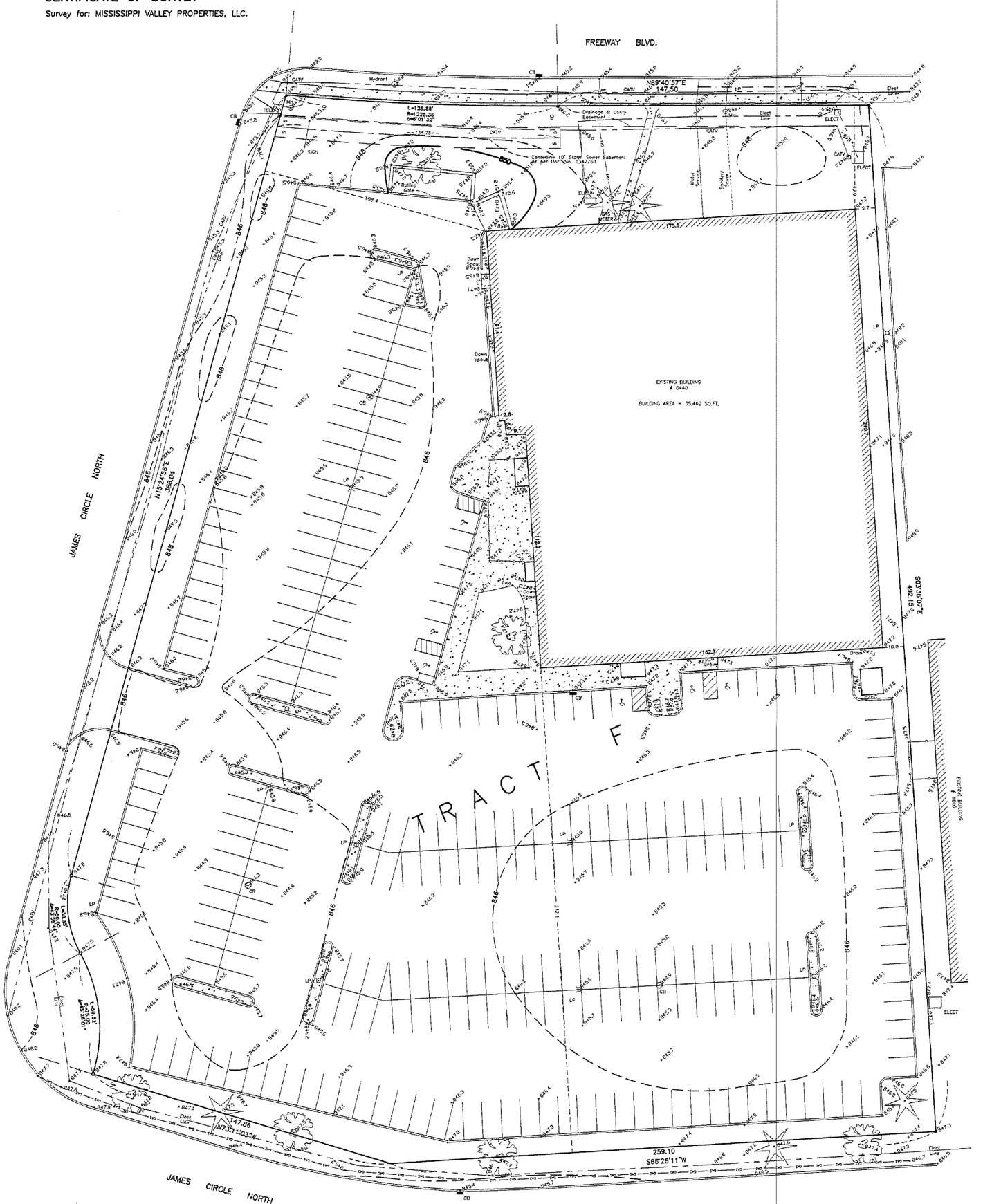
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ath 3/5/18

CERTIFICATE OF SURVEY

Survey for: MISSISSIPPI VALLEY PROPERTIES, LLC.



SCALE: 1" = 20'

DESCRIPTION: TRACT F, R.L.S. NO. 1482
LOT AREA = 175,685 SQ.FT. OR 4.03 ACRES

I hereby certify that this survey was prepared by me or under my direct supervision, and that I am a registered land surveyor under the laws of the State of Minnesota. Dated this 13th day of December, 2017.

BY _____
Larry R. Couture, Land Surveyor
Minnesota License No. 9018

CARLSON & CARLSON, INC.
LAND SURVEYORS
Tele. No. (952) 888-2084

REVISION SUMMARY

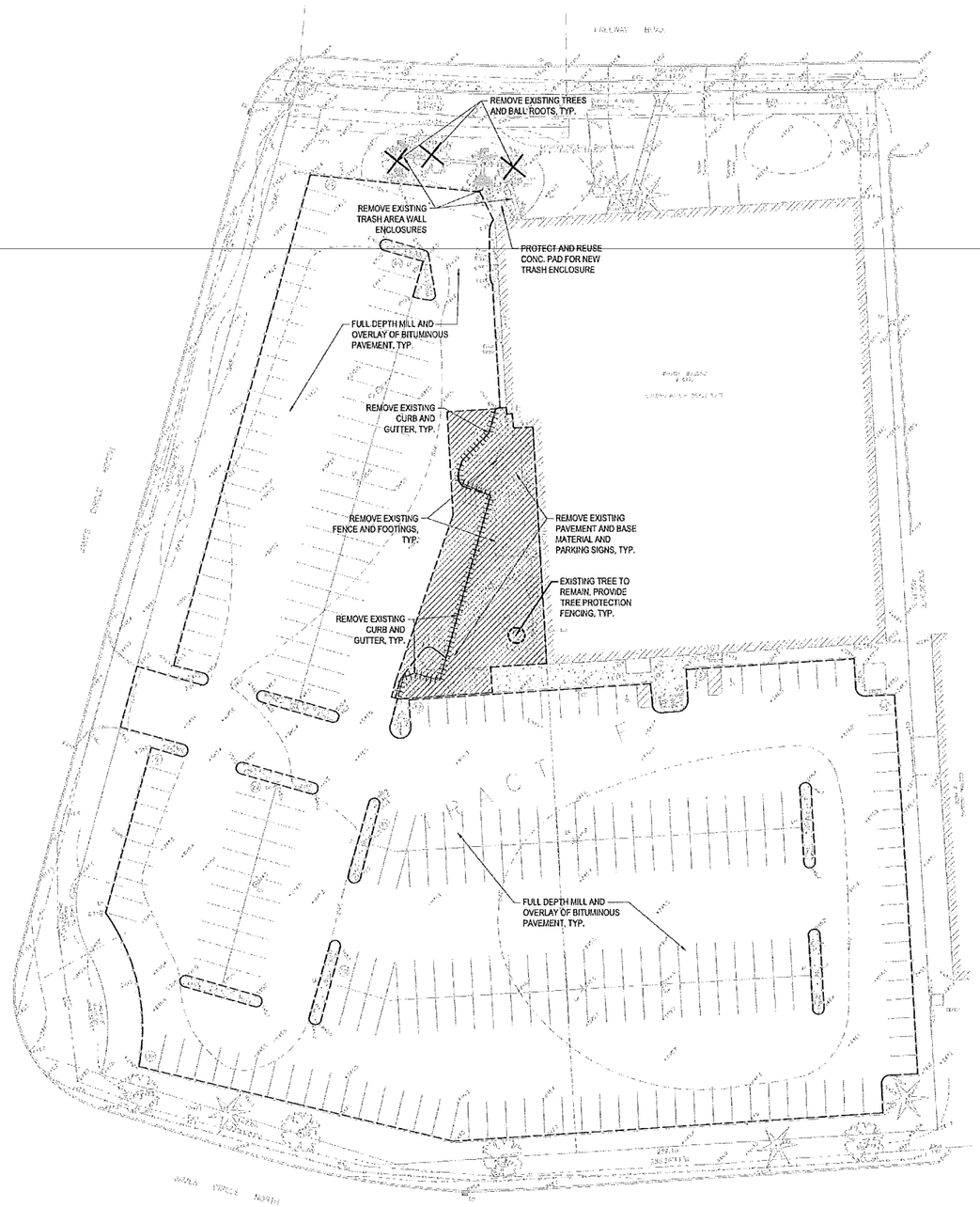
DATE	DESCRIPTION

SITE SURVEY

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CARLSON & CARLSON, INC.
LAND SURVEYORS

352-48R



TREE REMOVAL CALCULATIONS:

NO	SIZE (CAL. IN.)	SPECIES	POINTS	REMOVE
EXISTING PLANT MATERIAL				
ON-SITE				
T1		6 PINE	6	
T2		6 MAPLE	10	
T3		8 PINE	6	
T4		16 ASH	10	X
T5		8 CEDAR	6	
T6		6 CEDAR	6	
T7		12 CRAB	1.5	
T8		4 ASH	10	X
T9		6 CRAB	1.5	X
	TOTAL		35.5	
	REMOVE		21.5	
OFF-SITE (SHOWN FOR REFERENCE ONLY, NOT USED IN CALCULATION				
TOS1		4 MAPLE	10	
TOS2		6 PINE	6	
TOS3		6 MAPLE	10	
TOS4		6 MAPLE	10	
	TOTAL		36	

REMOVAL NOTES:

1. SEE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLAN FOR CONSTRUCTION STORM WATER MANAGEMENT PLAN.
2. REMOVAL OF MATERIALS NOTED ON THE DRAWINGS SHALL BE IN ACCORDANCE WITH MNDOT, STATE AND LOCAL REGULATIONS.
3. REMOVAL OF PRIVATE UTILITIES SHALL BE COORDINATED WITH UTILITY OWNER PRIOR TO CONSTRUCTION ACTIVITIES.
4. EXISTING PAVEMENTS SHALL BE SAWCUT IN LOCATIONS AS SHOWN ON THE DRAWINGS OR THE NEAREST JOINT FOR PROPOSED PAVEMENT CONNECTIONS.
5. REMOVED MATERIALS SHALL BE DISPOSED OF TO A LEGAL OFF-SITE LOCATION AND IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.
6. ABANDON, REMOVAL, CONNECTION, AND PROTECTION NOTES SHOWN ON THE DRAWINGS ARE APPROXIMATE. COORDINATE WITH PROPOSED PLANS.
7. EXISTING ON-SITE FEATURES NOT NOTED FOR REMOVAL SHALL BE PROTECTED THROUGHOUT THE DURATION OF THE CONTRACT.
8. PROPERTY LINES SHALL BE CONSIDERED GENERAL CONSTRUCTION LIMITS UNLESS OTHERWISE NOTED ON THE DRAWINGS. WORK WITHIN THE GENERAL CONSTRUCTION LIMITS SHALL INCLUDE STAGING, DEMOLITION AND CLEAN-UP OPERATIONS AS WELL AS CONSTRUCTION SHOWN ON THE DRAWINGS.
9. MINOR WORK OUTSIDE OF THE GENERAL CONSTRUCTION LIMITS SHALL BE ALLOWED AS SHOWN ON THE PLAN AND PER CITY REQUIREMENTS.
10. DAMAGE BEYOND THE PROPERTY LIMITS CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED IN A MANNER APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT OR IN ACCORDANCE WITH THE CITY.
11. PROPOSED WORK (BUILDING AND CIVIL) SHALL NOT DISTURB EXISTING UTILITIES UNLESS OTHERWISE SHOWN ON THE DRAWINGS AND APPROVED BY THE CITY PRIOR TO CONSTRUCTION.
12. SITE SECURITY MAY BE NECESSARY AND PROVIDED IN A MANNER TO PROHIBIT VANDALISM, AND THEFT, DURING AND AFTER NORMAL WORK HOURS, THROUGHOUT THE DURATION OF THE CONTRACT. SECURITY MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY.
13. VEHICULAR ACCESS TO THE SITE SHALL BE MAINTAINED FOR DELIVERY AND INSPECTION ACCESS DURING NORMAL OPERATING HOURS. AT NO POINT THROUGHOUT THE DURATION OF THE CONTRACT SHALL CIRCULATION OF ADJACENT STREETS BE BLOCKED WITHOUT APPROVAL BY THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
14. ALL TRAFFIC CONTROLS SHALL BE PROVIDED AND ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
15. SHORING FOR BUILDING EXCAVATION MAY BE USED AT THE DISCRETION OF THE CONTRACTOR AND AS APPROVED BY THE OWNERS REPRESENTATIVE AND THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
16. STAGING, DEMOLITION, AND CLEAN-UP AREAS SHALL BE WITHIN THE PROPERTY LIMITS AS SHOWN ON THE DRAWINGS AND MAINTAINED IN A MANNER AS REQUIRED BY THE CITY.

CITY OF BROOKLYN CENTER REMOVAL NOTES:

1. RESERVED FOR CITY SPECIFIC REMOVAL NOTES.

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0-SW1.3

REMOVALS LEGEND:

- EX. 1' CONTOUR ELEVATION INTERVAL
- REMOVAL OF PAVEMENT AND ALL BASE MATERIAL, INCLUDING BIT., CONC., AND GRAVEL PVMTS.
- FULL DEPTH MILL AND OVERLAY OF BITUMINOUS PAVEMENT
- REMOVE CURB AND GUTTER. IF IN RIGHT-OF-WAY, COORDINATE WITH LOCAL GOVERNING UNIT.
- TREE PROTECTION
- TREE REMOVAL - INCLUDING ROOTS AND STUMPS

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(651) 454-0002 LOCAL

1" = 30'-0"
15'-0" 0 30'-0"

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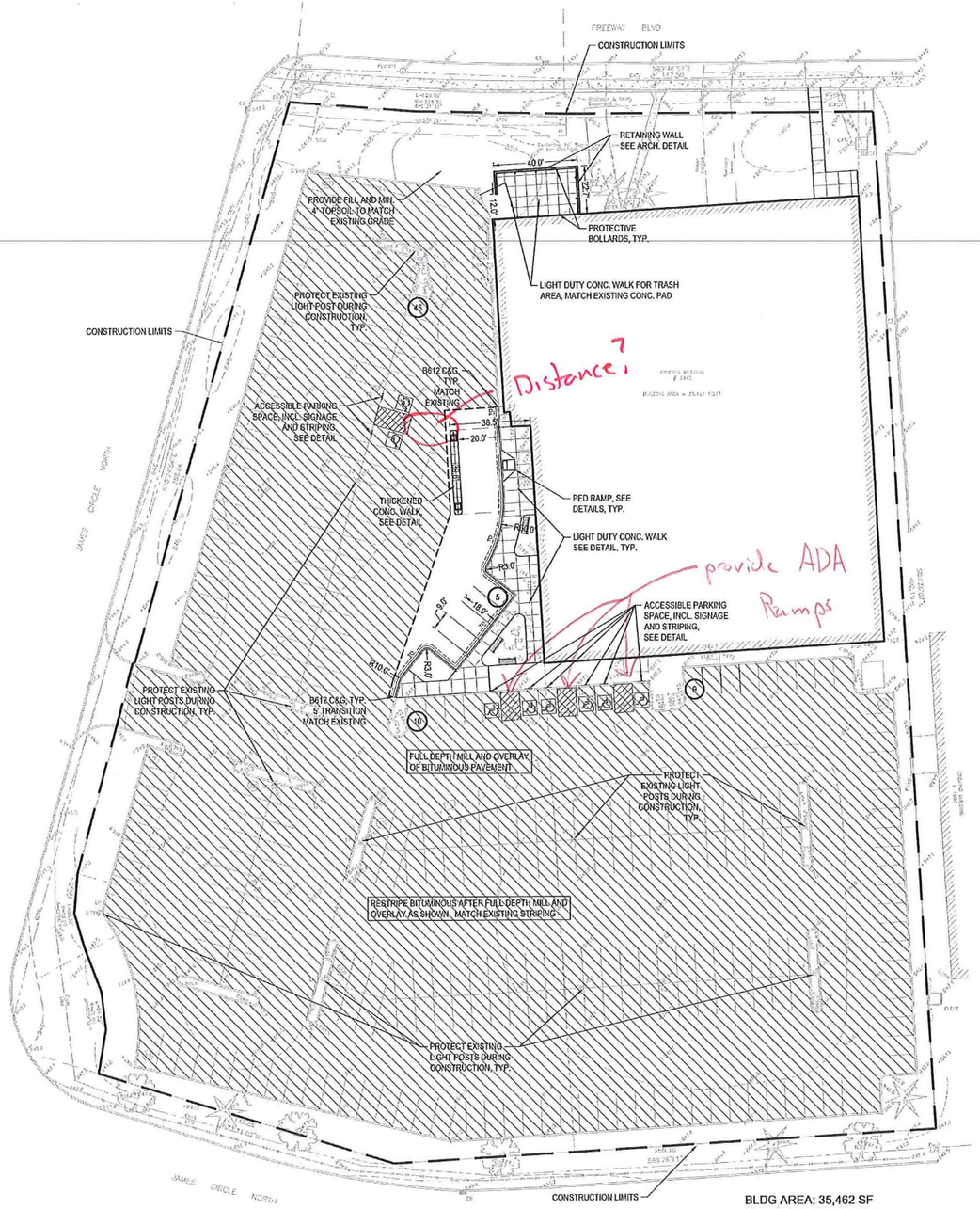
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REMOVALS PLAN

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BLDG AREA: 35,462 SF
SITE AREA: 175,685 SF
281 PARKING STALLS

SITE LAYOUT NOTES:

1. CONTRACTOR SHALL VERIFY LOCATIONS AND LAYOUT OF ALL SITE ELEMENTS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, LOCATIONS OF EXISTING AND PROPOSED PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES, BUILDINGS AND PAVEMENTS. CONTRACTOR IS RESPONSIBLE FOR FINAL LOCATIONS OF ALL ELEMENTS FOR THE SITE. ANY REVISIONS REQUIRED AFTER COMMENCEMENT OF CONSTRUCTION, DUE TO LOCATIONAL ADJUSTMENTS SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. ADJUSTMENTS TO THE LAYOUT SHALL BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF MATERIALS. STAKE LAYOUT FOR APPROVAL.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, INCLUDING A RIGHT-OF-WAY AND STREET OPENING PERMIT.
3. THE CONTRACTOR SHALL VERIFY RECOMMENDATIONS NOTED IN THE GEO TECHNICAL REPORT PRIOR TO INSTALLATION OF SITE IMPROVEMENT MATERIALS.
4. CONTRACTOR SHALL FIELD VERIFY COORDINATES AND LOCATION DIMENSIONS OF THE BUILDING AND STAKE FOR REVIEW AND APPROVAL BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION OF FOOTING MATERIALS.
5. LOCATIONS OF STRUCTURES, ROADWAY PAVEMENTS, CURBS AND GUTTERS, BOLLARDS, AND WALKS ARE APPROXIMATE AND SHALL BE STAKED IN THE FIELD, PRIOR TO INSTALLATION, FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT.
6. CURB DIMENSIONS SHOWN ARE TO FACE OF CURB. BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATION. LOCATION OF BUILDING IS TO BUILDING FOUNDATION AND SHALL BE AS SHOWN ON THE DRAWINGS.
7. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR SAMPLES AS SPECIFIED FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO FABRICATION FOR ALL PREFABRICATED SITE IMPROVEMENT MATERIALS SUCH AS, BUT NOT LIMITED TO THE FOLLOWING, FURNISHINGS, PAVEMENTS, WALLS, RAILINGS, BENCHES, FLAGPOLES, LANDING PADS FOR CURB RAMPS, AND LIGHT AND POLES. THE OWNER RESERVES THE RIGHT TO REJECT INSTALLED MATERIALS NOT PREVIOUSLY APPROVED.
8. PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED WITH TRUNCATED DOME LANDING AREAS IN ACCORDANCE WITH A.D.A. REQUIREMENTS-SEE DETAIL.
9. CROSSWALK STRIPING SHALL BE 24" WIDE WHITE PAINTED LINE, SPACED 48" ON CENTER PERPENDICULAR TO THE FLOW OF TRAFFIC. WIDTH OF CROSSWALK SHALL BE 5' WIDE. ALL OTHER PAVEMENT MARKINGS SHALL BE WHITE IN COLOR UNLESS OTHERWISE NOTED OR REQUIRED BY ADA OR LOCAL GOVERNING BODIES.
10. SEE SITE PLAN FOR CURB AND GUTTER TYPE. TAPER BETWEEN CURB TYPES-SEE DETAIL.
11. ALL CURB RADII ARE MINIMUM 3' UNLESS OTHERWISE NOTED.
12. CONTRACTOR SHALL REFER TO FINAL PLAT FOR LOT BOUNDARIES, NUMBERS, AREAS AND DIMENSIONS PRIOR TO SITE IMPROVEMENTS.
13. FIELD VERIFY ALL EXISTING SITE CONDITIONS, DIMENSIONS.
14. PARKING IS TO BE SET PARALLEL OR PERPENDICULAR TO EXISTING BUILDING UNLESS NOTED OTHERWISE.
15. ALL PARKING LOT PAINT STRIPPING TO BE WHITE, 4" WIDE TYP.
16. BITUMINOUS PAVING TO BE "LIGHT DUTY" UNLESS OTHERWISE NOTED. SEE DETAIL SHEETS FOR PAVEMENT SECTIONS.
17. ALL TREES THAT ARE TO REMAIN ARE TO BE PROTECTED FROM DAMAGE WITH A CONSTRUCTION FENCE AT THE DRIP LINE. SEE LANDSCAPE DOCUMENTS.

CITY OF BROOKLYN CENTER SITE SPECIFIC NOTES:

1. RESERVED FOR CITY SPECIFIC NOTES.

SITE AREA TABLE:

SITE AREA CALCULATIONS	EXISTING		PROPOSED LOT	
BUILDING COVERAGE	35,462 SF	20.2%	35,462 SF	20.2%
ALL PAVEMENTS	110,460 SF	62.9%	110,977 SF	63.2%
ALL NON-PAVEMENTS	29,763 SF	16.9%	29,246 SF	16.6%
TOTAL SITE AREA	175,685 SF	100.0%	175,685 SF	100.0%
IMPERVIOUS SURFACE				
EXISTING CONDITION	145,922 SF	83.1%		
PROPOSED CONDITION LOT	146,439 SF	83.4%		
DIFFERENCE (EX. VS PROP.)	517 SF	0.3%		
IMPERVIOUS TOTAL	146,439 SF	83.4%		

PARKING STALLS:

PARKING STALLS	
EXISTING	PROPOSED
286	281

SITE PLAN LEGEND:

- FULL DEPTH MILL AND OVERLAY OF BITUMINOUS PAVEMENT
- LIGHT DUTY BITUMINOUS PAVEMENT. SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH, SEE DEATIL.
- CONCRETE PAVEMENT AS SPECIFIED (PAD OR WALK) SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & CONCRETE DEPTHS, SEE DETAIL.
- PROPERTY LINE
- CONSTRUCTION LIMITS
- CURB AND GUTTER-SEE NOTES (T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN
- TRAFFIC DIRECTIONAL ARROW PAVEMENT MARKINGS
- SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED. HC = ACCESSIBLE SIGN NP = NO PARKING FIRE LANE ST = STOP CP = COMPACT CAR PARKING ONLY

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1" = 30'-0"
15'-0" 0 30'-0"

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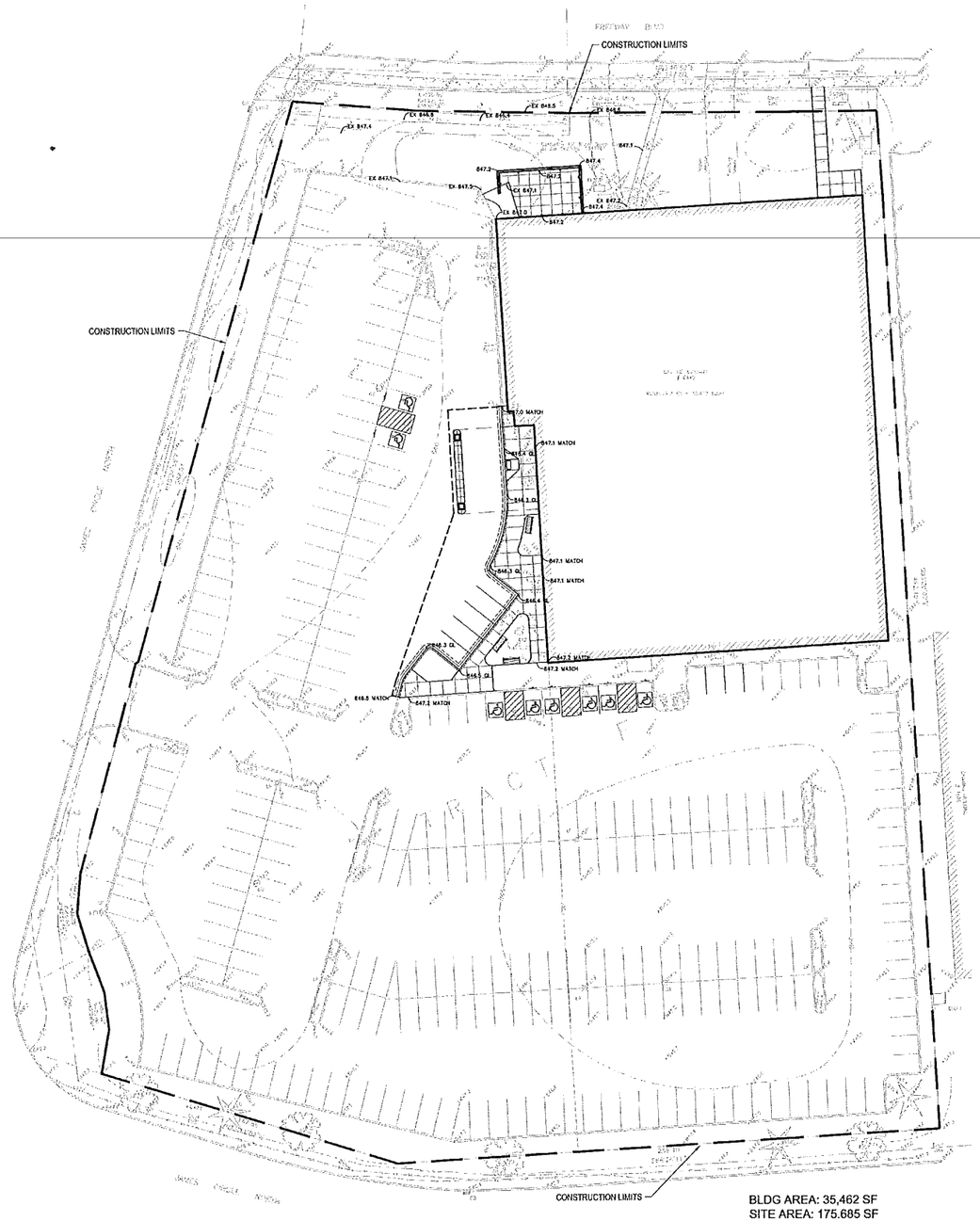
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PROJECT NUMBER: 17272

SITE PLAN

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EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0-SW1.3

GROUNDWATER INFORMATION:

PER GEOTECHNICAL REPORT BY XXXXX, INC., DATED XX-XX-XX GROUNDWATER WAS OBSERVED AT ELEVATIONS RANGING FROM XXX.XX TO XXX.XX

THE BORINGS & GROUNDWATER ARE AS FOLLOWS:

B-1	XXX.XX
B-2	XXX.XX
B-3	XXX.XX
B-4	XXX.XX

PROPOSED FOOTING DRAIN TILE INVERT ELEVATION = XXX.XX

CITY OF BROOKLYN CENTER GRADING NOTES:

1. RESERVED FOR CITY SPECIFIC GRADING NOTES.

GENERAL GRADING NOTES:

1. SEE SITE PLAN FOR HORIZONTAL LAYOUT & GENERAL GRADING NOTES.
2. THE CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION (INCLUDING BUT NOT LIMITED TO SITE PREPARATION, SOIL CORRECTION, EXCAVATION, EMBANKMENT, ETC.) IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.
3. GRADING AND EXCAVATION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS & PERMIT REQUIREMENTS OF THE CITY.
4. PROPOSED SPOT GRADES ARE FLOW-LINE FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
5. GRADES OF WALKS SHALL BE INSTALLED WITH 5% MAX. LONGITUDINAL SLOPE AND 1% MIN. AND 2% MAX. CROSS SLOPE, UNLESS OTHERWISE NOTED.
6. PROPOSED SLOPES SHALL NOT EXCEED 3:1 UNLESS INDICATED OTHERWISE ON THE DRAWINGS. MAXIMUM SLOPES IN MAINTAINED AREAS IS 4:1
7. PROPOSED RETAINING WALLS, FREESTANDING WALLS, OR COMBINATION OF WALL TYPES GREATER THAN 4' IN HEIGHT SHALL BE DESIGNED AND ENGINEERED BY A REGISTERED RETAINING WALL ENGINEER. DESIGN DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF GRADE STAKES THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH PROPER GRADES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR A FINAL FIELD CHECK OF FINISHED GRADES ACCEPTABLE TO THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO TOPSOIL AND SODDING ACTIVITIES.
9. IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, THE CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.
10. EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. THE CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. THE CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO A DEPTH OF 6 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.
11. FINISHED GRADING SHALL BE COMPLETED. THE CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISH GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED BY TRAFFIC OR ERODED BY WATER OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.
12. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND/OR PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER. NO TEST ROLL SHALL OCCUR WITHIN 10' OF ANY UNDERGROUND STORM RETENTION/DETENTION SYSTEMS.
13. TOLERANCES
    - 13.1. THE BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
    - 13.2. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
    - 13.3. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
    - 13.4. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
14. MAINTENANCE
    - 14.1. THE CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION, AND KEEP AREA FREE OF TRASH AND DEBRIS.
    - 14.2. CONTRACTOR SHALL REPAIR AND REESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS TO SPECIFIED TOLERANCES. DURING THE CONSTRUCTION, IF REQUIRED, AND DURING THE WARRANTY PERIOD, ERODED AREAS WHERE TURF IS TO BE ESTABLISHED SHALL BE RESEEDED AND MULCHED.
    - 14.3. WHERE COMPLETED COMPACTED AREAS ARE DISTURBED BY SUBSEQUENT CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, CONTRACTOR SHALL SCARIFY, SURFACE, RESHAPE, AND COMPACT TO REQUIRED DENSITY PRIOR TO FURTHER CONSTRUCTION.

GRADING PLAN LEGEND:

1125	EX. 1' CONTOUR ELEVATION INTERVAL
1137	1.0' CONTOUR ELEVATION INTERVAL
41.26	SPOT GRADE ELEVATION (GUTTER/FLOW LINE UNLESS OTHERWISE NOTED)
891.00 G	SPOT GRADE ELEVATION GUTTER
891.00 TC	SPOT GRADE ELEVATION TOP OF CURB
891.00 BS/TS	SPOT GRADE ELEVATION BOTTOM OF STAIRS/TOP OF STAIRS
	CURB AND GUTTER (T.O = TIP OUT)
EOF=1135.52	EMERGENCY OVERFLOW

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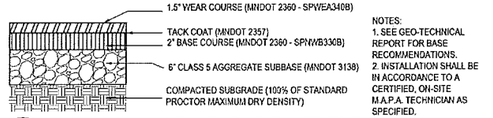
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GRADING PLAN

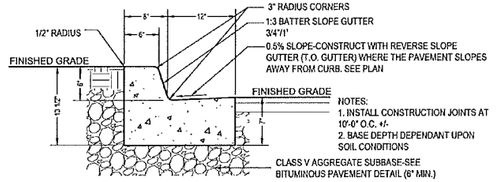
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NOTES:
1. SEE GEO-TECHNICAL REPORT FOR BASE RECOMMENDATIONS.
2. INSTALLATION SHALL BE IN ACCORDANCE TO A CERTIFIED, ON-SITE M.A.P.A. TECHNICIAN AS SPECIFIED.

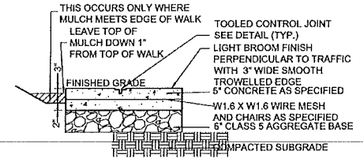
1 LIGHT DUTY BITUMINOUS PAVEMENT
NTS



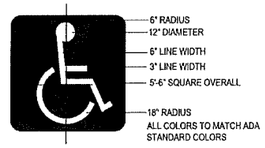
NOTES:
1. INSTALL CONSTRUCTION JOINTS AT 10'-0" O.C. +/-
2. BASE DEPTH DEPENDANT UPON SOIL CONDITIONS

2 B-612 CONCRETE CURB AND GUTTER
NTS

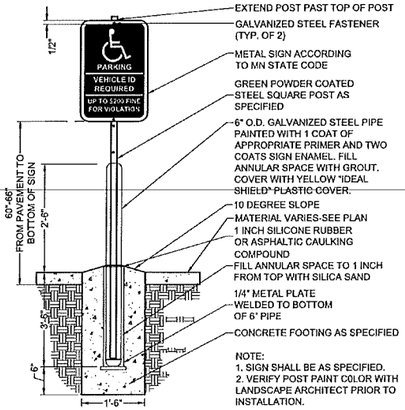
NOTES:
1. INSTALLATION AND REINFORCEMENT SHALL BE CERTIFIED AND IN ACCORDANCE TO AN ON-SITE A.C.I. TECHNICIAN AS SPECIFIED.
2. SEE GEO-TECHNICAL RECOMMENDATIONS FOR GROSS WEIGHT REQUIREMENTS.
3. SEE LAYOUT DRAWINGS FOR LIMITS OF WALKS.
4. SEE CONCRETE JOINT DETAIL FOR REQUIREMENTS.
5. 1/2" WIDE EXPANSION JOINT AND SEALANT AT ALL CURBS.
6. WIRE MESH AND CHAIRS REQUIRED FOR ALL WALKS OR IN LOCATIONS FOR VEHICULAR TRAFFIC.



3 LIGHT DUTY CONCRETE WALK/PAD
NTS

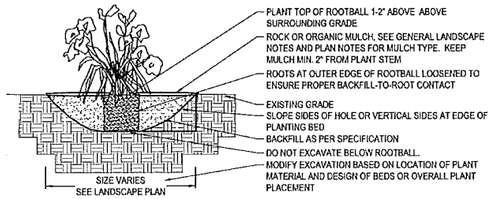


4 ACCESSIBLE PARKING PAVEMENT MARKING
NTS

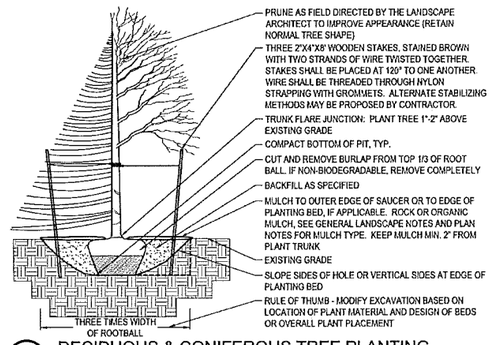


NOTE:
1. SIGN SHALL BE AS SPECIFIED.
2. VERIFY POST PAINT COLOR WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

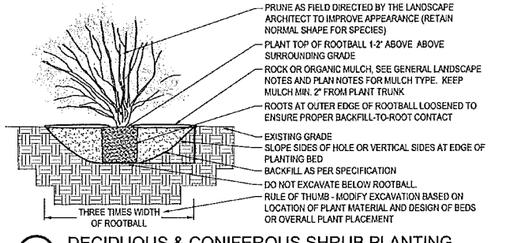
5 ACCESSIBLE SIGN AND POST
NTS



6 PERENNIAL BED PLANTING
NTS



7 DECIDUOUS & CONIFEROUS TREE PLANTING
NTS



8 DECIDUOUS & CONIFEROUS SHRUB PLANTING
NTS

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PROJECT
6440 JAMES CIRCLE NORTH
6440 JAMES CIRCLE N, BROOKLYN CENTER, MN 55430
MISSISSIPPI VALLEY PROPERTIES
1185 HERITAGE LANE, ORONO, MN 55391

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Matthew R. Pavek
DATE 02/13/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION

REVISION SUMMARY

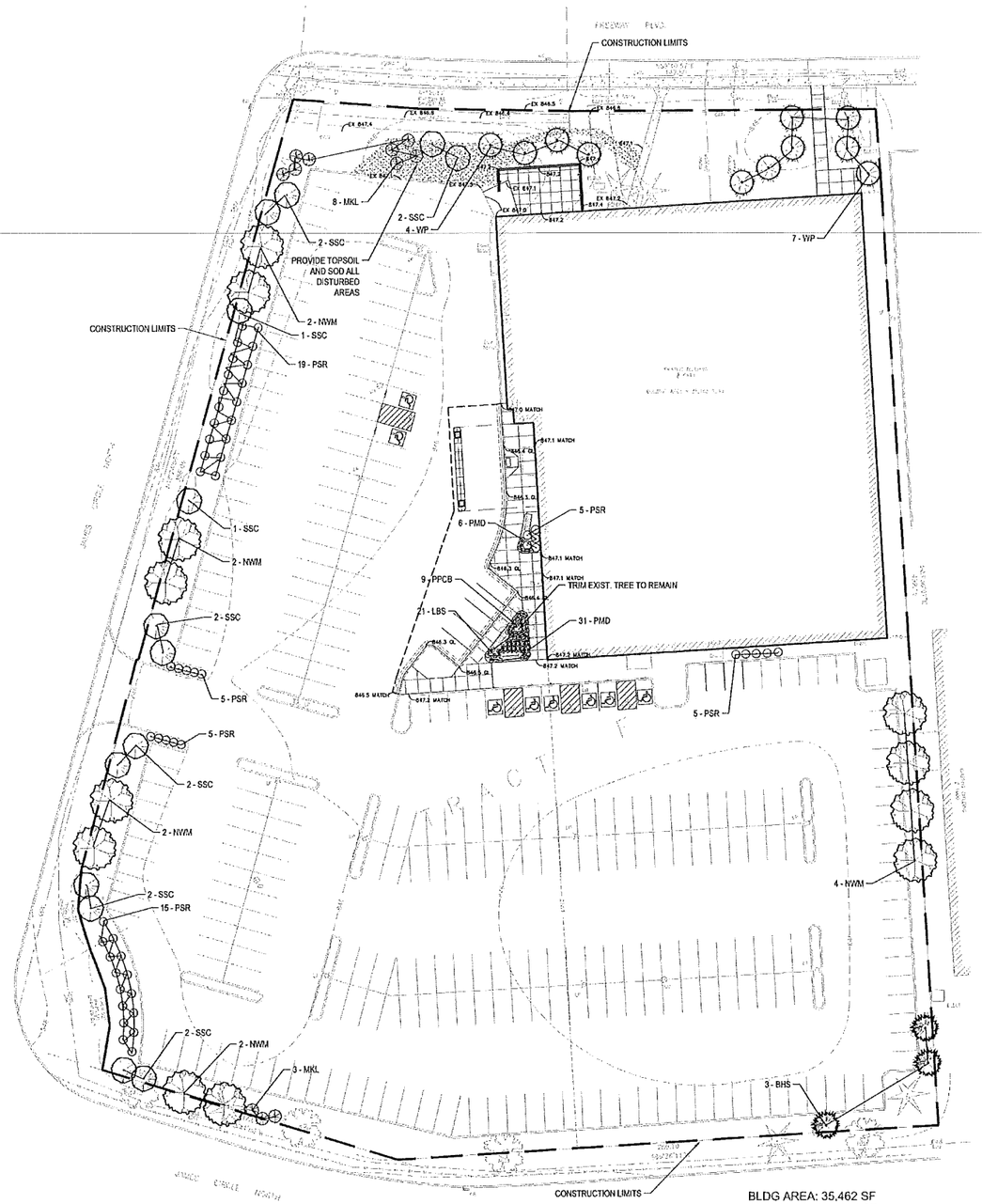
DATE	DESCRIPTION

PROJECT NUMBER: 17272

CIVIL DETAILS

C5.2

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BLDG AREA: 35,462 SF
SITE AREA: 175.685 SF
281 PARKING STALLS

PLANT SCHEDULE - ENTIRE SITE

SYM	QUANT.	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	COMMENTS
		DECIDUOUS TREES				
NWM	3	NORTHWOOD RED MAPLE	Acer rubrum 'Northwood'	2.5" CAL.	B&B	STRAIGHT LEADER. FULL FORM
	(12)	TOTAL				
		EVERGREEN TREES				
BHS	3	BLACK HILLS SPRUCE	Picea glauca 'Densata'	6' ht.	B&B	STRAIGHT LEADER. FULL FORM
WP	11	White Pine	Pinus strobus	6' ht.	B&B	STRAIGHT LEADER. FULL FORM
	(14)	TOTAL				
		ORNAMENTAL TREES				
SSC	14	SPRING SNOW FLOWERING CRAB	Malus 'Spring Snow'	1.5" CAL.	B&B	STRAIGHT LEADER. FULL FORM
	(14)	TOTAL				
		SHRUBS - CONIFEROUS & EVERGREEN				
PSR	54	PAVEMENT SNOW ROSE	Rosa 'Snow Pavement'	24" HT.	CONT.	
MKL	11	Miss Kim Lilac	Syringa patula 'Miss Kim'	36" HT.	CONT.	
	(65)	TOTAL				
		PERENNIALS & GRASSES				
LBS	21	Blue Heaven Little Blue Stem	Schizachyrium scoparium 'Blue Heaven'	#1	CONT.	
PMD	37	PARDON ME DAYLILLY	Hemerocallis 'Pardon Me'	#1	CONT.	
PPCB	9	PLUM PUDDING CORAL BELLS	Heuchera 'Plum Pudding'	#1	CONT.	

IRRIGATION NOTES:

1. ENTIRE SITE SHALL BE FULLY IRRIGATED. THE CONTRACTOR SHALL SUBMIT IRRIGATION SHOP DRAWINGS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
2. SEE MECHANICAL AND ELECTRICAL PLANS AND SPECIFICATIONS FOR IRRIGATION WATER, METER, AND POWER CONNECTIONS.
3. CONTRACTOR TO VERIFY LOCATION OF ALL UNDERGROUND/ABOVE GROUND FACILITIES PRIOR TO ANY EXCAVATION/INSTALLATION. ANY DAMAGE TO UNDERGROUND/ABOVE GROUND FACILITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND COSTS ASSOCIATED WITH CORRECTING DAMAGES SHALL BE BORNE ENTIRELY BY THE CONTRACTOR.
4. SERVICE EQUIPMENT AND INSTALLATION SHALL BE PER LOCAL UTILITY COMPANY STANDARDS AND SHALL BE PER NATIONAL AND LOCAL CODES. EXACT LOCATION OF SERVICE EQUIPMENT SHALL BE COORDINATED WITH THE LANDSCAPE ARCHITECT OR EQUIVALENT AT THE JOB SITE.
5. CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY COMPANY FOR THE PROPOSED ELECTRICAL SERVICE AND METERING FACILITIES.
6. IRRIGATION WATER LINE CONNECTION SIZE IS 1-½" AT BUILDING. VERIFY WITH MECHANICAL PLANS.COVAGE.
7. ALL MAIN LINES SHALL BE 18" BELOW FINISHED GRADE.
8. ALL LATERAL LINES SHALL BE 12" BELLOW FINISHED GRADE.
9. ALL EXPOSED PVC RISERS, IF ANY, SHALL BE GRAY IN COLOR.
10. CONTRACTOR SHALL LAY ALL SLEEVES AND CONDUIT AT 2'-0" BELOW THE FINISHED GRADE OF THE TOP OF PAVEMENT. EXTEND SLEEVES TO 2'-0" BEYOND PAVEMENT.
11. CONTRACTOR SHALL MARK THE LOCATION OF ALL SLEEVES AND CONDUIT WITH THE SLEEVING MATERIAL "ELLED" TO 2'-0" ABOVE FINISHED GRADE AND CAPPED.
12. FABRICATE ALL PIPE TO MANUFACTURES SPECIFICATIONS WITH CLEAN AND SQUARE CUT JOINTS. USE QUALITY GRADE PRIMER AND SOLVENT CEMENT FORMULATED FOR INTENDED TYPE OF CONNECTION.
13. BACKFILL ALL TRENCHES WITH SOIL FREE OF SHARP OBJECTS AND DEBRIS.
14. ALL VALVE BOXES AND COVERS SHALL BE BLACK IN COLOR.
15. GROUP VALVE BOXES TOGETHER FOR EASE WHEN SERVICE IS REQUIRED. LOCATE IN PLANT BED AREAS WHENEVER POSSIBLE.
16. IRRIGATION CONTROLLER LOCATION SHALL BE VERIFIED ON-SITE WITH OWNER'S REPRESENTATIVE.
17. CONTROL WIRES: 14 GAUGE DIRECT BURIAL, SOLID COPPER IRRIGATION WIRE. RUN UNDER MAIN LINE. USE MOISTURE-PROOF SPLICES AND SPLICE ONLY AT VALVES OR PULL BOXES. RUN SEPARATE HOT AND COMMON WIRE TO EACH VALVE AND ONE (1) SPARE WIRE AND GROUND TO FURTHEST VALVE FROM CONTROLLER. LABEL OR COLOR CODE ALL WIRES.
18. AVOID OVER SPRAY ON BUILDINGS, PAVEMENT, WALLS AND ROADWAYS BY INDIVIDUALLY ADJUSTING RADIUS OR ARC ON SPRINKLER HEADS AND FLOW CONTROL ON AUTOMATIC VALVE.
19. ADJUST PRESSURE REGULATING VALVES FOR OPTIMUM PRESSURE ON SITE.
20. USE SCREENS ON ALL HEADS.
21. A SET OF AS-BUILT DRAWINGS SHALL BE MAINTAINED ON-SITE AT ALL TIMES IN AN UPDATED CONDITION.
22. ALL PIPE 3" AND OVER SHALL HAVE THRUST BLOCKING AT EACH TURN.
23. ALL AUTOMATIC REMOTE CONTROL VALVES WILL HAVE 3" MINIMUM DEPTH OF 3/4" WASHED GRAVEL UNDERNEATH VALVE AND VALVE BOX. GRAVEL SHALL EXTENT 3" BEYOND PERIMETER OF VALVE BOX.
24. THERE SHALL BE 3" MINIMUM SPACE BETWEEN BOTTOM OF VALVE BOX COVER AND TOP OF VALVE STRUCTURE.

LANDSCAPE NOTES:

1. WHERE SHOWN, SHRUB BEDS SHALL BE MULCHED WITH 4" DEPTH (MINIMUM AFTER INSTALLATION AND/OR TOP DRESSING OPERATIONS) OF SHREDDED CYPRESS MULCH.
2. ALL TREES SHALL BE MULCHED WITH SHREDDED CYPRESS MULCH TO OUTER EDGE OF SAUCER OR TO EDGE OF PLANTING BED, IF APPLICABLE. ALL MULCH SHALL BE KEPT WITHIN A MINIMUM OF 2" FROM TREE TRUNK.
3. IF SHOWN ON PLAN, RANDOM SIZED LIMESTONE BOULDERS COLOR AND SIZE TO COMPLIMENT NEW LANDSCAPING. OWNER TO APPROVE BOULDER SAMPLES PRIOR TO INSTALLATION.
4. PLANT MATERIALS SHALL CONFORM WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE OF HARDY STOCK, FREE FROM DISEASE, DAMAGE AND DISFIGURATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PLUMPNESS OF PLANT MATERIAL FOR DURATION OF ACCEPTANCE PERIOD.
5. UPON DISCOVERY OF A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS SHOWN ON THE SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
6. CONDITION OF VEGETATION SHALL BE MONITORED BY THE LANDSCAPE ARCHITECT THROUGHOUT THE DURATION OF THE CONTRACT. LANDSCAPE MATERIALS PART OF THE CONTRACT SHALL BE WARRANTED FOR ONE (1) FULL GROWING SEASONS FROM SUBSTANTIAL COMPLETION DATE.
7. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 4" LAYER TOPSOIL LOAM AND SOD AS SPECIFIED UNLESS OTHERWISE NOTED ON THE DRAWINGS.
8. COORDINATE LOCATION OF VEGETATION WITH UNDERGROUND AND OVERHEAD UTILITIES, LIGHTING FIXTURES, DOORS AND WINDOWS. CONTRACTOR SHALL STAKE IN THE FIELD FINAL LOCATION OF TREES AND SHRUBS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
9. ALL PLANT MATERIALS SHALL BE WATERED AND MAINTAINED UNTIL ACCEPTANCE.
10. REPAIR AT NO COST TO OWNER ALL DAMAGE RESULTING FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
11. SWEEP AND MAINTAIN ALL PAVED SURFACES FREE OF DEBRIS GENERATED FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
12. REPAIR AT NO COST TO THE OWNER IRRIGATION SYSTEM DAMAGED FROM LANDSCAPE CONSTRUCTION ACTIVITIES.
13. PROVIDE SITE WIDE IRRIGATION SYSTEM DESIGN AND INSTALLATION. SYSTEM SHALL BE FULLY PROGRAMMABLE AND CAPABLE OF ALTERNATE DATE WATERING. THE SYSTEM SHALL PROVIDE HEAD TO HEAD OR DRIP COVERAGE AND BE CAPABLE OF DELIVERING ONE INCH OF PRECIPITATION PER WEEK. SYSTEM SHALL EXTEND INTO THE PUBLIC RIGHT-OF-WAY TO THE EDGE OF PAVEMENT/BACK OF CURB.
14. CONTRACTOR SHALL SECURE APPROVAL OF PROPOSED IRRIGATION SYSTEM INLCUDING PRICING FROM OWNER, PRIOR TO INSTALLATION.

LANDSCAPE CALCULATIONS:

AREA OF SITE	175538.4 SF	4.0 AC	PROPOSED PLANTS (SEE PLANT SCHEDULE)	QUANT	PTS	SUBTOTAL
REQUIRED LANDSCAPE POINTS			SHADE TREES	12	10	120
4.0 = 2 AC @ 80 + 2 AC @ 60 =		280.0 PTS	CONIFEROUS TREES	14	6	84
PTS REQUIRED		280.0 PTS	DECORATIVE TREES	14	1.5	21
EXIST. TREES TO REMAIN (PNTS)		35.5 PTS	SHRUBS	65	0.5	32.5
NET PTS REQUIRED		244.5 PTS		TOTAL		257.5

LEGEND

- ALL SHRUB BEDS SHALL BE MIN. 3" SHREDDED CYPRESS MULCH, SAMPLES REQUIRED PROVIDE EDGING AS SHOWN ON PLAN
- SOD
- PROPOSED CANOPY & EVERGREEN TREE SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED DECIDUOUS AND EVERGREEN SHRUB SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED PERENNIAL PLANT SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- DECORATIVE BOULDERS, 18"-30" DIA. - IF APPLICABLE

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(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

1" = 30'-0"
15'-0" 0 30'-0"

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PROJECT
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6440 JAMES CIRCLE N, BROOKLYN CENTER, MN 55430
MISSISSIPPI VALLEY PROPERTIES
1185 HERITAGE LANE, ORONO, MN 55391

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Patrick J. Sarver
DATE 02/13/18 LICENSE NO. 24904

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION

REVISION SUMMARY

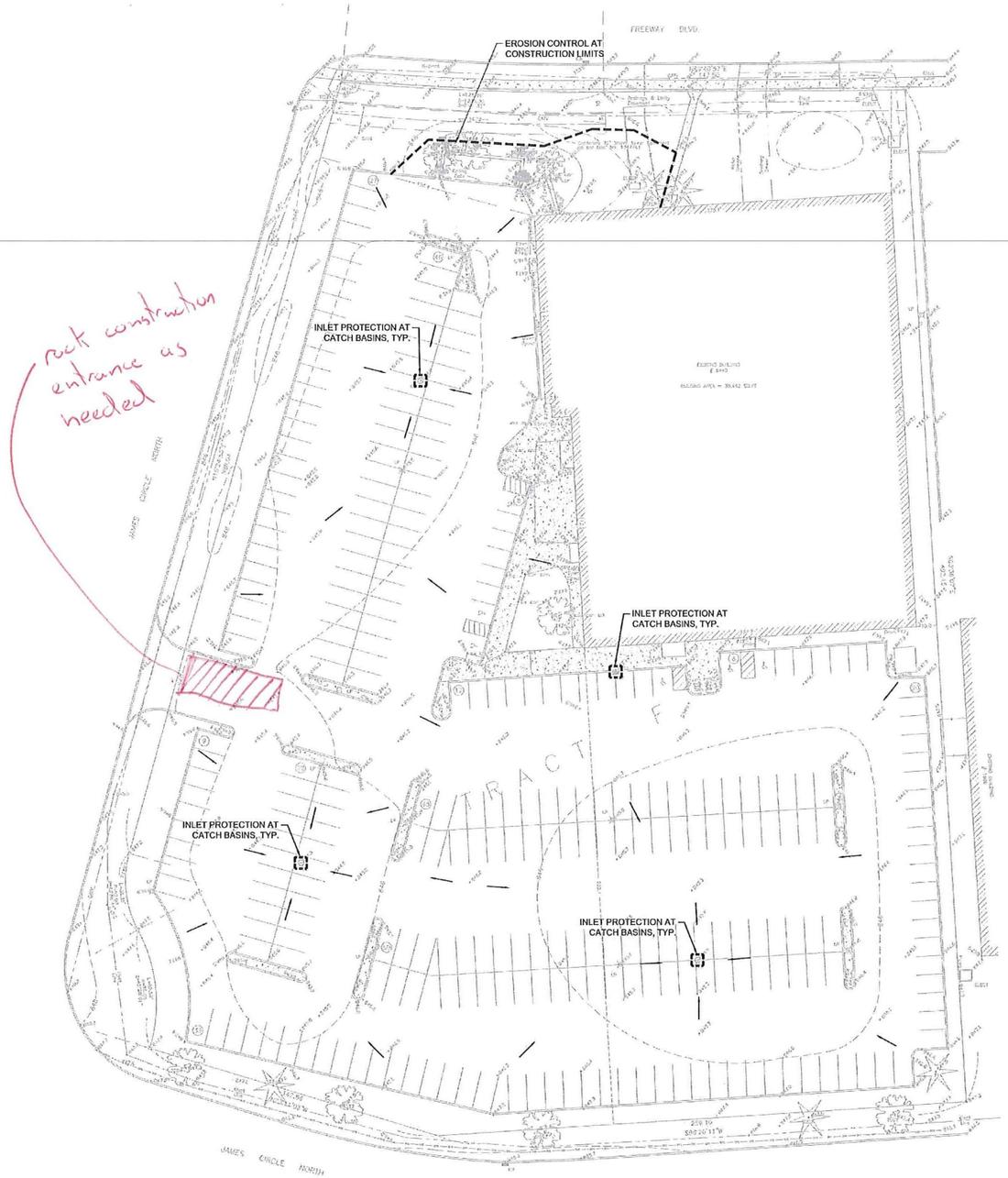
DATE	DESCRIPTION

PROJECT NUMBER: 17272

LANDSCAPE PLAN

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put construction entrance as needed

ALL SPECIFIED EROSION AND SEDIMENT CONTROL PRACTICES, AND MEASURES CONTAINED IN THIS SWPPP ARE THE MINIMUM REQUIREMENTS. ADDITIONAL PRACTICES MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION.

SWPPP NOTES:

1. THIS PROJECT IS GREATER THAN ONE ACRE AND WILL REQUIRE AN MPCA NPDES PERMIT. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY EROSION CONTROL PERMITS REQUIRED BY THE CITY.

2. SEE SHEETS SW1.0 - SW1.3 FOR ALL EROSION CONTROL NOTES, DESCRIPTIONS, AND PRACTICES.

3. SEE GRADING PLAN FOR ADDITIONAL GRADING AND EROSION CONTROL NOTES.

4. CONTRACTOR IS RESPONSIBLE FOR SWPPP IMPLEMENTATION, INSPECTIONS, AND COMPLIANCE WITH NPDES PERMIT.

CITY OF BROOKLYN CENTER EROSION CONTROL NOTES:

1. RESERVED FOR CITY SPECIFIC EROSION CONTROL NOTES.

LEGEND:

- EX. 1' CONTOUR ELEVATION INTERVAL
- 1137 — 1.0' CONTOUR ELEVATION INTERVAL
- DRAINAGE ARROW
- SILT FENCE / BIOROLL - GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET

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N

1" = 30'-0"
15'-0" 0 30'-0"

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Matthew R. Pavek
DATE 02/13/18 LICENSE NO. 44263

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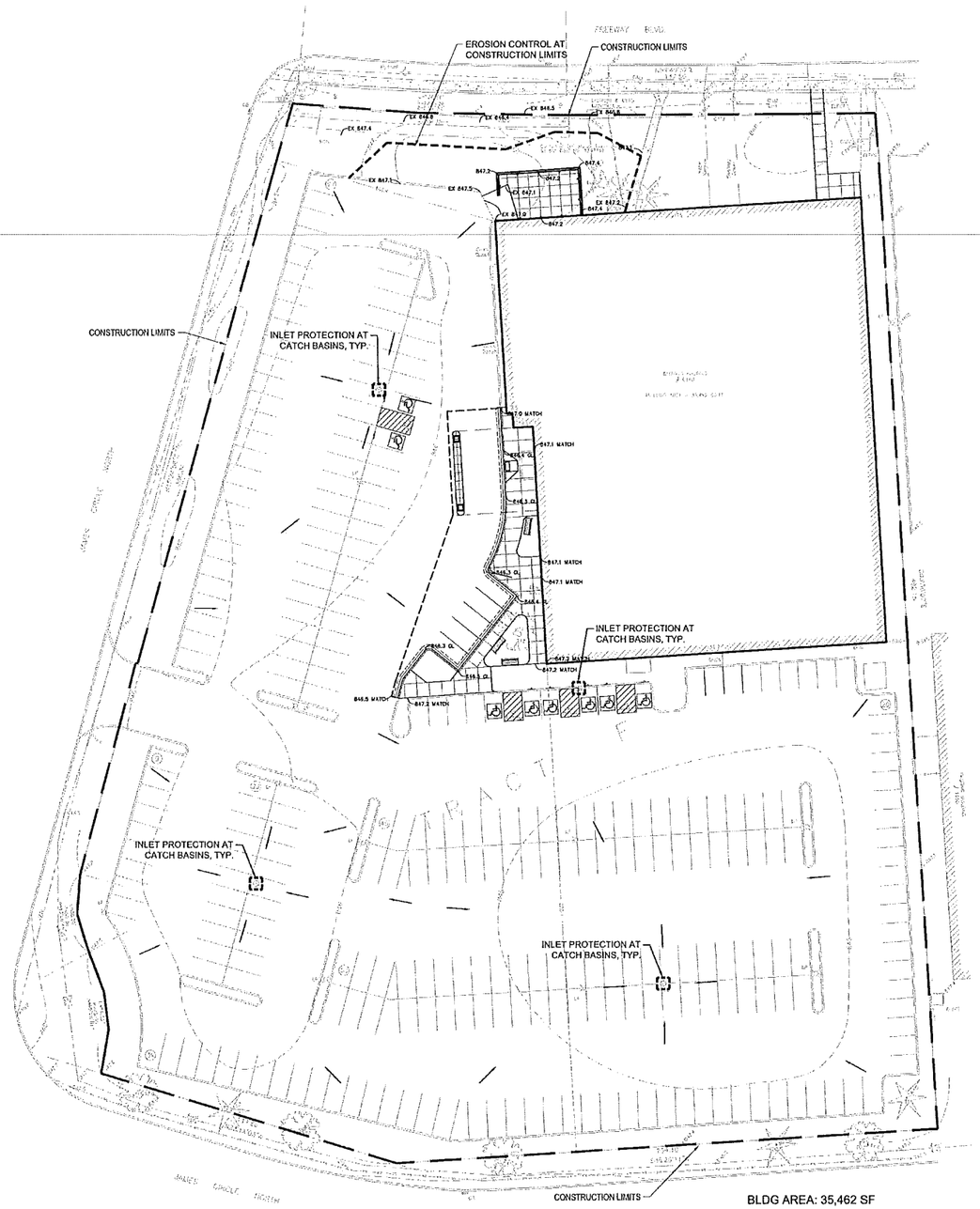
DATE	DESCRIPTION

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SWPPP - EXISTING CONDITIONS

SW1.0

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BLDG AREA: 35,462 SF
SITE AREA: 175.685 SF
281 PARKING STALLS

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1. RESERVED FOR CITY SPECIFIC EROSION CONTROL NOTES.

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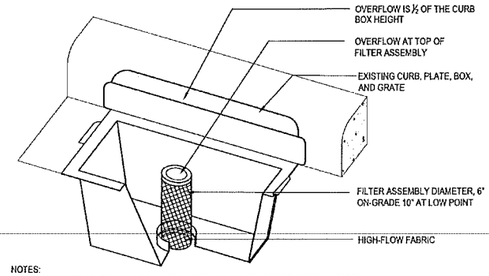
DATE	DESCRIPTION

PROJECT NUMBER: 17272

SWPPP - PROPOSED CONDITIONS

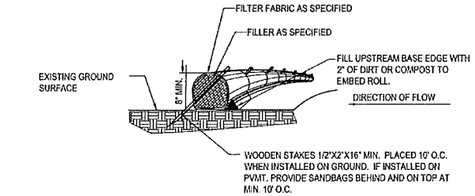
SW1.1

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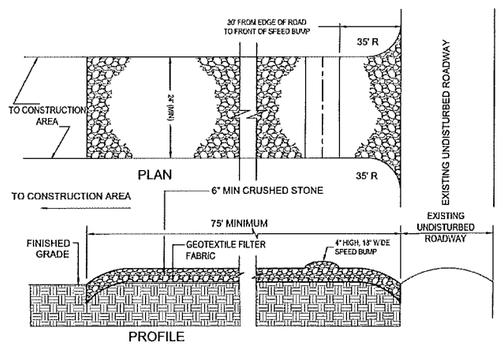
NOTES:
1. REPLACE INLET GRATE UPON COMPLETE INSTALLATION OF INLET PROTECTION FABRIC.
2. CONTRACTOR SHALL REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM THE SURFACE OF THE SYSTEM AFTER EACH STORM EVENT AND AT THE COMPLETION OF THE CONTRACT.
3. REFERENCE APPLE VALLEY STANDARD PLATE ERO-4C.

1 CURB INLET FILTER
NTS



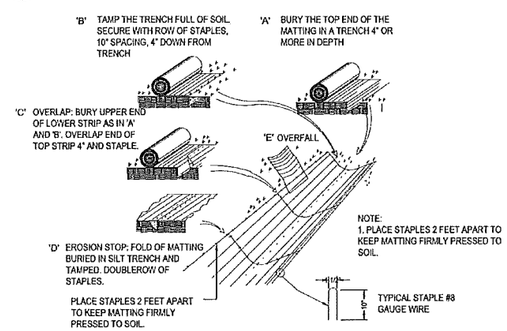
NOTE:
1. COMPOST FILTER LOGS (BIO ROLLS) SHALL BE FILTREXX EROSION CONTROL SOXX OR APPROVED EQUAL.
2. COMPOST FILLER TO BE MADE FROM A COMPOST BLEND 30%-40% GRADE 2 (SPEC 3890) AND 60%-70% PARTIALLY DECOMPOSED WOOD CHIPS, PER MNDOT SPEC 3897.
3. FILTER FABRIC SHALL BE GEOTEXTILE KNITTED MATERIAL WITH MAX. OPENINGS OF 3/8".
4. IF MULTIPLE ROLLS NEEDED, OVERLAP BY MIN. 12" AT ENDS AND STAKE.
5. SILT SHALL BE REMOVED ONCE IT REACHES 80% OF THE HEIGHT OF THE ROLL OR AS DEEMED NECESSARY BY SITE CONTRACTOR TO MAINTAIN PROPER FUNCTION.

4 SEDIMENT BIO-ROLL / COMPOST FILTER LOG
NTS

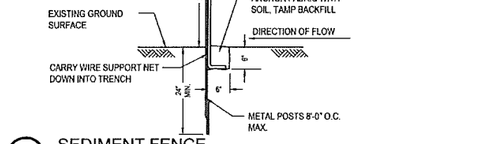


NOTES:
1. PROVIDE APPROPRIATE TRANSITION BETWEEN STABILIZED CONSTRUCTION ENTRANCE AND UNDISTURBED ROADWAY.
2. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO UNDISTURBED ROADWAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE OR ADDING STONE TO THE LENGTH OF THE ENTRANCE.
3. REPAIR AND CLEANOUT MEASURES USED TO TRAP SEDIMENT.
4. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO UNDISTURBED ROADWAY SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
5. FINAL LOCATION AND INSTALLATION SHALL BE COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
6. CRUSHED STONE SHALL BE 1-1/2" DIA. CLOSE GRADED, AND IN ACCORDANCE TO MNDOT SECTION 2118.

2 STABILIZED CONSTRUCTION ACCESS
NTS



3 EROSION BLANKET
NTS



5 SEDIMENT FENCE
NTS

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SWPPP - DETAILS

SW1.2

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GENERAL SWPPP REQUIREMENTS AND NOTES:

THE CONTRACTOR AND ALL SUBCONTRACTORS INVOLVED WITH A CONSTRUCTION ACTIVITY THAT DISTURBS SITE SOIL OR WHO IMPLEMENT A POLLUTANT CONTROL MEASURE IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MUST COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT (DATED AUGUST 1, 2013 # MNR100001 PAGES 1-35) AND ANY LOCAL GOVERNING AGENCY HAVING JURISDICTION CONCERNING EROSION AND SEDIMENTATION CONTROL.

PART III STORMWATER DISCHARGE DESIGN REQUIREMENTS

SWPPP (PART III.A)

THE NATURE OF THIS PROJECT WILL BE CONSISTENT WITH WHAT IS REPRESENTED IN THIS SET OF CONSTRUCTION PLANS AND SPECIFICATIONS. SEE THE SWPPP PLAN SHEETS AND SWPPP NARRATIVE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) FOR ADDITIONAL SITE SPECIFIC SWPPP INFORMATION. THE PLANS SHOW LOCATIONS AND TYPES OF ALL TEMPORARY AND PERMANENT EROSION PREVENTION AND SEDIMENT CONTROL BMP'S. STANDARD DETAILS ARE ATTACHED TO THIS SWPPP DOCUMENT.

THE INTENDED SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES IS AS FOLLOWS:
1. INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE
2. INSTALLATION OF SILT FENCE AROUND SITE
3. INSTALL ORANGE CONSTRUCTION FENCING AROUND INFILTRATION AREAS.
4. CLEAR AND GRUB FOR TEMPORARY SEDIMENT BASIN / POND INSTALL
5. CONSTRUCT TEMPORARY SEDIMENT BASIN / POND (PART III.B)
6. CLEAR AND GRUB REMAINDER OF SITE
7. STRIP AND STOCKPILE TOPSOIL
8. ROUGH GRADING OF SITE
9. STABILIZE DEMUDED AREAS AND STOCKPILES
10. INSTALL SANITARY SEWER, WATER MAIN STORM SEWER AND SERVICES
11. INSTALL SILT FENCE / INLET PROTECTION AROUND CB'S
12. INSTALL STREET SECTION
13. INSTALL CURB AND GUTTER
14. BITUMINOUS ON STREETS
15. FINAL GRADE BOULEVARD, INSTALL SEED AND MULCH
16. REMOVE ACCUMULATED SEDIMENT FROM BASIN / POND
17. FINAL GRADE POND / INFILTRATION BASINS (DO NOT COMPACT SOILS IN INFILTRATION AREAS) (PART III.C)
18. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED BY EITHER SEED OR SOD/LANDSCAPING, REMOVE SILT FENCE AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.

RECORDS RETENTION (PART III.E):

THE SWPPP (ORIGINAL OR COPIES) INCLUDING, ALL CHANGES TO IT, AND INSPECTIONS AND MAINTENANCE RECORDS MUST BE KEPT AT THE SITE DURING CONSTRUCTION BY THE PERMITTEE WHO HAS OPERATIONAL CONTROL OF THAT PORTION OF THE SITE. THE SWPPP CAN BE KEPT IN EITHER THE FIELD OFFICE OR IN AN ON SITE VEHICLE DURING NORMAL WORKING HOURS.

ALL OWNER(S) MUST KEEP THE SWPPP, ALONG WITH THE FOLLOWING ADDITIONAL RECORDS, ON FILE FOR THREE (3) YEARS AFTER SUBMITTAL OF THE NOT AS OUTLINED IN PART II.C. THIS DOES NOT INCLUDE ANY RECORDS AFTER SUBMITTAL OF THE NOT.

1. THE FINAL SWPPP;
2. ANY OTHER STORMWATER RELATED PERMITS REQUIRED FOR THE PROJECT;
3. RECORDS OF ALL INSPECTION AND MAINTENANCE CONDUCTED DURING CONSTRUCTION (SEE PART IV.E. INSPECTIONS AND MAINTENANCE);
4. ALL PERMANENT OPERATION AND MAINTENANCE AGREEMENTS THAT HAVE BEEN IMPLEMENTED, INCLUDING ALL RIGHT OF WAY, CONTRACTS, COVENANTS AND OTHER BINDING REQUIREMENTS REGARDING PERPETUAL MAINTENANCE, AND
5. ALL REQUIRED CALCULATIONS FOR DESIGN OF THE TEMPORARY AND PERMANENT STORMWATER MANAGEMENT SYSTEMS.

SWPPP IMPLEMENTATION RESPONSIBILITIES:

1. THE OWNER AND CONTRACTOR ARE PERMITTEE(S) AS IDENTIFIED BY THE NPDES PERMIT.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ON-SITE IMPLEMENTATION OF THE SWPPP, INCLUDING THE ACTIVITIES OF ALL OF THE CONTRACTOR'S SUBCONTRACTORS.
3. CONTRACTOR SHALL PROVIDE A PERSON(S) KNOWLEDGEABLE AND EXPERIENCED IN THE APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL BMPS TO OVERSEE ALL INSTALLATION AND MAINTENANCE OF BMPS AND IMPLEMENTATION OF THE SWPPP.
4. CONTRACTOR SHALL PROVIDE PERSON(S) MEETING THE TRAINING REQUIREMENTS OF THE NPDES PERMIT TO CONDUCT INSPECTION AND MAINTENANCE OF ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS IN ACCORDANCE WITH THE REQUIREMENTS OF THE PERMIT. ONE OF THESE INDIVIDUAL(S) MUST BE AVAILABLE FOR AN ONSITE INSPECTION WITHIN 72 HOURS UPON REQUEST BY MPCA. CONTRACTOR SHALL PROVIDE TRAINING DOCUMENTATION FOR THESE INDIVIDUAL(S) AS REQUIRED BY THE NPDES PERMIT. THIS TRAINING DOCUMENTATION SHALL BE RECORDED IN OR WITH THE SWPPP BEFORE THE START OF CONSTRUCTION OR AS SOON AS THE PERSONNEL FOR THE PROJECT HAVE BEEN DETERMINED. DOCUMENTATION SHALL INCLUDE:
   - 4.1. NAMES OF THE PERSONNEL ASSOCIATED WITH THE PROJECT THAT ARE REQUIRED TO BE TRAINED PER PART III.F.1 OF THE PERMIT.
   - 4.2. DATES OF TRAINING AND NAME OF INSTRUCTOR AND ENTITY PROVIDING TRAINING.
   - 4.3. CONTENT OF TRAINING COURSE OR WORKSHOP INCLUDING THE NUMBER OF HOURS OF TRAINING.
5. FOLLOWING FINAL STABILIZATION AND THE TERMINATION OF COVERAGE FOR THE NPDES FERMIT, THE OWNER IS EXPECTED TO FURNISH LONG TERM OPERATION AND MAINTENANCE (O & M) OF THE PERMANENT STORM WATER MANAGEMENT SYSTEM.

PART IV. CONSTRUCTION ACTIVITY REQUIREMENTS

CONSTRUCTION ACTIVITY FIELD REQUIREMENTS:

1. ALL FIELD REQUIREMENTS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE NPDES PERMIT AND STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
2. THE CONTRACTOR MUST IMPLEMENT THE SWPPP AND PROVIDE BMPS IDENTIFIED IN THE SWPPP IN AN APPROPRIATE AND FUNCTION MANNER.
3. THE CONTRACTOR SHALL RESPOND TO CHANGING SITE CONDITIONS AND IMPLEMENT/SUPPLEMENT EROSION PREVENTION AND SEDIMENT CONTROL MEASURES UTILIZED TO PROVIDE ADEQUATE PROTECTION OF DISTURBED SOILS AND ADEQUATE PREVENTION OF SEDIMENT TRANSPORT OFF-SITE AT A MINIMUM, THE FOLLOWING STORMWATER POLLUTION PREVENTION CONSTRUCTION ACTIVITY FIELD REQUIREMENTS SHALL BE FURNISHED BY THE CONTRACTOR.

EROSION PREVENTION (PART IV.B):

THE CONTRACTOR IS RESPONSIBLE FOR PLANNING FOR AND IMPLEMENTING APPROPRIATE CONSTRUCTION PHASING, VEGETATIVE BUFFER STRIPS, HORIZONTAL SLOPE GRADING, AND OTHER CONSTRUCTION PRACTICES THAT MINIMIZE EROSION, SO THAT THE INSPECTION AND MAINTENANCE REQUIREMENTS OF PART IV.E. ARE COMPLIED WITH. THE LOCATION OF AREAS NOT TO BE DISTURBED MUST BE DELINEATED (E.G. WITH FLAGS, STAKES, SIGNS, SILT FENCE ETC.) ON THE DEVELOPMENT SITE BEFORE WORK BEGINS.

ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE TO LIMIT SOIL EROSION BUT NO LATER THAN THE END OF THE NEXT WORK DAY WHEN EARTH-DISTURBING ACTIVITIES WILL CEASE FOR AT LEAST 14 DAYS. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT SILT, CLAY OR ORGANIC COMPONENTS (E.G., CLEAN AGGREGATE STOCKPILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES) AND THE CONSTRUCTED BASE COMPONENTS OF ROADS, PARKING LOTS AND SIMILAR SURFACES ARE EXEMPT FROM THIS REQUIREMENT BUT MUST COMPLY WITH PART IV.C.5.

SOILS WITHIN 200 FEET OF A PUBLIC WATER (AS DESIGNATED BY THE MINNESOTA DNR) MUST BE STABILIZED WITHIN 24 HOURS DURING FISH SPAWNING TIMES.

THE NORMAL WETTED PERIMETER OF ANY TEMPORARY OR PERMANENT DRAINAGE DITCH OR SWALE THAT DRAINS WATER FROM ANY PORTION OF THE CONSTRUCTION SITE, OR DIVERTS WATER AROUND THE SITE, MUST BE STABILIZED WITHIN 200 LINEAL FEET FROM THE PROPERTY EDGE, OR FROM THE POINT OF DISCHARGE INTO ANY SURFACE WATER. STABILIZATION OF THE LAST 200 LINEAL FEET MUST BE COMPLETED WITHIN 24 HOURS AFTER CONNECTING TO A SURFACE WATER.

STABILIZATION OF THE REMAINING PORTIONS OF ANY TEMPORARY OR PERMANENT DITCHES OR SWALES MUST BE COMPLETE WITHIN 14 DAYS AFTER CONNECTING TO A SURFACE WATER AND CONSTRUCTION IN THAT PORTION OF THE DITCH HAS TEMPORARILY OR PERMANENTLY CEASED.

TEMPORARY OR PERMANENT DITCHES OR SWALES THAT ARE BEING USED AS A SEDIMENT CONTAINMENT SYSTEM (WITH PROPERLY DESIGNED ROCK DITCH CHECKS, BIO ROLLS, SILT DIKES ETC.) DO NOT NEED TO BE STABILIZED. THESE AREAS MUST BE STABILIZED WITHIN 24 HOURS AFTER NO LONGER BEING USED AS A SEDIMENT CONTAINMENT SYSTEM.

PIPE OUTLETS MUST BE PROVIDED WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS AFTER CONNECTION TO A SURFACE WATER.

SEED NOTES (PART III.A.4.A):

ALL SEED MIXES AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MNDOT SEEDING MANUAL.

GENERAL RECOMMENDATIONS:
IMMEDIATELY BEFORE SEEDING THE SOIL SHALL BE TILLED TO A MINIMUM DEPTH OF 3 INCHES.

TEMPORARY EROSION CONTROL SEEDING, MULCHING & BLANKET.

SEED
- TEMPORARY SEED SHALL BE MNDOT SEED MIX 21-112 (WINTER WHEAT COVER CROP) FOR WINTER AND 21-111 (OATS COVER CROP) FOR SPRING/SUMMER APPLICATIONS. BOTH SEED MIXES SHALL BE APPLIED AT A SEEDING RATE OF 100 LBS/ACRE.

MULCH
- IMMEDIATELY AFTER SEEDING, WITHIN 24 HOURS, MNDOT TYPE 1 MULCH SHOULD BE APPLIED TO PROTECT AND ENHANCE SEED GERMINATION. MULCH SHALL BE APPLIED AT 90% COVERAGE (2 TONS PER ACRE OF STRAW MULCH)

SLOPES
- 3:1 (HORIZVERT.) OR FLATTER MUCH SHALL BE COVERED WITH MULCH
- SLOPES STEEPER THAN 3:1 OR DITCH BOTTOMS SHALL BE COVERED WITH EROSION CONTROL BLANKET.
- SEE PLAN FOR MORE DETAILED DITCH AND STEEP SLOPE EROSION CONTROL TREATMENTS.

SEDIMENT CONTROL (PART IV.C):

SEDIMENT CONTROL PRACTICES MUST MINIMIZE SEDIMENT FROM ENTERING SURFACE WATERS, INCLUDING CURB AND GUTTER SYSTEMS AND STORM SEWER INLETS.
- a. TEMPORARY OR PERMANENT DRAINAGE DITCHES AND SEDIMENT BASINS THAT ARE DESIGNED AS PART OF A SEDIMENT CONTAINMENT SYSTEM (E.G., DITCHES WITH ROCK CHECK DAMS) REQUIRE SEDIMENT CONTROL PRACTICES ONLY AS APPROPRIATE FOR SITE CONDITIONS.
- b. IF THE DOWN GRADIENT TREATMENT SYSTEM IS OVERLOADED, ADDITIONAL UPGRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMPS MUST BE INSTALLED TO ELIMINATE THE OVERLOADING, AND THE SWPPP MUST BE AMENDED TO IDENTIFY THESE ADDITIONAL PRACTICES AS REQUIRED IN PART III.A.4, A. THROUGH C.
- c. IN ORDER TO MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES, THERE SHALL BE NO UNBROKEN SLOPE LENGTH OF GREATER THAN 75 FEET FOR SLOPES WITH A GRADE OF 3:1 OR STEEPER.

SEDIMENT CONTROL PRACTICES MUST BE ESTABLISHED ON ALL DOWN GRADIENT PERIMETERS BEFORE ANY UPGRADIENT LAND DISTURBING ACTIVITIES BEGIN. THESE PRACTICES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION HAS BEEN ESTABLISHED IN ACCORDANCE WITH PART IV.G.

THE TIMING OF THE INSTALLATION OF SEDIMENT CONTROL PRACTICES MAY BE ADJUSTED TO ACCOMMODATE SHORT-TERM ACTIVITIES SUCH AS CLEARING OR GRUBBING, OR PASSAGE OF VEHICLES. ANY SHORT-TERM ACTIVITY MUST BE COMPLETED AS QUICKLY AS POSSIBLE AND THE SEDIMENT CONTROL PRACTICES MUST BE INSTALLED IMMEDIATELY AFTER THE ACTIVITY IS COMPLETED. HOWEVER, SEDIMENT CONTROL PRACTICES MUST BE INSTALLED BEFORE THE NEXT PRECIPITATION EVENT EVEN IF THE ACTIVITY IS NOT COMPLETE.

ALL STORM DRAIN INLETS MUST BE PROTECTED BY APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGING TO THE INLET HAVE BEEN STABILIZED. INLET PROTECTION MAY BE REMOVED FOR A PARTICULAR INLET IF A SPECIFIC SAFETY CONCERN (STREET FLOODING/FREEZING) HAS BEEN IDENTIFIED AND THE PERMITTEE(S) HAVE RECEIVED WRITTEN CORRESPONDENCE FROM THE JURISDICTIONAL AUTHORITY (E.G. CITY/COUNTY/TOWNSHIP/MNDOT ENGINEER) VERIFYING THE NEED FOR REMOVAL. THE WRITTEN CORRESPONDENCE MUST BE DOCUMENTED IN THE SWPPP OR AVAILABLE WITHIN 72 HOURS UPON REQUEST. WHEN WRITTEN CORRESPONDENCE CAN NOT BE OBTAINED IN A TIMELY MANNER, THE SPECIFIC INLET PROTECTION CAN BE REMOVED TO ALLEVIATE THE IMMEDIATE SAFETY CONCERN. HOWEVER, EFFORTS TO OBTAIN WRITTEN CORRESPONDENCE MUST BE DOCUMENTED IN THE SWPPP AND AVAILABLE WITHIN 72 HOURS UPON REQUEST. PERMISSION TO REMOVE INLET PROTECTION BASED ON A SPECIFIC SAFETY CONCERN MUST STILL BE OBTAINED FROM THE JURISDICTIONAL AUTHORITY WITHIN 30 DAYS OF REMOVAL.

TEMPORARY SOIL STOCKPILES MUST HAVE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS, AND CANNOT BE PLACED IN SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS, OR CONDUITS AND DITCHES UNLESS THERE IS A BYPASS IN PLACE FOR THE STORMWATER.

VEHICLE TRACKING OF SEDIMENT FROM THE CONSTRUCTION SITE (OR ONTO STREETS WITHIN THE SITE) MUST BE MINIMIZED BY BMPS SUCH AS STONE PADS, CONCRETE OR STEEL WASH RACKS, OR EQUIVALENT SYSTEMS. STREET SWEEPING MUST BE USED IF SUCH BMPS ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED ONTO THE STREET (SEE PART IV.E.4.D.).

THE PERMITEE MUST MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL. MINIMIZING SOIL COMPACTION IS NOT REQUIRED WHERE THE FUNCTION OF THE SPECIFIC AREA OF THE SITE DICTATES THAT IT BE COMPACTED. METHODS FOR MINIMIZING COMPACTION INCLUDE THE USE OF TRACKED EQUIPMENT, AND STAYING OFF OF AREAS TO BE LEFT UN-COMPACTED. METHODS TO PRESERVE TOPSOIL INCLUDE STRIPPING AND STOCKPILING TOPSOIL PRIOR TO GRADING OR EXCAVATION OPERATIONS.

THE PERMITTEE MUST INSTALL TEMPORARY SEDIMENTATION BASINS AS REQUIRED IN PART III.B. OF THIS PERMIT.

DEWATERING AND BASIN DRAINING (PART IV.D):

DEWATERING OR BASIN DRAINING (E.G., PUMPED DISCHARGES, TRENCH/DITCH CUTS FOR DRAINAGE) RELATED TO THE CONSTRUCTION ACTIVITY THAT MAY HAVE TURBID OR SEDIMENT LADEN DISCHARGE WATER MUST BE DISCHARGED TO A TEMPORARY OR PERMANENT SEDIMENTATION BASIN ON THE PROJECT SITE WHENEVER POSSIBLE. IF THE WATER CANNOT BE DISCHARGED TO A SEDIMENTATION BASIN PRIOR TO ENTERING THE SURFACE WATER, IT MUST BE TREATED WITH THE APPROPRIATE BMP'S SUCH THAT THE DISCHARGE DOES NOT ADVERSELY AFFECT THE RECEIVING WATER, DOWNSTREAM LANDOWNERS OR WETLANDS. THE CONTRACTOR MUST ENSURE THAT DISCHARGE POINTS ARE ADEQUATELY PROTECTED FROM EROSION AND SCOUR. THE DISCHARGE MUST BE DISPERSED OVER NATURAL ROCK RIPRAP, SAND BAGS, PLASTIC SHEATHING OR OTHER ACCEPTED ENERGY DISSIPATION MEASURES. ADEQUATE SEDIMENTATION CONTROL MEASURES ARE REQUIRED FOR DISCHARGE WATER THAT CONTAINS SUSPENDED SOLIDS.

FILTER BACKWASH WATERS MUST BE HAULED AWAY FOR DISPOSAL, RETURNED TO THE BEGINNING OF THE TREATMENT PROCESS, OR INCORPORATE INTO THE SITE IN A MANNER THAT DOES NOT CAUSE EROSION. DISCHARGE OF THE BACKWASH WATER TO SANITARY SEWER IS ALLOWED WITH PERMISSION OF THE SANITARY SEWER AUTHORITY.

INSPECTIONS AND MAINTENANCE (PART IV.E):

THE CONTRACTOR IS RESPONSIBLE AT ALL TIMES FOR THE MAINTENANCE AND PROPER OPERATION OF EROSION AND SEDIMENT CONTROL FACILITIES. THE CONTRACTOR SHALL AT A MINIMUM, INSPECT, MAINTAIN AND REPAIR ALL DISTURBED SURFACES AND ALL EROSION AND SEDIMENT CONTROL FACILITIES AND SOIL STABILIZATION MEASURES ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS FOLLOWING A RAINFALL OF 0.5 INCHES OR GREATER AND WITHIN 7 DAYS AFTER THAT. CONTINUE INSPECTION ACTIVITIES UNTIL LAND DISTURBING ACTIVITY HAS CEASED. THEREAFTER THE CONTRACTOR SHALL PERFORM THESE RESPONSIBILITIES AT LEAST WEEKLY UNTIL VEGETATIVE COVER IS ESTABLISHED. INSPECTIONS MUST INCLUDE STABILIZED AREAS, EROSION PREVENTION AND SEDIMENT CONTROL BMPS AND INFILTRATION AREAS.

BASED ON INSPECTION RESULTS THE CONTRACTOR MAY MODIFY THE SWPPP IN ORDER TO PREVENT POLLUTANTS FROM LEAVING THE SITE VIA STORM WATER RUNOFF. THIS MODIFICATION MUST BE MADE WITHIN 7 CALENDAR DAYS OF THE INSPECTION UNLESS OTHERWISE REQUIRED BY THE TERMS OF THE PERMIT, LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS.

INSPECTION REPORTS MUST BE RECORDED WITHIN 24 HOURS IN WRITING AND KEPT ON FILE BY THE CONTRACTOR AS AN INTEGRAL PART OF THE SWPPP ON SITE AND THEN FOR AT LEAST 3 YEARS FROM THE DATE OF COMPLETION OF THIS PROJECT.

ALL PERIMETER CONTROL DEVICES MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 1/2 OF THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY, OR THEREAFTER AS SOON AS FIELD CONDITIONS ALLOW ACCESS.

REMOVE ALL DELTAS AND SEDIMENT DEPOSITED IN SURFACE WATERS, INCLUDING DRAINAGE WAYS, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS. AND RESTABILIZE THE AREAS WHERE SEDIMENT REMOVAL RESULTS IN EXPOSED TOPSOIL. THIS REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN 7 DAYS OF DISCOVERY UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS.

SEE (ATTACHVENT A: CONSTRUCTION SWPPP TEMPLATE) FOR SITE SPECIFIC INSPECTIONS AND MAINTENANCE REQUIREMENTS.

POLLUTION PREVENTION MANAGEMENT (PART IV.F):

THE CONTRACTOR SHALL IMPLEMENT THE FOLLOWING POLLUTION PREVENTION MANAGEMENT MEASURES ON THE SITE;

SOLID WASTE: COLLECTED SEDIMENT, ASPHALT AND CONCRETE MILLINGS, FLOATING DEBRIS, PAPER, PLASTIC, FABRIC, CONSTRUCTION AND DEMOLITION DEBRIS AND OTHER WASTES MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MINNESOTA POLLUTION CONTROL AGENCY (MPCA) DISPOSAL REQUIREVENTS.

HAZARDOUS MATERIALS: OIL, GASOLINE, PAINT AND ANY HAZARDOUS SUBSTANCES MUST BE PROPERLY STORED, INCLUDING SECONDARY CONTAINMENT, TO PREVENT SPILLS, LEAKS OR OTHER DISCHARGE. RESTRICTED ACCESS TO STORAGE AREAS MUST BE PROVIDED TO PREVENT VANDALISM. STORAGE AND DISPOSAL OF HAZARDOUS WASTE MUST BE IN COMPLIANCE WITH MPCA REGULATIONS.

EXTERNAL WASHING OF TRUCKS AND OTHER CONSTRUCTION VEHICLES MUST BE LIMITED TO A DEFINED AREA OF THE SITE. RUNOFF MUST BE CONTAINED AND WASTEWATER PROPERLY DISPOSED OF. NO ENGINE DEGREASING IS ALLOWED ON SITE.

CONCRETE WASHOUT: ALL LIQUID AND SOLID WASTES GENERATED BY CONCRETE WASHOUT OPERATIONS MUST BE CONTAINED IN A LEAK PROOF CONTAINMENT FACILITY OR IMPERMEABLE LINER. A COMPACTED CLAY LINER THAT DOES NOT ALLOW WASHOUT LIQUIDS TO ENTER THE GROUND IS CONSIDERED AN IMPERMEABLE LINER. THE LIQUID AND SOLID WASTES MUST NOT CONTACT THE GROUND, AND THERE MUST NOT BE RUNOFF FROM THE CONCRETE WASHOUT OPERATIONS OR AREAS. LIQUID AND SOLID WASTES MUST BE DISPOSED OF PROPERLY AND IN COMPLIANCE WITH MPCA REGULATIONS. A SIGN MUST BE INSTALLED ADJACENT TO EACH WASHOUT FACILITY TO INFORM CONCRETE EQUIPMENT OPERATORS TO UTILIZE THE PROPER FACILITIES. CONCRETE WASHOUT MAY ALSO OCCUR OFF SITE ACCORDING TO THE APPROPRIATE REGULATIONS.

FUELING OPERATION PLAN: ALL FUELING SHALL TAKE PLACE AT THE DESIGNATED FUELING LOCATION AND ACCORDING TO BEST PRACTICES FOR SITE FUELING OPERATIONS AS TO MINIMIZE THE POTENTIAL FOR SPILLS.

SPILL PREVENTION PLAN: ALL SPILLS SHALL BE IMMEDIATELY CLEANED UP AFTER DISCOVERY. THE SITE SUPERINTENDENT, WHO IS RESPONSIBLE FOR DAY-TO-DAY ONSITE CONSTRUCTION OPERATIONS WILL BE THE SPILL PREVENTION COORDINATOR AND WILL BE RESPONSIBLE FOR IMPLEMENTING CLEAN UP PROCEDURES, POSTING CLEAN UP RECOMMENDATIONS, AND ENSURING PROPER CLEAN UP TRAINING OF APPROPRIATE PERSONNEL.

SANITARY AND SEPTIC WASTE: SANITARY/SEPTIC FACILITIES SHALL BE PROVIDED AND MAINTAINED IN A NEAT AND SANITARY CONDITION, FOR THE USE OF THE CONTRACTOR'S EMPLOYEES. A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR AS REQUIRED BY STATE REGULATIONS WILL COLLECT SANITARY WASTE FROM PORTABLE UNITS.

FINAL STABILIZATION (PART IV.G):

THE CONTRACTOR MUST ENSURE FINAL STABILIZATION OF THE SITE ACCORDING THE DEFINITIONS IN THE NPDES GENERAL PERMIT PART IV SECTION G. THE CONTRACTOR MUST SUBMIT A NOTICE OF TERMINATION (N.O.T.) WITHIN 30 DAYS AFTER FINAL STABILIZATION IS COMPLETE OR WITHIN 7 DAYS AFTER SELLING THE SITE OR PORTION OF THE SITE (THAT HAS NOT UNDERGONE FINAL STABILIZATION) TO ANOTHER PARTY. A COPY OF THIS NOTICE OF TERMINATION / PERMIT MODIFICATION FORM MUST GO TO THE NEW OWNER. THE ORIGINAL CURRENT OWNER MUST PROVIDE A SWPPP TO THE NEW OWNER THAT SPECIFICALLY ADDRESSES THE REMAINING CONSTRUCTION ACTIVITY. SEE THE SWPPP PLAN SHEETS AND SWPPP NARRATIVE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) AND SWPPP PLAN SHEETS FOR FINAL STABILIZATION MEASURES

TRAINING (PART III.A.2)

DESIGN ENGINEER: MATTHEW R. PAVEK P.E.
TRAINING COURSE: DESIGN OF SWPPP
TRAINING ENTITY: UNIVERSITY OF MINNESOTA
INSTRUCTOR: JOHN CHAPMAN
DATES OF TRAINING COURSE: 5/15/2011 - 5/16/2011
TOTAL TRAINING HOURS: 12
RE-CERTIFICATION: 3/16/2017 (8 HOURS), EXP. 5/31/2020

OWNER INFORMATION

OWNER:
MISSISSIPPI VALLEY PROPERTIES
1185 HERITAGE LANE
ORONO, MN 55391

CONTACT:

AREAS AND QUANTITIES (PART III.A.4.B&C):

SITE AREA CALCULATIONS

	EXISTING		PROPOSED LOT	
BUILDING COVERAGE	35,462 SF	20.2%	35,462 SF	20.2%
ALL PAVEMENTS	110,460 SF	62.9%	110,977 SF	63.2%
ALL NON-PAVEMENTS	29,763 SF	16.9%	29,246 SF	16.6%
TOTAL SITE AREA	175,685 SF	100.0%	175,685 SF	100.0%

IMPERVIOUS SURFACE		
EXISTING CONDITION	145,922 SF	83.1%
PROPOSED CONDITION LOT	146,439 SF	83.4%
DIFFERENCE (EX. VS PROP.)	517 SF	0.3%
IMPERVIOUS TOTAL	146,439 SF	83.4%

EROSION CONTROL QUANTITIES	
DISTURBED AREA	8,795 SF
SILT FENCE/BIO-ROLL	150 LF
EROSION CONTROL BLANKET	0 SF
INLET PROTECTION DEVICES	4 EA

update if entrance is needed

NOTE: QUANTITIES ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR SHALL DETERMINE FOR THEMSELVES THE EXACT QUANTITIES FOR BIDDING AND CONSTRUCTION.

SWPPP CONTACT PERSON

CONTRACTOR:

SWPPP INSPECTOR TRAINING:
ALL SWPPP INSPECTIONS MUST BE PERFORMED BY A PERSON THAT MEETS THE TRAINING REQUIREMENTS OF THE NPDES CONSTRUCTION SITE PERMIT.
TRAINING CREDENTIALS SHALL BE PROVIDED BY THE CONTRACTOR AND KEPT ON SITE WITH THE SWPPP

PARTY RESPONSIBLE FOR LONG TERM OPERATION AND MAINTENANCE OF PERMANENT STORM WATER MANAGEMENT SYSTEM

PERMANENT STORMWATER MANAGEMENT IS NOT REQUIRED AS PART OF THIS PROJECT TO MEET NPDES PERMIT REQUIREMENTS. THE PROPERTY OWNER IS RESPONSIBLE FOR THE LONG TERM OPERATION AND MAINTENANCE OF THE PROPOSED STORMWATER SYSTEM.

SWPPP ATTACHMENTS (ONLY APPLICABLE IF SITE IS 1 ACRE OR GREATER):

CONTRACTOR SHALL OBTAIN A COPY OF THE FOLLOWING SWPPP ATTACHMENTS WHICH ARE A PART OF THE OVERALL SWPPP PACKAGE:
ATTACHMENT A. CONSTRUCTION SWPPP TEMPLATE - SITE SPECIFIC SWPPP DOCUMENT
ATTACHMENT B. CONSTRUCTION STORMWATER INSPECTION CHECKLIST
ATTACHMENT C. MAINTENANCE PLAN FOR PERMANENT STORM WATER TREATMENT SYSTEMS
ATTACHMENT D: STORMWATER MANAGEMENT REPORT - ON FILE AT THE OFFICE OF PROJECT ENGINEER. AVAILABLE UPON REQUEST.
ATTACHMENT E: GEOTECHNICAL EVALUATION REPORT - ON FILE AT THE OFFICE OF PROJECT ENGINEER. AVAILABLE UPON REQUEST.

SUPPLEMENTARY SITE SPECIFIC EROSION CONTROL NOTES:

THESE NOTES SUPERCEDE ANY GENERAL SWPPP NOTES.

THIS PROJECT IS LESS THAN 1.0 ACRES SO AN NPDES PERMIT IS NOT REQUIRED AND DOES NOT NEED TO BE SUBMITTED TO THE MPCA. THE CONTRACTOR IS REQUIRED TO FOLLOW THE GUIDELINES IN THE NPDES PERMIT THROUGHOUT CONSTRUCTION.

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Architect
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Minnetonka MN 55305
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PROJECT
6440 JAMES CIRCLE NORTH
6440 JAMES CIRCLE N, BROOKLYN CENTER, MN 55430
MISSISSIPPI VALLEY PROPERTIES
1185 HERITAGE LANE, ORONO, MN 55391

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Matthew R. Pavek
DATE 02/13/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NUMBER: 17272

SWPPP - NARRATIVE

SW1.3

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Member April Graves introduced the following resolution and moved its adoption:

RESOLUTION NO. 2018-64

RESOLUTION REGARDING THE RECOMMENDED DISPOSITION OF PLANNING COMMISSION APPLICATION NO. 2018-002 SUBMITTED BY TASHITAA TUFAA OF MISSISSIPPI VALLEY PROPERTIES, LLC, FOR APPROVAL OF A SITE AND BUILDING PLAN AND ISSUANCE OF A SPECIAL USE PERMIT TO CONVERT A FORMER BOWLING ALLEY AND RESTAURANT INTO AN EVENT CENTER IN THE C2 (COMMERCE) DISTRICT (LOCATED AT 6440 JAMES CIRCLE NORTH)

WHEREAS, Planning Commission Application No. 2018-002, submitted by Tashitaa Tufaa of Mississippi Valley Properties, LLC ("Applicant/Owner") requests approval of a site and building plan and issuance of a special use permit allowing a former bowling alley and restaurant to be converted into an event center, with ancillary restaurant and bar, and other associated exterior improvements, in an existing 35,462-square foot building located at 6440 James Circle North ("Subject Property"); and

WHEREAS, the Subject Property is situated in the C2 (Commerce) District and pursuant to City Code Section 35-322; Subpart 3, "Eating establishments offering live entertainment; recreation and amusement places such as motion picture theaters and legitimate theater; sports arenas; bowling alleys, skating rinks, and gymnasiums, all provided they do not abut an R1, R2, or R3 district, including abutment at the street line" are only allowed by means of special use permit in the C2 District, and the Applicant has submitted such application to the City of Brooklyn Center for official consideration under Planning Application No. 2018-002; and

WHEREAS, the Planning Commission held a duly noticed and called public hearing on March 15, 2018, whereby a planning staff report was presented and public testimony regarding the site and building plan and special use permit were received; and

WHEREAS, the Planning Commission considered the Special Use Permit request in light of all testimony received, the guidelines and standards for evaluating this special use permit contained in Section 35-222 (*C2 Commerce District*) of the City's Zoning Ordinance, and the request complies with the general goals and objectives of the City's 2030 Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that Planning Application No. 2018-002, submitted by Tashitaa Tufaa of Mississippi Valley Properties, LLC, be approved based upon the following considerations:

A. The establishment, maintenance, or operation of the special use will promote and enhance the general public welfare and will not be detrimental to or endanger the public health, safety, morals, or comfort.

B. The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

C. The establishment of the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

D. Adequate measures have been or will be taken to provide ingress, egress and parking so designed as to minimize traffic congestion in the public streets.

E. The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located.

BE IT FURTHER RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that Planning Application No. 2018-002 be approved subject to the following conditions and considerations:

1. **Building and Site Plan Review:** The building plans are subject to review and approval by the Building Official with respect to applicable codes prior to the issuance of permits; and the final location or placement of any fire hydrants or other fire-related building code items shall be reviewed and approved by the Fire Inspector.
    a. Any major changes or modifications made to this Site and Building Plan can only be made by an amendment to the approved Site and Building Plan as approved by the City Council.
    b. The Applicant should evaluate whether angled parking along the north end of the parking lot (west of proposed porte-cochère) would allow for more intuitive traffic circulation.
        i. The driving aisle west of the porte-cochère shall maintain the same direction as traffic under porte-cochère. Directional signage is to be installed as part of this condition.
    c. The Applicant shall work with the City/Fire Department to address installation of fire hydrants where necessary and maximum distance requirements so as to meet code requirements.
    d. The Applicant shall verify that the proposed building and site has met City Code requirements.
    e. A pre-construction conference shall be held with City staff and other entities designated by the City prior to issuance of a Building Permit.

2. **Agreements:**
    a. The Property Owner/Developer shall execute a separate Performance Agreement with supporting financial guarantee approved by the City, which ensures the Subject Property will be constructed, developed, and maintained in conformance with the plans, specifications, and standards comprehended under this Site and Building Plan.
    b. The Applicant shall adhere to the maximum occupancies outlined in the submitted plans in order to conform with maximum allowable parking on site of the Subject Property. Should issues arise concerning clientele parking on City streets or adjacent parking lots, staff may request the Applicant complete a *Travel Demand Management Plan*.
    c. The Developer shall submit an as-built survey of the Subject Property, as well as any improvements and utility service lines, prior to release of the performance guarantee.

3. **Engineering Review:** The Applicant agrees to comply with all conditions or provisions noted in the City Engineer's Review memorandum, dated March 5, 2018 (Exhibit E):
    a. Final grading, drainage, utility, irrigation, erosion control, and as-built plans, and any other site engineering related issues are subject to review and approval by the City Engineer prior to the issuance of permits.

4. **Fire Inspector Review:** The Applicant agrees to comply with all conditions or provisions required

per Fire and Building Code. These include, but are not limited to:

a. Installation of a Knox-Box on the north end of the building to allow for emergency access to the proposed riser/utility room.
b. Removal of existing conifers along the north end of the building as specified by the Fire Inspector upon visit to the site in January 2018. This is to allow for emergency access to the proposed riser/utility room.
c. Compliance with minimum height and width requirements for the as proposed porte-cochère.
d. Verification of minimum turn-radius required for fire truck apparatus as part of parking lot approval.

5. **Construction Standards:**
   a. Appropriate erosion and sediment control devices shall be provided on site during construction as approved by the City's Engineering Department.
   b. All work performed and materials used for construction of utilities shall conform to the City of Brooklyn Center Standard Specifications and Details.

6. **Facilities and Equipment:**
   a. Any outside trash disposal facilities and rooftop or ground mechanical equipment shall be appropriately screened from view per City Code requirements.
   b. Any outdoor enclosures shall be constructed with materials that are complementary to the principal building.
   c. The maximum level of 10-foot candles or less will be maintained at the property line for lighting in accordance with Section 35-712 (*Lighting*) of the City Zoning Ordinance.
   d. The Applicant shall furnish fixture specifications and imagery of proposed light installations as part of the Building Permit submittal.

7. **Landscaping:**
   a. All landscaped areas, including street boulevards, shall include approved irrigation systems to facilitate site maintenance. Per Sheet L1.0 (*Landscape Plan*), the "entire site shall be fully irrigated. The contractor shall submit irrigation shop drawings for review and approval by the landscape architect prior to installation."
   b. Irrigation shop drawings shall be provided to the City for review and approval prior to installation.

8. **Signage:** The Applicant shall submit a Building Permit application for any proposed signage as part of the development proposal. Signage is subject to the provisions of Chapter 34 (*Sign Ordinance*).

RESOLUTION NO. 2018-64

March 26, 2018
Date

Tim Willson
Mayor

ATTEST: Sharon Knutson
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member Dan Ryan
and upon vote being taken thereon, the following voted in favor thereof:
Tim Willson, MArquita Butler, April Graves, Kris Lawrence-Anderson, Dan Ryan
and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

CITY OF BROOKLYN CENTER NOTICE OF PUBLIC HEARING

TO WHOM IT MAY CONCERN:

Please take notice that the Planning Commission of the City of Brooklyn Center will hold a public hearing on **Thursday, December 12th, 2019**, at approximately 7:00 p.m., at Brooklyn Center City Hall, located at 6301 Shingle Creek Parkway, Brooklyn Center, Minnesota. A definite time for this application to be considered cannot be given as it will depend on the progression of the agenda items.

TYPE OF REQUEST: Special Use Permit for an Event Center

PETITIONER: Tashitaa Tufaa and Mike Brady

PROPERTY OWNER: ODAA Center LLC

PROPERTY ADDRESS: 6440 James Circle North, Brooklyn Center, MN 55430

PROPERTY ID: 35-119-21-41-0008

LEGAL DESCRIPTION: Registered Land Survey No. 1482, Hennepin County, Minnesota

BRIEF STATEMENT OF CONTENTS OF PETITION: The Applicant is requesting review and consideration for the renewal of a Special Use Permit that was initially approved under City Council Resolution No. 2018-064 on March 26, 2018, and subsequently expired on March 26, 2019. Approval of the request would allow for the development of an event center with ancillary restaurant and bar, and other associated exterior improvements, also approved under City Council Resolution No. 2018-064, in an existing 35,462-square foot building.

Questions, comments, statements of support or objections should be directed to City Planner/Zoning Administrator Ginny McIntosh at (763) 569-3319 or email to gmcintosh@ci.brooklyn-center.mn.us.

Auxiliary aids for persons with disabilities are available upon request at least 96 hours in advance. Please contact the City Clerk at (763) 569-3300 to make arrangements.

Respectfully,
Ginny McIntosh
City Planner/Zoning Administrator

Published in the
Sun Post
November 28, 2019
999067

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Barb Suciu, City Clerk

SUBJECT: Resolution Declaring Commitment to the Brooklyn Center City Charter

Background:

In accordance with the City Council Code of Policies section 203; Policy on City Council Commitment to the Brooklyn Center City Charter, this resolution is required for approval at the first meeting of the City Council each January as information and a reminder of Council/Manager responsibilities. The policy is attached for your reference.

Budget Issues:

There are no budget issues to consider.

Strategic Priorities and Values:

Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
Council Commitment Policy	1/8/2020	Backup Material
Resolution	12/23/2019	Resolution Letter

2.03 Policy on City Council Commitment to the Brooklyn Center City Charter

For the first meeting of the City Council each January, a resolution is placed on the agenda as information and reminder of Council/Manager responsibilities. The City Council resolves:

1. To rededicate itself to the spirit and letter of the City Charter and to commit itself to ensuring compliance by the City Council collectively and individually with that spirit and letter of the City Charter.

2. To rededicate itself to the checks and balances of the City Charter that keep City government accountable.

3. To pledge that in its dealings with citizens and City staff, that the City Council will treat such citizens and staff with respect and courtesy. The Council shall deal with staff in accordance with the City Charter through the City Manager.

4. To discharge its responsibilities as intended and established by federal, state, and local laws and the City Charter, and to do so in a fair and impartial manner for the good of the whole City without regard for personal gain or interests.

Reference: City Council Resolution No. 2004-08

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION DECLARING COMMITMENT TO THE BROOKLYN CENTER CITY CHARTER

WHEREAS, Brooklyn Center voters in 1966 adopted a City Charter creating a Council/Manager form of government; and

WHEREAS, said Charter provides that the City Council shall determine all matters of policy, and the City Manager shall be the head of the administrative branch of the City Government; and

WHEREAS, the Charter provides that there be no separate administrative boards or commissions other than advisory boards or commissions; and

WHEREAS, numerous advisory commissions have served the City since adoption of the Charter; and

WHEREAS, the Charter provides that the City Manager shall control and direct all departments and divisions of the City and shall have the right to take part in Council discussion and shall recommend such measures as deemed necessary; and

WHEREAS, the Charter prohibits Council members from dictating the appointment of any person to office or employment by the City Manager except as provided in Chapter 6 of this Charter; and

WHEREAS, the Charter requires the Council to deal with and control the administrative service solely through the City Manager and prohibits any Council member from giving orders to any subordinate of the City Manager, either publicly or privately; and

WHEREAS, the City Manager is charged by the Charter to see that the City Charter and the laws and resolutions of the City are enforced; and

WHEREAS, the Council as a whole also has an obligation to ensure that its business is conducted pursuant to the City Charter and the norms of acceptable and courteous business behavior; and

WHEREAS, Council members must depend upon the City Manager and staff to provide them with a great amount of background information, data, and expertise to aid in deliberating issues, developing policy, and administering the Council's responsibilities; and

RESOLUTION NO._____

WHEREAS, the effectiveness of the services provided by the staff is in large part determined by a relationship of trust and mutual respect between the staff and the City Council.

NOW, THEREFORE, BE IT RESOLVED by the City Council:

1. To rededicate itself to the spirit and letter of the City Charter and to commit itself to ensuring compliance by the City Council collectively and individually with that spirit and letter of the City Charter.

2. To rededicate itself to the checks and balances of the City Charter that keep City government accountable.

3. To pledge that in its dealings with citizens and City staff, that the City Council will treat such citizens and staff with respect and courtesy. The Council shall deal with staff in accordance with the City Charter through the City Manager.

4. To discharge its responsibilities as intended and established by federal, state, and local laws and the City Charter, and to do so in a fair and impartial manner for the good of the whole City and without regard for personal gain or interests.

5. To direct the City Manager to place this resolution for re-adoption on the agenda for the first meeting of the City Council each January hereafter, as information and reminder of Council/Manager responsibilities.

January 13, 2018 _____
Date

_____
Mayor

ATTEST:_____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council Regular Meeting

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Barb Suciu, City Clerk

SUBJECT: Resolution Appointing City Council Members to Serve as Liaisons to City Advisory Commissions and as City Representatives/Voting Delegates for Other Organizations for 2020

Background:

At the first meeting of the year, the City Council Members are appointed to serve as Council Liaisons to City Advisory Commissions and as Council representatives or voting delegates/alternates for boards, committees, or organizations in which the City participates.

This item was postponed from the first meeting of the year to allow the new Mayor additional time to review the information and make the appointments.

2019 Council Appointments were are as follows:

Commission/Organization	**Council Member**
Financial Commission	Marquita Butler
Housing Commission	Kris Lawrence-Anderson
Park & Recreation Commission	April Graves
Brooklyns Youth Council	April Graves
Crime Prevention Program	Kris Lawrence-Anderson
League of Minnesota Cities	Dan Ryan; Mike Elliott Alternate
Metro Cities	Mike Elliott; Dan Ryan Alternate

The resolution for the 2020 appointments will be forthcoming.

Budget Issues:

No budget issues.

Strategic Priorities and Values:

Operational Excellence

Economic Development Authority
City Hall Council Chambers
January 13, 2020

AGENDA

1. Call to Order

The City Council requests that attendees turn off cell phones and pagers during the meeting. A copy of the full City Council packet, including EDA (Economic Development Authority), is available to the public. The packet ring binder is located at the entrance of the council chambers.

2. Roll Call

3. Approval of Consent Agenda

The following items are considered to be routine by the Economic Development Authority (EDA) and will been acted by one motion. There will be no separate discussion of these items unless a Commissioner so requests, in which event the item will be removed from the consent agenda and considered at the end of Commission Consideration Items.

a. Approval of Minutes

- Motion to approve the minutes for:

- *December 2, 2019*
- *December 9, 2019*

b. Resolution Authorizing an Interfund Loan for Advance of Certain Costs in Connection with a Tax Increment Financing District

Motion to approve a resolution authorizing an interfund loan for advance of certain costs in connection with a tax increment financing district.

4. Commission Consideration Items

a. Resolution Electing Officers for the Economic Development Authority in and for the City of Brooklyn Center

- Approve Resolution Electing Officers for the Economic Development Authority in and for the City of Brooklyn Center

b. Resolution Opting not to Waive Limited Tort Liability for 2020

- Motion to approve the attached resolution adopting the no waiver option for statutory tort liability insurance.

5. Adjournment

Economic Development Authority

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Barb Suciu, City Clerk

SUBJECT: Approval of Minutes

Background:

In accordance with Minnesota State Statute 15.17, the official records of all meetings must be documented and approved by the governing body.

Strategic Priorities and Values:

Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
12-2-19	12/23/2019	Backup Material
12-9-19	12/23/2019	Backup Material

MINUTES OF THE PROCEEDINGS OF THE
ECONOMIC DEVELOPMENT AUTHORITY
OF THE CITY OF BROOKLYN CENTER
IN THE COUNTY OF HENNEPIN AND THE
STATE OF MINNESOTA

REGULAR SESSION
DECEMBER 2, 2019
CITY HALL – COUNCIL CHAMBERS

1. CALL TO ORDER

The Brooklyn Center Economic Development Authority (EDA) met in Regular Session called to order by President Mike Elliott at 7:36 p.m.

2. ROLL CALL

President Mike Elliott and Commissioners Marquita Butler, April Graves, and Dan Ryan. Commissioner Kris Lawrence-Anderson was absent and excused. Also present were Executive Director Curt Boganey, Deputy City Manager Reggie Edwards, Acting Finance Director Andy Splinter, and City Clerk Barb Suciu.

3. APPROVAL OF AGENDA AND CONSENT AGENDA

Commissioner Ryan moved and Commissioner Butler seconded to approve the Agenda and Consent Agenda, and the following item was approved:

3a. APPROVAL OF MINUTES

1. November 12, 2019 – Regular Session

Motion passed unanimously.

4. COMMISSION CONSIDERATION ITEMS

4a. RESOLUTION NO. 2019-XX ADOPTING THE FINAL BUDGET FOR THE ECONOMIC DEVELOPMENT AUTHORITY OF BROOKLYN CENTER, MINNESOTA FOR FISCAL YEAR 2020.

Commissioner Graves moved and Commissioner Ryan seconded to adopt RESOLUTION NO. 2019-XX Approving the Final Budget for the Economic Development Authority of Brooklyn Center, Minnesota for Fiscal Year 2020.

Motion passed unanimously.

5. ADJOURNMENT

Commissioner Graves moved and Commissioner Ryan seconded adjournment of the Economic Development Authority meeting at 7:37 p.m.

Motion passed unanimously.

MINUTES OF THE PROCEEDINGS OF THE
ECONOMIC DEVELOPMENT AUTHORITY
OF THE CITY OF BROOKLYN CENTER
IN THE COUNTY OF HENNEPIN AND THE
STATE OF MINNESOTA

REGULAR SESSION
DECEMBER 9, 2019
CITY HALL – COUNCIL CHAMBERS

1. CALL TO ORDER

The Brooklyn Center Economic Development Authority (EDA) met in Regular Session called to order by President Mike Elliott at 8:48 p.m.

2. ROLL CALL

President Mike Elliott and Commissioners Marquita Butler, April Graves, Kris Lawrence-Anderson, and Dan Ryan. Also present were Executive Director Curt Boganey, City Attorney Troy Gilchrist, and Mary Mullen, Timesaver Off Site Secretarial, Inc.

3. APPROVAL OF AGENDA AND CONSENT AGENDA

Commissioner Lawrence-Anderson moved, and Commissioner Ryan seconded to approve the Agenda and Consent Agenda, and the following item was approved:

3a. RESOLUTION NO. 2019-22 APPROVING AN AMENDED COOPERATIVE AGREEMENT BETWEEN BROOKLYN CENTER AND BROOKLYN PARK REGARDING THE BROOKLYNK PROGRAM

Motion passed unanimously.

4. COMMISSION CONSIDERATION ITEMS

-None.

5. ADJOURNMENT

Commissioner Lawrence-Anderson moved, and Commissioner Butler seconded adjournment of the Economic Development Authority meeting at 8:49 p.m.

Motion passed unanimously.

Economic Development Authority

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Meg Beekman, Community Development Director

SUBJECT: Resolution Authorizing an Interfund Loan for Advance of Certain Costs in Connection with a Tax Increment Financing District

Background:

On November 26, 2019, the Economic Development Authority (EDA) closed on its acquisition of the former Target property located at 6100 Shingle Creek Parkway. The property will be repurposed or redeveloped consistent with the overall master plan for the Opportunity Site. The intent is to recover the EDA's investment through a combination of a future sale of the property and tax increment from a new or expanded tax increment financing district. In order for the EDA to preserve its ability to reimburse itself from future tax increment, a formal interfund resolution must be adopted within 60 days of the expenditure.

Passage of the attached interfund loan resolution will preserve the EDA's ability to reimburse itself for up to $5,000,000 to cover the costs of property acquisition and any other future expenditures, such as demolition. In addition, the resolution provides for reimbursement of up to $100,000 for administrative costs. These costs can be reimbursed from future tax increment with 5% interest, which is the maximum rate currently permitted by statue. The interfund loan resolution does not *require* the EDA to repay, rather it preserves the opportunity to do so from future tax increment.

Budget Issues:

There are no budget issues to consider with this item.

Strategic Priorities and Values:

Targeted Redevelopment

ATTACHMENTS:

Description	Upload Date	Type
Resolution	1/7/2020	Resolution Letter

Commissioner _____ introduced the following resolution and moved its adoption:

EDA RESOLUTION NO .____

AUTHORIZING AN INTERFUND LOAN FOR ADVANCE OF CERTAIN COSTS IN CONNECTION WITH A TAX INCREMENT FINANCING DISTRICT

WHEREAS, the Economic Development Authority of the City of Brooklyn Center, Minnesota ("EDA") is considering establishing a Tax Increment Financing District which is anticipated to include certain real property located at or near 6100 Shingle Creek Parkway (the "Property") in the City of Brooklyn Center, Minnesota (the "City") or expanding Tax Increment Financing District No. 7 (Redevelopment District) to include the Property (alternatively as established or expanded, the "TIF District") all pursuant to Minnesota Statutes, Sections 469.174 to 469.1794, as amended (the "TIF Act");

WHEREAS, the EDA may incur certain costs related to the TIF District which may be financed on a temporary basis from available City funds;

WHEREAS, under Section 469.178, Subdivision 7 of the TIF Act, the EDA is authorized to advance or loan money from any fund from which such advances may be legally made in order to finance expenditures that are eligible to be paid with tax increments under the TIF Act;

WHEREAS, the EDA has determined that it may pay for administrative costs associated with the establishment of the TIF District and certain other costs incurred in connection with the proposed development of the TIF District, including but not limited to acquisition of land and buildings in the TIF District (including the Property listed above), demolition and site preparation costs and costs of public infrastructure (the "Cost Advances") on a temporary basis from the City's general fund or any other fund, as determined by the City Finance Director, from which such advances, from time to time, may be legally made (the "Fund") as an interfund loan pursuant to Minnesota Statutes, Section 469.178, Subd. 7;

WHEREAS, the EDA hereby designates the Cost Advances as an interfund loan in accordance with the terms of this resolution and the TIF Act

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Economic Development Authority of the City of Brooklyn Center, Minnesota ("Board") as follows:

1. The EDA will reimburse itself for the Cost Advances incurred on or after a date not more than 60 days prior to the date hereof (i.e. November 14, 2019) including without limitation (i) administrative costs incurred prior to the establishment of the TIF District, subject to the limitations of the TIF Act, in an aggregate amount not to exceed the greater of $100,000 and (ii) certain costs incurred in connection with land and building acquisition, demolition and site preparation, and public infrastructure in an aggregate amount not to exceed $5,000,000 (collectively, the "Interfund Loan"), together with interest at the rate of 5% per annum (which is the greater of the rates specified under Sections 270C.40 or 549.09 in accordance with Minnesota

Statutes, Section 469.178, Subdivision 7); provided, however, the City Finance Director is authorized to specify a lower rate.

2. Principal and interest ("Payments") on the Interfund Loan shall be paid semiannually on February 1 and August 1 (each a "Payment Date"), commencing on the first Payment Date on which the EDA has received Available Tax Increment (defined below), or on any other dates determined by the City Finance Director, through the date of last receipt of tax increment from the TIF District (the "Maturity Date").

3. Payments on the Interfund Loan will be made solely from the tax increment from the TIF District received by the City from Hennepin County in the 6-month period before any Payment Date, net of the amount paid under any agreement with a private developer or otherwise pledged to the payment of any obligation (the "Available Tax Increment"). Payments shall be applied first to accrued interest, and then to unpaid principal, unless otherwise specified by the City Finance Director. Interest accruing from the date of each Cost Advance will be compounded semiannually on February 1 and August 1 of each year and added to principal, unless otherwise specified by the City Finance Director. Payments on this Interfund Loan may be subordinated to any outstanding or future bonds, notes, or contracts secured in whole or in part with available tax increment, and are on a parity with any other outstanding or future interfund loans secured in whole or in part with available tax increment.

4. The principal sum and all accrued interest payable under this resolution is pre-payable in whole or in part at any time by the EDA without premium or penalty.

5. This resolution is evidence of an internal borrowing by the EDA in accordance with Section 469.178, subdivision 7 of the TIF Act, and is a limited obligation payable solely from Available Tax Increment pledged to the payment hereof under this resolution. The Interfund Loan shall not be deemed to constitute a general obligation of the State of Minnesota or any political subdivision thereof, including, without limitation, the City. Neither the State of Minnesota, nor any political subdivision thereof shall be obligated to pay the principal of or interest on the Interfund Loan or other costs incident hereto except out of Available Tax Increment. The EDA shall not have any obligation to pay any principal amount of the Interfund Loan or accrued interest thereon, which may remain unpaid after the termination or expiration of the TIF District.

6. The EDA may at any time make a determination to forgive the outstanding principal amount and accrued interest on the Interfund Loan, in whole or in part, on any date from time to time, to the extent permissible under law.

7. The EDA may from time to time amend the terms of this Resolution to the extent permitted by law, including without limitation amendment to the payment schedule and the interest rate; provided that the interest rate may not be increased above the maximum specified in Section 469.178. subd. 7 of the TIF Act.

8. This resolution is effective upon adoption.

January 13, 2020 _____
Date

_____
President

ATTEST: _____
Secretary

The motion for the adoption of the foregoing resolution was duly seconded by Commissioner _____

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

whereupon said resolution was declared duly passed and adopted.

Economic Development Authority

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Reggie Edwards, Deputy City Clerk
BY: Barb Suciu, City Clerk

SUBJECT: Resolution Electing Officers for the Economic Development Authority in and for the City of Brooklyn Center

Background:

Minnesota Statute 469-096 provides that an Economic Development Authority shall elect a president, treasurer, and secretary on an annual basis.
EDA Resolution No. 87-06 also states in Article II, Section 7, that the president, vice-president, secretary, treasurer, and assistant treasurer shall be elected at the annual meeting of the Authority and shall hold office for one year or until successors are elected and qualified.

The attached resolution elects such positions for the Economic Development Authority.

Budget Issues:

There are no budget issues to consider.

Strategic Priorities and Values:

Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
Resolution	1/7/2020	Resolution Letter
EDA Bylaw Resolution	1/8/2020	Backup Material

Commissioner introduced the following resolution and moved its adoption:

EDA RESOLUTION NO. _____

RESOLUTION ELECTING OFFICERS FOR THE ECONOMIC DEVELOPMENT AUTHORITY OF BROOKLYN CENTER, MINNESOTA

WHEREAS, *Minnesota Statutes* Section 469.096 provides that an economic development authority shall elect a president, treasurer, and secretary on an annual basis.

NOW, THEREFORE, BE IT RESOLVED by the Economic Development Authority of Brooklyn Center, Minnesota, that the Authority hereby elects the following officers to serve through December 31, 2020, or such later date as their successors are elected and qualified:

President/Treasurer
Vice-President
Assistant Treasurer
Secretary

January 13, 2020
Date

_____
President

The motion for the adoption of the foregoing resolution was duly seconded by commissioner

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Member Gene Lhotka introduced the following resolution and moved its adoption:

EDA RESOLUTION NO. 87-06

RESOLUTION ADOPTING BYLAWS OF THE BROOKLYN CENTER ECONOMIC DEVELOPMENT AUTHORITY

WHEREAS, the Economic Development Authority of Brooklyn Center, Minnesota is organized and operates pursuant to Minn. Stat., Chapter 458C.

NOW, THEREFORE, BE IT RESOLVED that the Economic Development Authority of Brooklyn Center, Minnesota, hereby adopts and approves the following bylaws:

ARTICLE I - THE AUTHORITY

Section 1. Name of Authority. The name of the Authority is the "Economic Development Authority of Brooklyn Center, Minnesota."

Section 2. Seal of Authority. The seal of the Authority shall be in the form of a circle and shall bear the name of the Authority.

Section 3. Office of Authority. The offices of the Authority are at City Hall in the City of Brooklyn Center, State of Minnesota, or at such other place as the Authority may designate by resolution.

ARTICLE II - OFFICERS

Section 1. Officers. The officers of the Authority are the President, Vice-President, Secretary, Treasurer, and Assistant Treasurer.

Section 2. President. At the annual meeting, the President shall submit to the Authority a report summarizing the activities and programs of the Authority for the past year and containing the President's recommendation for Authority activities for the ensuing year.

Section 3. Vice-President. The Vice-President shall perform the duties of the President in the absence or incapacity of the President; and in case of the resignation or death of the President, the Vice-President shall perform such duties as are imposed on the President until such time as the Authority shall select a new President.

Section 4. Secretary and Treasurer. The Secretary and Treasurer shall perform the duties of a Secretary and Treasurer, respectively, for the Authority. The Treasurer shall sign all orders and checks for the payment of money and shall pay out and

disburse such monies under the direction of the Authority. Except as otherwise authorized by resolution of the Authority, all such orders and checks shall also be counter-signed by the President. The Treasurer shall be responsible for the care and custody of all funds of the Authority, and he shall be responsible for the keeping of accounts showing receipts and expenditures of the Authority. The Treasurer shall render to the Authority an account of financial condition of the Authority as may be requested by the Authority. Once each year on or before the last day of June, the Treasurer shall submit an audited detailed financial statement to the Authority covering the entire financial operations of the Authority for the preceding fiscal year hereby defined as the calendar year. The Secretary shall keep in safe custody the seal of the Authority and shall have the power to affix such seal to all contracts and instruments authorized to be executed by the Authority.

Section 5. Executive Director. The Brooklyn Center city manager shall serve as Executive Director of the Authority and shall have general supervision over the administration and management of its business and affairs subject to the direction of the Authority. The Executive Director shall keep a record of the proceedings of the Authority. The Executive Director shall cosign all contracts, deeds, and similar instruments to which the Authority is a party.

Section 6. Additional Duties. The officers of the Authority shall perform such other duties and functions as may from time to time be required by the Authority or the bylaws or rules and regulations of the Authority.

Section 7. Election or Appointment. The President, Vice-President, Secretary, Treasurer, and Assistant Treasurer shall be elected at the annual meeting of the Authority and shall hold office for one year or until successors are elected and qualified.

Section 8. Vacancies. Should the office of the President, Vice-President, Secretary, Treasurer, or Assistant Treasurer become vacant, pursuant to Minn. Stat. Section 351.02 or by other provisions of law, the Authority shall elect a successor from its membership at the next regular meeting, and such election shall be for the unexpired term of the office.

Section 9. Additional Personnel. The Authority may from time to time employ or contract for such personnel as it deems necessary to exercise its powers, duties, and functions as prescribed by Minn. Stat., Chapter 458C, applicable thereto. Such personnel may be employees of the Authority, employees of other governmental organizations, or independent contractors. The selection and compensation of such personnel shall be determined by the Authority subject to the laws of the State of Minnesota.

EDA RESOLUTION NO. 87-06

ARTICLE III - MEETINGS

Section 1. Annual Meeting. The annual meeting of the Authority shall be held on the first business day of January.

Section 2. Meeting Schedule. The meeting schedule of the Authority shall be developed by the Executive Director.

Section 3. Special Meetings. Special meetings of the Authority may be called by the President, or two members of the Authority for the purpose of transacting any business designated in the call. The call for a special meeting may be delivered at any time prior to the time of the proposed meeting to each member of the Authority or may be mailed to the business or home address of each member of the Authority at least two days prior to the date of such special meeting. At such special meeting no business shall be considered other than as designated in the call, but if all of the members of the Authority are present at a special meeting, any and all business may be transacted at such special meeting by unanimous vote.

Section 4. Quorum. Three members of the Authority shall constitute a quorum to do business, but a smaller number may adjourn from time to time. When a quorum is in attendance, action may be taken by the Authority upon a vote of a majority of the members present.

Section 5. Manner of Voting. The voting on all questions coming before the Authority shall be by roll call and the yeas and nays shall be entered upon the minutes of such meetings.

ARTICLE IV - AMENDMENTS

Section 1. Amendments to Bylaws. The bylaws of the Authority may be amended only with the approval of at least three members of the Authority.

November 9, 1987
Date

Chairman

The motion for the adoption of the foregoing resolution was duly seconded by member Bill Hawes, and upon vote being taken thereon, the following voted in favor thereof: Dean Nyquist, Gene Lhotka, Celia Scott, Bill Hawes, and Rich Theis; and the following voted against the same: none, whereupon said resolution was declared duly passed and adopted.

Economic Development Authority

DATE: 1/13/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Andrew Splinter
BY: Andrew Splinter, Interim Finance Director

SUBJECT: Resolution Opting not to Waive Limited Tort Liability for 2020

Background:

Each year the EDA must choose whether to waive tort liability limit protections of Minnesota Statutes 466.04 as part of the insurance policy renewal application process. M.S. 466.04 states that the maximum liability for a city for any claim is $500,000 with an aggregate maximum of $1,500,000 per incident. In past years the EDA has chosen not to waive the liability limits and the regular premium for insurance has covered all claims.

If the EDA were to waive the limits set by statute, it would be prudent to purchase additional insurance coverage to cover possible higher awards in liability claims. Premiums for such insurance would be approximately $3,500 per year.

Budget Issues:

The 2020 budget anticipates leaving the no waiver option in place for 2020 and has anticipated insurance premiums based on that no waiver option. Waiving the statutory limits would require that approximately $3,500 in additional premium costs be allocated for 2020 and in each succeeding year.

Strategic Priorities and Values:

Safe, Secure, Stable Community

ATTACHMENTS:

Description	Upload Date	Type
EDA Resolution for Non-waiver of liability limits for 2020	12/16/2019	Cover Memo

Commissioner introduced the following resolution and moved its adoption:

EDA RESOLUTION NO._____

RESOLUTION OPTING NOT TO WAIVE LIMITED TORT LIABILITY FOR 2020

WHEREAS, the Economic Development Authority of the City of Brooklyn Center has an option to waive its protection under the tort liability limitations contained in Minnesota Statutes 466.04; and

WHEREAS, the statutory tort limit for 2020 is $500,000 per individual with an aggregate limit of $1,500,000 per incident; and

WHEREAS, the Economic Development Authority of the City of Brooklyn Center has not opted to waive its rights to limited tort liability in past years and is required to make a declaration of its intention every year.

NOW, THEREFORE, BE IT RESOLVED by the Economic Development Authority of the City of Brooklyn Center, Minnesota, that the Authority does not waive the monetary limits on municipal tort liability established by Minnesota Statutes 466.02 for 2019.

January 13, 2020 _____
Date President

The motion for the adoption of the foregoing resolution was duly seconded by commissioner

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council/EDA Work Session
City Hall Council Chambers
January 13, 2020

AGENDA

The City Council requests that attendees turn off cell phones and pagers during the meeting. A copy of the full City Council packet is available to the public. The packet ring binder is located at the entrance of the council chambers.

ACTIVE DISCUSSION ITEMS

1. Freeway Park – Mound Cemetery Memorandum of Understanding (MOU) (20 minutes)
2. Curbside Residential Organics Recycling Options (20 minutes)
3. Opportunity Site Update (30 minutes)
4. Housing Policy Framework (45 minutes)

PENDING LIST FOR FUTURE WORK SESSIONS

1. Pending Items
   - Metro Transit Bus Hub - *(upcoming CC presentation)*
   - Rental License Update - *(upcoming CC presentation)*
   - Census Update - 1/27
   - CDBG Funds - 1/27
   - Concept Review for 61st & Brooklyn Blvd Development - 1/27
   - Commemoration of 400 years of Slavery Activities - 2/10
   - Livable Wages - 2/10
   - Use of EDA Owned Property - 2/24
   - Food Trucks - 3/9
   - Options for Use of Adjacent Space to Liquor Store - 3/9
   - Discussion of Mayor/City Council roles & responsibilities (CommonSense Inc.)

MEMORANDUM - COUNCIL WORK SESSION

DATE: 1/13/2020

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: N/A

BY: Doran Cote, Public Works Director

SUBJECT: Freeway Park – Mound Cemetery Memorandum of Understanding (MOU) (20 minutes)

Recommendation:

It is recommended that the City Council consider providing direction to staff regarding the status of Freeway Park.

Background:

The January 5, 1970 City Council meeting minutes indicate that the "City Attorney and the attorney for Mound Cemetery Association had tentatively agreed upon the language of a document through which the City of Brooklyn Center will obtain a 75 year lease of the southern 4 acres of Mound Cemetery for park purposes at a cost of $15,000.00. The subject parcel represents the last parcel to be acquired under the 1966 HUD Open Space Program." A 75 year lease between the city and the Mound Cemetery Association was recorded in January, 1970. The expiration of the lease is December 31, 2044.

In December, 2013, the Mound Cemetery Association approached staff with a proposal to vacate the lease and transition Freeway Park back to the cemetery to be used for its original purposes. The Association indicated an emerging interest in natural burials, more families who desire upright monumentation, and a growing religious community whose burial requirements vary from the traditional East-West rotation.

The city and the Mound Cemetery Association continued to meet and discuss the termination of the lease until 2018. The city had proposed retaining a portion of the cemetery for park purposes but the Association rejected the proposal. The Association cited the financial impracticality of a smaller cemetery and the need for public utilities and a maintenance facility.

After meeting with the Mound Cemetery Association in July, 2018, the city agreed to retain the services of a consultant to master plan the future of Freeway Park. In October, 2018, the city retained the services of ISG, a landscape architecture firm with a strong reputation for park planning and design and community engagement to prepare a Master Plan for Freeway Park.

On April 15, 2019, staff and ISG met with the Mound Cemetery Association to discuss the outcome of the park planning process and the recommended option for Freeway Park. The Association in response agreed to donate an acre of the cemetery with some conditions to facilitate the master plan. After additional discussion with the Association, the city drafted a Memorandum of Understanding (MOU) to memorialize the parties' understanding of the terms of the vacation of the lease and the donation of the land.

Policy Issues:

Does the City Council support entering into the MOU with the Association and creating a smaller Freeway Park?
Does the City Council desire to let the 1970 lease run until expiration after which there would be no Freeway Park as it exists today?
Are there any other conditions the City Council would like to see in the MOU?

Strategic Priorities and Values:

Enhanced Community Image

ATTACHMENTS:

Description	Upload Date	Type
Freeway Park – Mound Cemetery Report	1/7/2020	Cover Memo
Final MOU	1/6/2020	Cover Memo

M E M O R A N D U M

DATE: December 20, 2019

TO: Curt Boganey, City Manager

FROM: Doran M. Cote, Public Works Director

SUBJECT: Freeway Park – Mound Cemetery Report

This Freeway Park – Mound Cemetery Report has been prepared to document the history of the cemetery and the park as well as provide possible direction moving forward.

Mound Cemetery History 1862 - 1970

- Mound Cemetery was established as a cemetery in 1862 by farmers and lumbermen who moved to Brooklyn Center and the surrounding area from New England. The earliest grave markers in Mound Cemetery are from 1855.

- The original Mound Cemetery was 2 acres in size and had 80 lots with 16 grave sites each. The first addition to Mound Cemetery added 2 acres plus a looping road network and flagpole. The cemetery is now 15 acres in size with a one-way road network.

- On May 14, 2012, the Brooklyn Center City Council adopted a proclamation declaring May 28, 2012, as Mound Cemetery Sesquicentennial Day.

- Attachment 1 included with this report is a historical perspective of the cemetery from the Mound Cemetery website.

Freeway Park 1968 - 2013

- On April 8, 1968, the City of Brooklyn Center initiated condemnation proceedings for the south 4.02 acres of Mound Cemetery for public use for park purposes (Attachment 2). Staff could not find a resolution authorizing the condemnation proceedings, however, the attached Notice of Lis Pendens (lawsuit pending) by the City of Brooklyn Center was recorded against the title of the property.

- The January 5, 1970 City Council meeting minutes indicate that the "City Attorney and the attorney for Mound Cemetery Association had tentatively agreed upon the language of a document through which the City of Brooklyn Center will obtain a 75 year lease of the southern 4 acres of Mound Cemetery for park purposes at a cost of $15,000.00. The subject parcel represents the last parcel to be acquired under the 1966 HUD Open Space Program." Attachment 3 is a copy of the January 5, 1970 minutes.

- After discussion among the City Council, a motion was made and seconded authorizing the Mayor and City Manager to execute the above referenced lease. The recorded January 27, 1970 Lease of Cemetery Land is included as Attachment 4. The expiration of the lease is December 31, 2044.

- Historic aerial photographs indicate that Freeway Park was developed and in use in 1971 (see below).

Circa 1967



Circa 1971



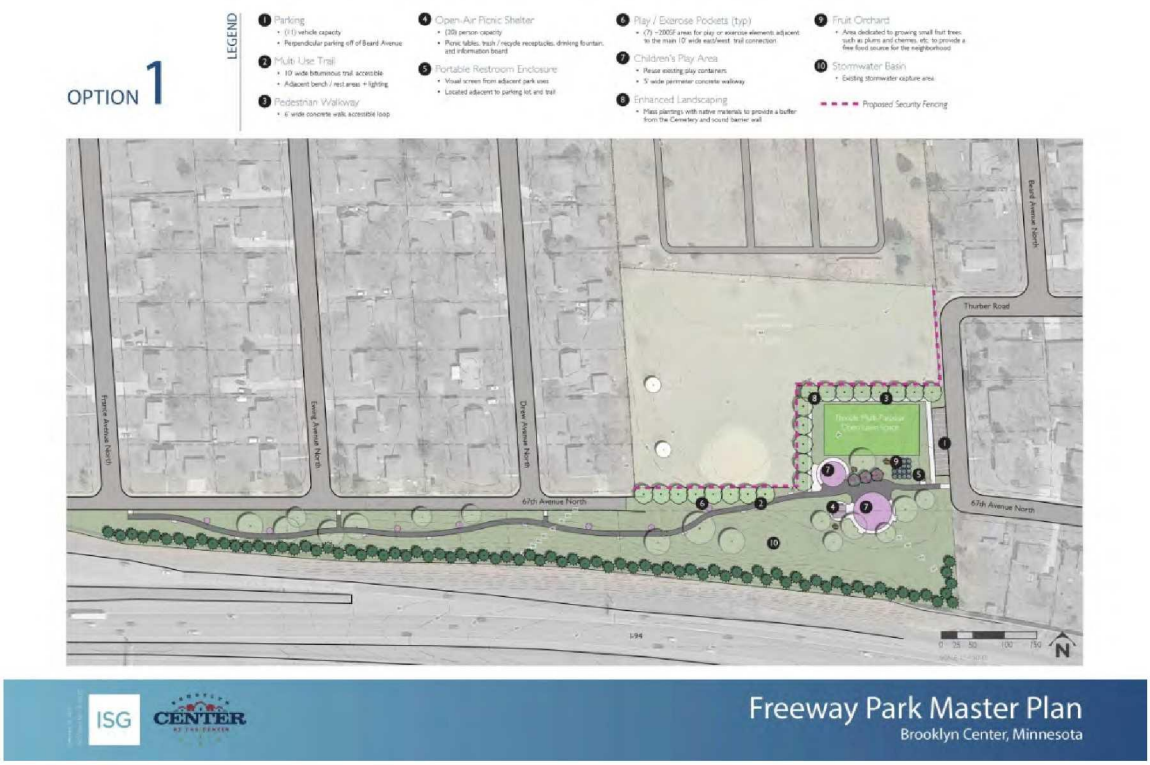
<u>Freeway Park – Mound Cemetery Current Status 2013 - 2019</u>

- In December, 2013, the Mound Cemetery Association approached staff with a proposal to vacate the lease and transition Freeway Park back to the cemetery to be used for its original purposes. The Association indicated and emerging interest in natural burials, more families who desire upright monumentation, and a growing religious community whose burial requirements vary from the traditional East-West rotation (see Attachment 5).

- The city and the Mound Cemetery Association continued to meet and discuss the termination of the lease until 2018. The city had proposed retaining a portion of the cemetery for park purposes but the Association rejected the proposal. The Association cited the financial impracticality of a smaller cemetery and the need for public utilities and a maintenance facility (see Attachment 6).

- After meeting with the Mound Cemetery Association in July, 2018, the city agreed to retain the services of a consultant to master plan the future Freeway Park. In October, 2018, the city retained the services of ISG, a landscape architecture firm with a strong reputation for park planning and design and community engagement to prepare a Master Plan for Freeway Park.

- ISG'S community engagement efforts included meeting with city staff and the Mound Cemetery Association, neighborhood surveys, post cards, an online survey, an on-site suggestion box and in February, 2019, a Public Open House was held at West Palmer Lake Park Building. The Open House was also the Parks and Recreation Board Meeting. ISG presented 3 Mater Plan Options (Attachment 7). After considerable discussion, the Parks and Recreation Board recommended Option 1 as the preferred option (see below).



- On April 15, 2019, staff and ISG met with the Mound Cemetery Association to discuss the outcome of the park planning process and the recommended option for Freeway Park. The Association in response agreed to donate an acre of the cemetery with some conditions to facilitate Option 1 of the master plan. Attachment 8 is correspondence between staff and the Association which ultimately resulted in the city drafting a Memorandum of Understanding (MOU) to memorialize the parties' understanding of the terms of the vacation of the lease and the donation of the land.

<u>Memorandum of Understanding Between the City of Brooklyn Center and Mound Cemetery Association</u>

- Attachment 9 is the final negotiated MOU between the Association and the city for the termination of the lease and dedication of approximately 1 acre of land for Freeway Park purposes. The text in red in the recitals and conditions were added by the Association and agreed to by staff. The most significant provisions of the final MOU are as follows:

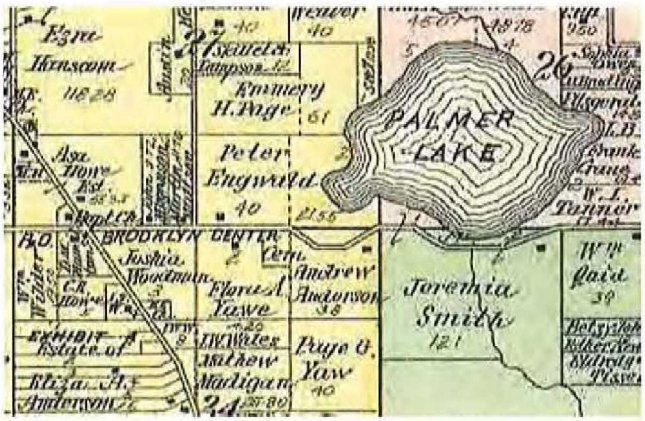
  a. The formal termination of the lease;
  b. The city's commitment to rename the park to better reflect the memory and legacy of the families who originally donated the property to the Association, subject to city council approval;
  c. The city's willingness to pay all costs associated with the closing, including the state deed tax, recording fees, title insurance premiums, if any, and title company closing costs;
  d. The city's construction of a fence between the new city-owned park property and the cemetery so that park visitors will not disturb the solitude of the cemetery with the Association owning the fence; and
  e. The city's restoration of the park property being returned to the cemetery with appropriate soils and grass planting, as required in the original lease.

Attachment 1

Mound Cemetery
OF BROOKLYN CENTER
Established 1862

Memorial Day 2012
Mound Cemetery Celebrate it's Sesquicentennial
150 years of serving the surrounding Communities

THEN (1862) & NOW (2012)





The earliest markers in Mound Cemetery are from 1855: Harris Thompson, 1829-1855 and Rev. C.H.A. Johnson, 1823-1855. This was before the Civil War began in 1861 and before Lincoln's death in 1865.



Mound Cemetery was established as a cemetery in 1862 by farmers and lumbermen who moved here from New England. It has grown from a 2 acre cemetery surrounded by farmland to 17 acres surrounded by suburban, multicultural neighborhoods.

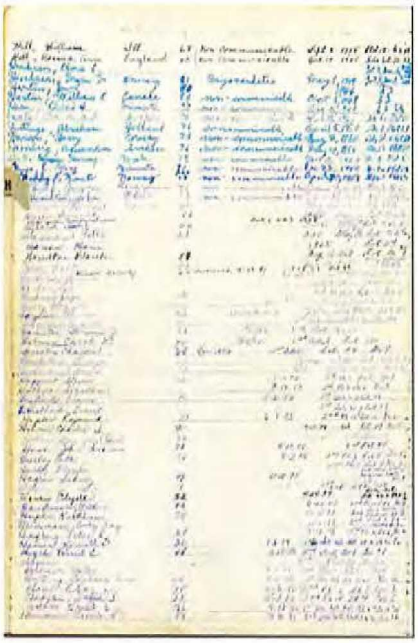
Mound Cemetery has been a traditional burial ground. Today, Mound offers additional choices such as cremation burial, columbarium niches, and green burials to meet the needs of the community.

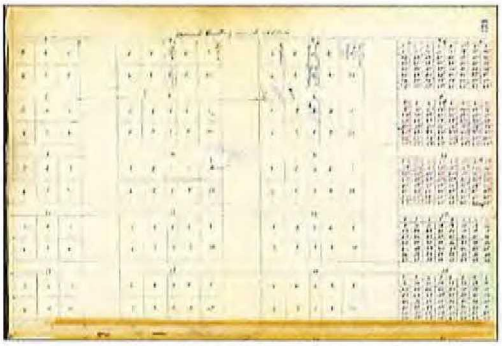


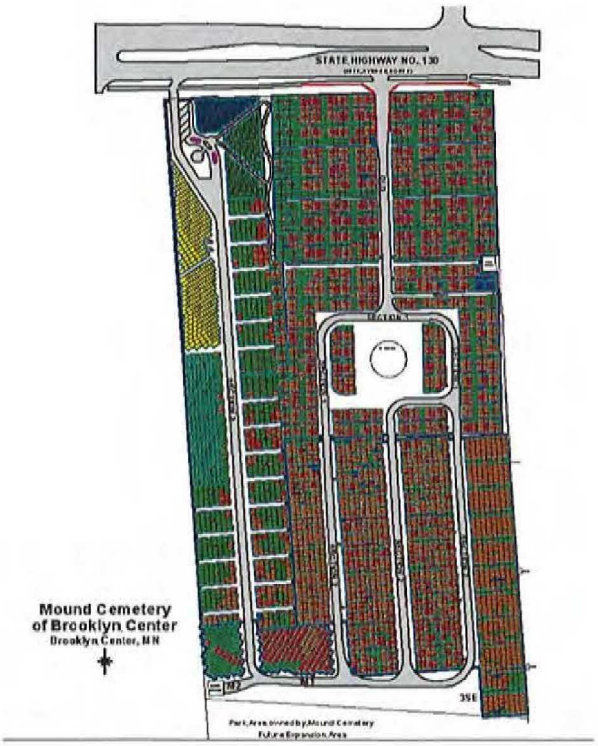
Early burial registers were kept in large record books. In 1917, the cemetery secretary was instructed to keep a record of all burials. Later, a card catalog was used to keep track of grave sales. Today, Mound Cemetery uses a computer system to keep track of over 10,000 grave sites.

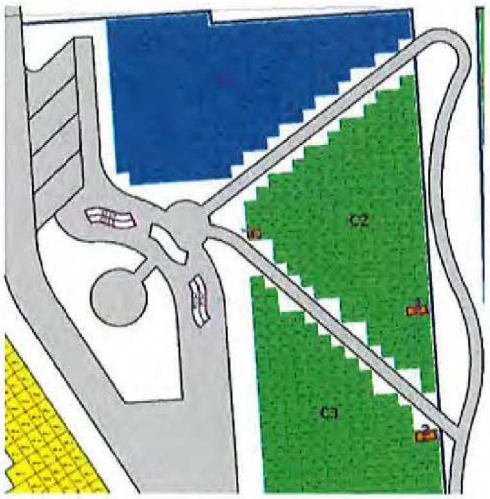
The original cemetery had 80 lots with sixteen graves each. Most grave sales were for 8 or 16 graves. The first map was hand-drawn on fabric paper. Today, any number of graves can be purchased and the cemetery uses computer and surveyor maps today.

The First Addition to Mound Cemetery added 2 acres plus roadwork looping around the flagpole. Today, the road follows a one way system for safe traffic flow.

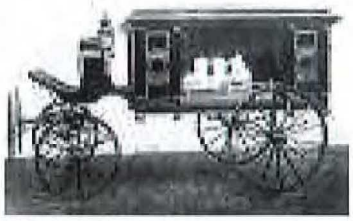








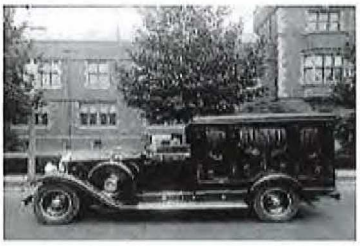
Then & Now Funeral Cars











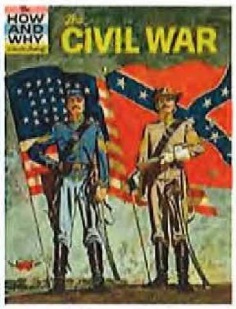




1852 Area opened to settlement
1853 First frame house
1855 First marked burials
1858 Minnesota became a state
Brooklyn Township formed.
1861-1865 Civil War
1862 Mound Cemetery established purchased 2 acres from James Henderson
1863 Lincoln's Emancipation Proclamation
1864 Cemetery plat filed with Hennepin Co
1865 Lincoln assassinated
1873 Mound Cemetery Association formed
1875 Mound Cemetery incorporated
1882 Additional 2 acres purchased from James Henderson
1886 First Addition added to Mound Cemetery
1898 Spanish American War
1911 Village of Brooklyn Center incorporated
1914-1918 World War I
1920 19th Amendment, right to vote for women
1924 Additional land bought from Carl Bjorklund
1926 Additional 3 acres purchased from Peter Peterson
1936 Land acquired from Chas. & Margaret Parker
1939-1945 World War II
1950-1953 Korean War
1952-1967 Period of growth at Mound Cemetery
1954 7 acres acquired from Frank Howe
1960-1975 Vietnam War
1964 - Civil Rights Act
1966 Brooklyn Center City Charter and became a city in 1966 by a referendum vote
1970 Mound leases land to City of Brooklyn Center for Freeway Park
1990-1991 Persian Gulf War
2001 Afghanistan War begins
2003-2011 Iraq War
2011 Brooklyn Center Centennial
2012 Mound Cemetery 150th Sesquicentennial Anniversary

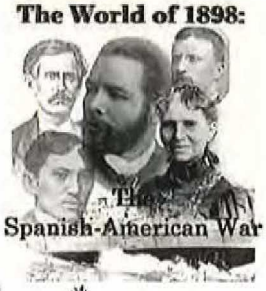
Wars– Blue
National Events Changing History







The World of 1898:







The First Regiment of Minnesota Volunteer Infantry
Memorial Day 2002, Cannon Falls, Minnesota



Mound Cemetery Civil War Veterans

Bickford, Charles, 1839-1890, 11th Minnesota Volunteer Infantry Company F

Bohanon, Samuel H., 1833-1927, Hatch's Battalion, Minnesota Cavalry Company E

Bragdon, Alonzo, 1828-1887, 9th Minnesota Volunteer Infantry Company A

Brown, John A., 1831-1897, 122nd New York Volunteer Infantry Company H

Gray, Benjamin, 1841-1904, 9th Minnesota Volunteer Infantry Company F

Howe, Asa, 1821-1885, 1st Minnesota Volunteer Infantry Company F

Howe, Eben, 1829-1903, 6th Minnesota Volunteer Infantry Company B

Howe, Samuel, 1825-1898, 6th Minnesota Volunteer Infantry Company B

Jentsch, Henry, 1841-1917, 8th Minnesota Volunteer Infantry, Company K

Merrill, Samuel W., 1842-1918, 9th Minnesota Volunteer Infantry Company A

Moses, Howard M., 1842-1922, 13th New Hampshire Volunteer Infantry Company E

Norris, Joseph, 1840-1905, 11th Minnesota Volunteer Infantry Company F

Partridge, Truman, 1844-1880, 19th New York Cavalry Co. H, 130th New York Infantry Company H

Shoop, Anthony, 1837-1886, 197th Ohio Infantry Company C

Wales, Samuel, 1838-1923, 2nd Indiana Cavalry, Company B

Whitney, Joseph M., 1828-after 1880, Pvt/Sgt 113th Illinois Infantry Company A, U. S. Signal Corps

Mound Cemetery Founders with Civil War connections:
Asa Howe, Samuel Howe and Joel Howe were founders and veterans. George Stout was a founder and veteran buried at Champlin Cemetery. John Wales was a founder and veteran buried at Minneapolis Pioneers and Soldiers Memorial Cemetery. Andrew Huff was a founder and veteran. George A. Plummer, founder and veteran, was buried at Lakewood Cemetery. John P. Plummer, founder, was the father of John W. Plummer of the 1st MN, both buried at Lakewood. J. C. Past was a founder and father of two veterans: Edward Past of the 1st MN and Marcus Past of the 1st MN who died at Gettysburg.







Proclamation

DECLARING MAY 28, 2012, AS MOUND CEMETERY of BROOKLYN CENTER SESQUICENTENNIAL DAY

WHEREAS, Mound Cemetery, with seventeen acres, was established on May 2, 1862, by a group of farmers and lumbermen who first settled the area mostly from New England and purchased for $30 two acres of land at 69th Avenue North near Palmer Lake from James and Eliza Henderson with the stipulation that their parcel must always be used for "God's Acres", while the last seven acres were acquired in 1954 from Frank E. Howe; and

WHEREAS, The Mound Cemetery Association was formed on June 5, 1873, with a Certificate filed in Hennepin County naming C.R. Howe, N.G. Abbott, W.H. Fletcher, J.M. Durnam, William Bohanon, Asa Howe, and A.H. Benson as Trustees, and incorporated in 1876 electing Asa Howe as President; and

WHEREAS, The earliest cemetery markers from 1855, Harris Thompson (1829-1855) and the Reverend C.H.A. Johnson (1823-1855), pre-date the founding of the State of Minnesota and that from these earliest days of Brooklyn Township for over 150 years, the cemetery has faithfully and continuously served the city's changing, dynamic community; and

WHEREAS, The cemetery was originally named "Mound Cemetery" because of the Indian mounds located at the south end of Palmer Lake, and was first dedicated by its voluntary Board of Directors "to God as a holy burial place for His children and was sacred to the community"; and

WHEREAS, Many citizens of the city of Brooklyn Center today are descendants of those buried in Mound Cemetery, and carry in their hearts memories of grandparents, parents, siblings, children, and extended family, and carry in their minds stories passed down from generation to generation; and

WHEREAS, Mound Cemetery of Brooklyn Center, honors its small town character, by continuing its mission to celebrate family, to value faith-based traditions, and to embrace ever-changing cultural and ethnic customs on behalf of first-ring Minneapolis suburban residents as a safe, beautiful, peaceful setting dedicated to the remembrance and heritage of their loved ones.

NOW, THEREFORE, I AS MAYOR OF THE CITY OF BROOKLYN CENTER, State of Minnesota, with the consent and support of the Brooklyn Center City Council, do hereby proclaim May 28, 2012, as Mound Cemetery of Brooklyn Center Sesquicentennial Day in Brooklyn Center, Minnesota, and urge all citizens to join in this special observance.

May 14, 2012
Date

Tim Willson
Mayor

ATTEST: Sharon Knutson
City Clerk

Council Members



A special thanks to Mike Binkley for your time & support of Mound Cemetery.

Thank you to the following people:

Mayor Tim Willson

Jim Moffet (1st Minnesota) **Don Lehnhoff** (Band of Praise)
Myrna Kauth & Ray Frisvold (American Legion)
Scott & Francesca Bill (VFW)
Chuck Quigley (VFW)
Jim Condon *(Boy Scouts)*

To the memory of all the veteran's that served our county.



Our mission is to provide cemetery and perpetual care services to the public and preserve the historical burial grounds of the founding families of Brooklyn Township.

Our goal is to maintain Mound Cemetery as a safe, beautiful, peaceful setting dedicated to the remembrance and heritage of our loved ones.

Mound Cemetery Celebrates Family and Tradition

Mound Cemetery is a safe, beautiful, peaceful setting dedicated to the remembrance and heritage of our loved ones. Our values of honor, respect, tradition and exceptional service are reflected in everything we do.

Whether you live nearby, have family already buried at Mound Cemetery, or are looking for highly personalized service, Mound Cemetery is here for you.

Every Family is Special at Mound

At Mound, we understand that there are many ways to grieve – and many ways to celebrate a life. Whatever your religious customs, rituals or personal desires, we will do whatever we can to meet your expectations.

www.moundcemetery.com

Mound Cemetery
OF BROOKLYN CENTER
Established 1862

Mound Cemetery of Brooklyn Center

GREEN BURIAL COUNCIL

Approved Provider

952-935-0954 *office* | 952-935-0953 *fax* | info@moundcemetery.com | www.moundcemetery.com
CEMETERY LOCATION 3515 69th Avenue North, Brooklyn Center, MN 55429

Mound Cemetery Association of Brooklyn Cemetery is an Non-Profit organization, managed by a Voluntary Board of Directors.

Attachment 2

3709049

STATE OF MINNESOTA — DISTRICT COURT

COUNTY OF HENNEPIN — FOURTH JUDICIAL DISTRICT

3709049

City of Brooklyn Center,
a municipal corporation,

Petitioner,

-vs-

Mound Cemetery Association,

Respondent.

NOTICE OF PENDENCY OF PROCEEDING IN THE MATTER OF THE CONDEMNATION OF CERTAIN LANDS IN HENNEPIN COUNTY FOR PUBLIC USE FOR PARK PURPOSES BY THE CITY OF BROOKLYN CENTER

NOTICE IS HEREBY GIVEN, That the above entitled action has been commenced and that the Petition therein is now on file in the office of the Clerk of the District Court above named; that the names of the parties to said action are as above stated; that the parcel of real property affected, involved, and brought in question by said action is the tract of land in the City of Brooklyn Center, County of Hennepin, State of Minnesota, described as follows, to-wit:

Parcel A

The southerly 4.02 acres of the easterly 494.64 feet of Lot 2, Auditors Subdivision No. 25;

More particularly described as:

The southerly 4.02 acres of the following described property: Commencing at the southeast corner of Lot 2, thence west along the south line thereof a distance of 494.64 feet, thence north to a point in the north line of said Lot 492.27 feet west from the northeast corner of Lot 1, thence east to the northeast corner of Lot 1, thence south to point of beginning, Auditors Subdivision No. 25, Hennepin County, Minnesota, as shown on the map or plat thereof on file and of record in the office of the Register of Deeds in and for Hennepin County, Minnesota.

APR 91968

NOTICE is further given that the object of said action is to take and condemn an easement in and over the entire parcel of real property hereinabove described for public use for park purposes.

SCHIEFFER AND BAKKE

By Richard J. Schieffer

Richard J. Schieffer
Attorney for Petitioner
1290 Brookdale Center
Brooklyn Center, Minnesota 55430
Telephone 561-3200

Dated: April 8, 1968.

3709049

STATE OF MINNESOTA — DISTRICT COURT

COUNTY OF HENNEPIN — FOURTH JUDICIAL DISTRICT

3709049

City of Brooklyn Center,
a municipal corporation,

Petitioner,

-vs-

Mound Cemetery Association,

Respondent.

NOTICE OF PENDENCY OF PROCEEDING IN THE MATTER OF THE CONDEMNATION OF CERTAIN LANDS IN HENNEPIN COUNTY FOR PUBLIC USE FOR PARK PURPOSES BY THE CITY OF BROOKLYN CENTER

NOTICE IS HEREBY GIVEN, That the above entitled action has been commenced and that the Petition therein is now on file in the office of the Clerk of the District Court above named; that the names of the parties to said action are as above stated; that the parcel of real property affected, involved, and brought in question by said action is the tract of land in the City of Brooklyn Center, County of Hennepin, State of Minnesota, described as follows, to-wit:

Parcel A

The southerly 4.02 acres of the easterly 494.64 feet of Lot 2, Auditors Subdivision No. 25;

More particularly described as:

The southerly 4.02 acres of the following described property: Commencing at the southeast corner of Lot 2, thence west along the south line thereof a distance of 494.64 feet, thence north to a point in the north line of said Lot 492.27 feet west from the northeast corner of Lot 1, thence east to the northeast corner of Lot 1, thence south to point of beginning, Auditors Subdivision No. 25, Hennepin County, Minnesota, as shown on the map or plat thereof on file and of record in the office of the Register of Deeds in and for Hennepin County, Minnesota.

APR 91968

NOTICE is further given that the object of said action is to take and condemn an easement in and over the entire parcel of real property hereinabove described for public use for park purposes.

SCHIEFFER AND BAKKE

By Richard J. Schieffer

Richard J. Schieffer
Attorney for Petitioner
1290 Brookdale Center
Brooklyn Center, Minnesota 55430
Telephone 561-3200

Dated: April 8, 1968.

Attachment 3

Minutes of the Proceedings of the City Council of the City of Brooklyn Center In the County of Hennepin and State of Minnesota

January 5, 1970

The City Council met in session and was called to order by Mayor Philip Cohen at 7:35 P. M.

Roll Call: Philip Cohen, John Leary, Earl Rydberg, Howard Heck and Theodore Willard. Also present were: Donald Poss, Charles VanEeckhout, Richard Schieffer, Robert Haarman, James Merila and Bambridge Peterson.

Reverend Wayne Mensing of Cross of Glory Church offered the invocation.

Motion by Earl Rydberg and seconded by Howard Heck to approve the minutes of the December 29, 1969 meeting as submitted. Voting in favor were: Philip Cohen, John Leary, Earl Rydberg, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

Motion by John Leary and seconded by Theodore Willard to approve the minutes of the December 30, 1969 meeting as submitted. Voting in favor were: Philip Cohen, John Leary, Howard Heck and Theodore Willard. Voting against were: none. (Earl Rydberg abstained). Motion carried.

Motion by Earl Rydberg and seconded by Howard Heck to adjourn the 1969 Council. Voting in favor were: Philip Cohen, John Leary, Earl Rydberg, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

City Clerk Allen S. Lindman administered the oath of office to Councilmen Vernon L. Ausen and Howard W. Heck and Mayor Philip Q. Cohen.

The 1970 City Council was called to order by Mayor Philip Cohen at 7:45 P. M.

Roll Call: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard were present.

Motion by Theodore Willard and seconded by John Leary to reappoint Councilman Howard Heck as Mayor Pro-tem. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

Motion by Howard Heck and seconded by Vernon Ausen to confirm Mayor Cohen's reappointment of Mr. Paul Ditter as a member of the Planning Commission for a term of two years effective January 1, 1970. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

Motion by Theodore Willard and seconded by John Leary to confirm Mayor Cohen's reappointment of Mr. Henry Bogucki as a member of the Planning Commission for a term of two years effective January 1, 1970. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

Motion by John Leary and seconded by Howard Heck to confirm Mayor Cohen's appointment of Mr. Karl Schuller, 3417 - 65th Avenue North, as a member of the Planning Commission for a term of two years effective January 1, 1970, to replace Mr. Vernon Ausen whose term expired on December 31, 1969. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

Motion by Theodore Willard and seconded by Howard Heck to confirm Mayor Cohen's reappointment of Mr. Donald Reichel to the Park and Recreation Commission for a three year term effective January 1, 1970. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

Motion by Howard Heck and seconded by Vernon Ausen to confirm Mayor Cohen's reappointment of Warren Olson to the Park and Recreation Commission for a three year term effective January 1, 1970. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

Motion by John Leary and seconded by Theodore Willard to confirm Mayor Cohen's appointment of Mrs. Henrietta Anderson of 5344 North Lilac Drive as a member of the Park and Recreation Commission for a term of three years effective January 1, 1970 to replace Leslie Hagen whose term expired on December 31, 1969. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

Mayor Cohen mentioned that appointments to the Human Rights Commission and the Conservation Commission will be submitted to the Council at the next meeting.

Motion by Theodore Willard and seconded by Howard Heck to confirm Mayor Cohen's reappointment of City Clerk Allen S. Lindman as Weed Inspector. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

Member John Leary introduced the following resolution and moved its adoption:

RESOLUTION NO. 70-1

RESOLUTION DESIGNATING DIRECTOR AND ALTERNATE DIRECTOR TO SUBURBAN RATE AUTHORITY

The motion for the adoption of the foregoing resolution was duly seconded by member Vernon Ausen, and upon vote being taken thereon, the following voted in favor thereof: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard; and the following voted against the same: none, whereupon said resolution was declared duly passed and adopted.

Member Theodore Willard introduced the following resolution and moved its adoption:

RESOLUTION NO. 70-2

RESOLUTION DESIGNATING COMMISSIONER AND ALTERNATE COMMISSIONER TO SUBURBAN SANITARY SEWER COMMISSION

The motion for the adoption of the foregoing resolution was duly seconded by member Howard Heck, and upon vote being taken thereon, the following voted in favor thereof: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard; and the following voted against the same: none, whereupon said resolution was declared duly passed and adopted.

Member John Leary introduced the following resolution and moved its adoption:

RESOLUTION NO. 70-3

RESOLUTION DESIGNATING REPRESENTATIVE AND ALTERNATE REPRESENTATIVE TO THE HENNEPIN COUNTY LEAGUE OF MUNICIPALITIES

The motion for the adoption of the foregoing resolution was duly seconded by member Howard Heck, and upon vote being taken thereon, the following voted in favor thereof: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard; and the following voted against the same: none, whereupon said resolution was declared duly passed and adopted.

Member Vernon Ausen introduced the following resolution and moved its adoption:

RESOLUTION NO. 70-4

RESOLUTION DESIGNATING REPRESENTATIVE AND ALTERNATE REPRESENTATIVE TO THE METRO SECTION OF THE LEAGUE OF MINNESOTA MUNICIPALITIES

The motion for the adoption of the foregoing resolution was duly seconded by member John Leary, and upon vote being taken thereon, the following voted in favor thereof: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard; and the following voted against the same: none, whereupon said resolution was declared duly passed and adopted.

Member John Leary introduced the following resolution and moved its adoption:

RESOLUTION NO. 70-5

RESOLUTION DESIGNATING DIRECTOR TO THE SUBURBAN SANITARY DISPOSAL AUTHORITY

The motion for the adoption of the foregoing resolution was duly seconded by member Howard Heck, and upon vote being taken thereon, the following voted in favor thereof: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard; and the following voted against the same: none, whereupon said resolution was declared duly passed and adopted.

Member John Leary introduced the following resolution and moved its adoption:

RESOLUTION NO. 70-6

RESOLUTION DESIGNATING THE BROOKLYN CENTER STATE BANK A DEPOSITORY OF CITY FUNDS

The motion for the adoption of the foregoing resolution was duly seconded by member Theodore Willard, and upon vote being taken thereon, the following voted in favor thereof: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard; and the following voted against the same: none, whereupon said resolution was declared duly passed and adopted.

Member Howard Heck introduced the following resolution and moved its adoption:

RESOLUTION NO. 70-7

RESOLUTION DESIGNATING THE FIRST NATIONAL BANK OF MINNEAPOLIS A DEPOSITORY OF CITY FUNDS

The motion for the adoption of the foregoing resolution was duly seconded by member Vernon Ausen, and upon vote being taken thereon, the following voted in favor thereof: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard; and the following voted against the same: none, whereupon said resolution was declared duly passed and adopted.

Member Theodore Willard introduced the following resolution and moved its adoption:

RESOLUTION NO. 70-8

RESOLUTION DESIGNATING THE MARQUETTE NATIONAL BANK DEPOSITORY OF CITY FUNDS

The motion for the adoption of the foregoing resolution was duly seconded by member John Leary, and upon vote being taken thereon, the following voted in favor thereof: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard; and the following voted against the same: none, whereupon said resolution was declared duly passed and adopted.

Motion by Theodore Willard and seconded by Howard Heck to designate the Brooklyn Center Post as the official newspaper for the City of Brooklyn Center during the year 1970. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

Motion by Howard Heck and seconded by John Leary to approve the following licenses:

Cigarette License

Bill West Pure Oil Station	2000 - 57th Ave. No.
Burger King	6110 Osseo Road
Fran's Purity Dairy	902 - 53rd Ave. No.
Freddie's Super Service	6601 Lyndale Ave. No.
Ideal Northbrook Drug	5740 Morgan Ave. No.
Woodshed	57th & Morgan Ave. No.

Garbage and Refuse Hauling License

Bautch Disposal Service	2931 Marshall St. N.E.
Boyer Garbage Service	Hamel

Non-Intoxicating Malt Liquor "Off-Sale" License

Fran's Purity Dairy	902 - 53rd Ave. No.

Taxi Cab License

Town Taxi Corp.	7440 Oxford Street

Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

At this time the City Manager related information to the Council that the City Attorney and the attorney for the Mound Cemetery Association had tentatively agreed upon the language of a document through which the City of Brooklyn Center will obtain a 75 year lease of the southern 4 acres of Mound Cemetery for park purposes at a cost of $15,000.00. The subject parcel represents the last parcel to be acquired under the 1966 HUD Open Space Program. After discussion among the Council, a motion was made by Theodore Willard and seconded by Howard Heck to authorize the Mayor and City Manager to execute a 75 year lease with the Mound Cemetery Association for the southern 4 acres of the Mound Cemetery for park purposes at a cost of $15,000.00. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

At this time the City Manager announced the resignation of Public Works Director Charles Van Eeckhout effective January 31, 1970. A motion was made by Howard Heck and seconded by John Leary to acknowledge with regret the resignation of Public Works Director VanEeckhout. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

The City Manager then announced for Council confirmation his appointment of James Merila as Public Works Director effective February 1, 1970 at a monthly salary of $1,333.00. After additional discussion regarding the background of Mr. Merila, a motion was made by John Leary and seconded by Vernon Ausen to confirm the City Manager's appointment of James Merila as Public Works Director effective February 1, 1970 at a salary of $1,333.00 a month. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

The City Manager next discussed with the Council the "catch-up" feature of the 1967 legislative act which requires communities to become current in retirement fund remittances. He stated that Brooklyn Center had elected to make up the lagging one year obligation over a four year period and that the 1969 installment therefor was included in the 1970 tax levy, thereby necessitating a temporary loan.

Motion by Vernon Ausen and seconded by John Leary to authorize a temporary loan of $17,500 from the General Fund to the Employees Retirement Agency Fund to finance the "catch-up" provisions of the 1967 legislative action pertaining to P.E.R.A. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously.

Councilman Willard reported to the Council on his meeting with the Metro Section of the Minnesota League of Municipalities regarding snowmobiles. Councilman Willard passed out to the Council and City staff a League information sheet on the regulation of snowmobiles which contained a "model" ordinance for political subdivisions to follow.

Motion by Howard Heck and seconded by Theodore Willard to adjourn the meeting. Voting in favor were: Philip Cohen, John Leary, Vernon Ausen, Howard Heck and Theodore Willard. Voting against were: none. Motion carried unanimously. The Council meeting adjourned at 8:40 P. M.

Clerk

Mayor

Attachment 4

3 825 318

APR 21 1970

3825318

LEASE OF CEMETERY LAND

PARTIES: This Lease made this 27th day of January, 1970, between MOUND CEMETERY ASSOCIATION, (hereinafter referred to as the "Cemetery") and THE CITY OF BROOKLYN CENTER, (hereinafter referred to as the "City"). The Cemetery warrants that it is a public cemetery association organized pursuant to Chapter 62, Laws of 1864, State of Minnesota, and that it has full right to let the Lease to premises in accordance with that certain Order of the District Court, Fourth Judicial District, dated November 30, 1968, and recorded in the office of the Clerk of District Court, in and for Hennepin County as File #C-768 and that any right of appeal pursuant to said Order has been voluntarily terminated. The City warrants that it is a City of the second class, operating pursuant to the Statutes and the Constitution of the State of Minnesota and its Home Rule Charter.

DESCRIPTION OF LEASED PREMISES: The Cemetery hereby leases to the City that certain tract of land legally described as:

The South 354.87 Feet of Lot 2,
AUDITOR'S SUBDIVISION NO. 25,
Hennepin County Minnesota

herein called the Premises. The Cemetery warrants that it owns the leased premises in fee simple and that the property is free from all encumbrances except those restrictions imposed by law upon public cemetery associations.

TERM: The term of this lease shall be seventy-five (75) years, commencing on the 1st day of January, 1970 and ending on the 31st day of December, 2044, unless terminated earlier as hereinafter provided.

RENT: In consideration of this lease, the City shall pay to the Cemetery the lump sum of Fifteen Thousand ($15,000.00) Dollars.

This Instrument was drafted by: Schieffer, Hadley, Bakke & Jensen
1290 Brookdale Center
Minneapolis, Minn. 55430

This sum shall be payable on or before the expiration of thirty (30) days from the approval of this lease by both parties. The City shall take possession of the premises immediately upon payment of the rent.

PURPOSE: The City is limited in its useage of the premises to those purposes set forth in that certain Court Order referred to in the first paragraph of this Lease Agreement.

ALTERATIONS AND IMPROVEMENTS: The City shall have the right to make changes or alterations to the leased premises which are reasonably necessary for use as a public park and recreation facility. No change or alteration shall at any time be made which shall permanently impair the leased premises for cemetery purposes upon the expiration of this lease. Any structures or improvements presently existing on the leased premises may be removed and any structures or alterations consistent with the intended use by the City may be placed upon the leased premises subject to the provisions hereinafter set forth except that no public improvement may be placed on said premises, the financing of which will extend beyond the term of this lease or affect the underlying fee interest of the Cemetery. The financing of all public improvements on the leased premises or serving the leased premises or serving the leased premises shall be the obligation of the City.

TAXES, ASSESSMENTS AND GOVERNMENTAL CHARGES: All taxes, special assessments, or other government charges imposed by any public body or governmental unit with respect to the leased premises described herein, shall be paid by the City, regardless of whether the charge, tax, or assessment is imposed upon the occupant, lessee, lessor, or fee owner of the premises.

SURRENDER AT EXPIRATION OF TERM: The City shall vacate the leased premises upon the expiration of the term. The City shall

remove all its park improvements and other property therefrom so that the Cemetery can repossess the leased premises for future use in accordance with its dedicated purposes. No ordinance, act, or other proclamation of the City, or its successor governmental unit shall in any way prevent the termination of this lease, except on the terms expressed herein. The City may, at the expiration of the term of this Lease, or from time to time at any time prior to the termination of this Lease, remove from the leased premises any or all material, equipment and/or property of any kind installed by the City thereon, provided that such property is removed without substantial injury to the leased premises. No injury shall be considered substantial if it is promptly corrected by restoration to the condition existing prior to the installation of such property. The City shall not be responsible for the restoration of any improvements made upon the leased premises by the Cemetery prior to the term of this Lease.

CHAIN LINK FENCE: Upon taking possession of the leased premises, the City shall move the chain link fence existing across the Southerly boundary of the premises to the Northerly boundary of the premises. Upon surrender or expiration of the term of this lease, the City shall move the existing fence across the Northerly boundary of the premises back to its original position, across the Southerly boundary of the premises.

ASSIGNMENTS AND SUBLEASING: The City specifically reserves to itself the right to assign or transfer its interest in this lease to a duly constituted public authority charged with the responsibility of maintaining the system of public parks for the City of Brooklyn Center. The Cemetery pledges that it will not assign or sell the underlying fee interest to anyone except a

successor cemetery association. Other than the above, both parties agree that they will not assign or sublet, sell or convey their interests in the premises herein.

REVERSION: If the City shall cease to use the premises for its intended purpose, it shall revert to the Cemetery.

DISSOLUTION OF CEMETERY: Upon any voluntary dissolution or termination of its existence, without a duly qualified successor cemetery organization, the Cemetery warrants that it will assign all of its right, title and interest in the leased premises to the City, but subject to duties imposed upon the Cemetery by law.

HOLD HARMLESS AND INSURANCE: The Cemetery shall not be liable for injury or damage to persons or property occuring within the leased premises, unless caused by or resulting from the overt negligence of one of the agents, servants, or employees of the Cemetery. The City shall cause the Cemetery to be named as an additional insured upon any liability insurance policies which the City shall have covering itself for liability and damage arising from the leased premises.

LESSORS OBLIGATIONS: The Cemetery shall have no duties nor obligations with respect to this Lease other than to make the land available to the City of Brooklyn Center.

CONDEMNATION PROCEEDINGS: If the whole of the leased property, or such portion thereof as will make the leased property unsuitable for the park purposes contemplated herein, is condemned for any public use or purpose by any legally constituted authority, other than the City of Brooklyn Center, then in either of such events this Lease shall cease, at the option of the City, from the time when possession is taken by such public authority. Such termination shall be without prejudice to the rights of either the Cemetery or the City to recover compensation from the condemning authority

for any loss or damage caused by such condemnation. Neither the Cemetery nor the City shall have any rights in or to any award made to the other by the condemning authority, nor shall the Cemetery be obligated to refund to the City any rent paid under this lease.

MISCELLANEOUS PROVISIONS: The paragraph headings used in this Lease are for purposes of convenience only and shall not be used for purposes of interpretation.

IN WITNESS WHEREOF, the parties have set their hands and seals this 7th day of January, 1971.

MOUND CEMETERY ASSOCIATION

By: Henry Engvall
Henry Engvall, President

By: Carl Swing
Carl Swing, Trustee

NO SEAL

NO CORPORATE SEAL

THE CITY OF BROOKLYN CENTER

By: Donald G. Poss
Donald G. Poss, Its City Manager

By: Philip Q. Cohen
Philip Q. Cohen, Its Mayor

CORPORATE SEAL

Witness

Witness

Attachment 5

B

Mound Cemetery
OF BROOKLYN CENTER

Mound Cemetery Association Proposal to the City of Brooklyn Center
December, 2013

Mound Cemetery's goal is to "maintain a safe, beautiful, peaceful setting dedicated to the remembrance and heritage of our loved ones". Established in 1862, Mound Cemetery is a public cemetery association organized pursuant to Chapter 62 Laws of 1864 of the State of Minnesota. It celebrated 150 years of service to the community, Memorial Day 2012 (See Attachment 1).

We were pleased when the Brooklyn Center City Council proclaimed "May 28, 2012 as Mound Cemetery of Brooklyn Center Sesquicentennial Day" (See Attachment 2).

MCA's voluntary Board is proud to contribute their energies to families at the time of the death of a loved one and respond to the changing requirements of the communities we serve. MCA's formal Mission Statement is "to provide cemetery and perpetual care services to the public and preserve the historical burial grounds of the founding families of Brooklyn Township."

On January 27, 1970 the City of Brooklyn Center and the Mound Cemetery Association entered into a seventy-five (75) year lease for approximately four (4) acres of land adjacent to the Cemetery in consideration for $15,000, ending on December 31, 2044, unless terminated earlier. This property is currently known as Freeway Park and lies between the Cemetery and Highway 694. It is legally described as: The South 354.87 feet of Lot 2, AUDITOR"S SUBDIVISION NO. 25, Hennepin County Minnesota (See Attachment 3).

Request:

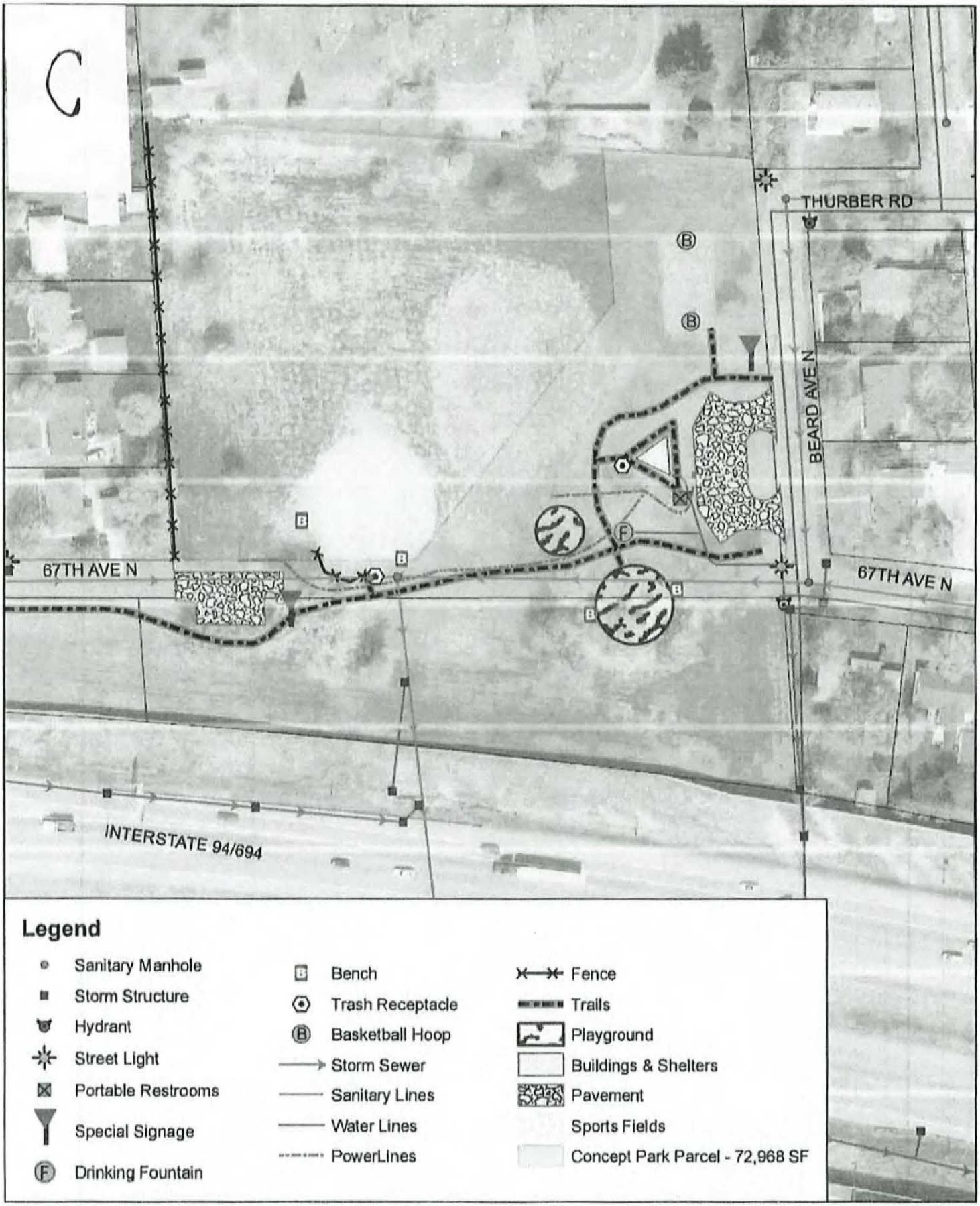
The Mound Cemetery Board requests that the City of Brooklyn Center consider vacating this contract, filed with the Special Assessments Clerk on May 21, 1970, and requests that the City and Cemetery jointly coordinate transition of the Park property back to the Cemetery to be used for its original purposes. The Cemetery's rationale for making this request now rather than wait until the contract expires is to allow the both the City and the Cemetery to plan thoughtfully for the future.

952-935-0954 | 952-935-0953 | info@moundcemetery.com | www.moundcemetery.com
3515 69th Avenue North, Brooklyn Center, MN 55429

The Cemetery needs to expand its interment space to better meet the needs of the communities it serves; while the City needs to plan for the recreational interests of its citizens. The increasing and changing community needs of the Cemetery include an emerging interest in natural burials, more families who desire upright monumentation (which requires larger burial plots), and a growing religious community whose burial requirements vary from the traditional East-West rotation.

Past Improvements:
Over the past few years, several improvements have been made to the Cemetery including offering additional choices such as cremation burial, columbarium niches, and green burial. We introduced a one-way entrance and exit to assure increased safety especially during funerals. We also added a new columbarium, planted several new trees, and created a serenity garden and memorial pathway making the Cemetery more attractive. In fact, the Cemetery was recognized within the October, 2013 ICCFA Magazine for its responsiveness to changing memorialization traditions (See Attachment 4).

Future Needs:
In the next few years we will need to add new interment space, to upgrade the paved roads, and to trench irrigation throughout the Cemetery. We also need to expand our maintenance facilities and build permanent office space.
As a result, the Cemetery contracted with Anderson Engineering to update our site plan and make preliminary plans for the future (See Attachment 5). Phase One includes adding additional interment sections, removing an existing garage, and building permanent facilities within the proposed annexed area. We do not anticipate that any additional Cemetery entrances will ever be necessary. Phase Two demonstrates how the Cemetery might use the newly accessed land to further expand in near future.
As you can see, we believe that Mound Cemetery is an increasingly valuable Brooklyn Center neighborhood asset. One that is connected to other community organizations, adds to the attractiveness of the entire area, and should be viewed as a strategic part of the whole community. We hope you agree that this is the time for us to begin to plan and act on this future.



City of Brooklyn Center

Freeway Park Asset Inventory with Concept Parcel

Figure 3

Public Works Department
November 3, 2015

0 25 50 100 Feet

Attachment 6

D

Mound Cemetery
OF BROOKLYN CENTER

Established 1862

October 10, 2017

Brooklyn Center City Officials:

We have attached three pdfs'. The first (Email 002) highlights suggested boundaries that the Mound Cemetery Board offers, at this time, as a counter to the City of Brooklyn Center proposal reviewed November 10, 2016. The second pdf (MCA Anderson) shows the original work of Anderson Engineering which outlines the future plans of the Cemetery. While the third pdf (MCA Park Plan) is a copy of the Cities slides presented in response to our original proposal.

We have agonized about how to best respond to your proposal. As you know, the Mound Cemetery Association Board views the cemetery as an open-space community asset, not unlike park facilities. It is simply responsive to the needs of a different segment of the community. And you might recall, the land currently leased to the City was originally donated to the Cemetery from one our Board members grandparents in support of the communities need to have a place for remembrance of human remains. So, the proposal highlighted in Email002 is a substantial shift from our initial request, but it reflects our commitment of continuing to serve the community's needs, and we think, is also consistent with the original intent of the agreement entered into in 1970.

Dan Kantar, Bob Mattson, and I would like to meet with you, without our legal counsel, to review this revised proposal and discuss its implications for the City and the Cemetery. You can see in our newly drafted response that we have altered the settlement area (from the your 11/10/16 proposal), but it still allows the City to retain the two parking areas, the pavilion and drinking fountain, and most of the play area. It would require you to remove the basketball court, the baseball field, and the swing set play area; but it would seem that adjoining property exists that could be used should you wish to relocate some of these facilities. The land under these areas is significant and recovery is necessary for the Cemetery to expand and meet future community needs. We appreciated the assistance of Michael Sharp and his staff's work with us to arrive at this result, and should we reach agreement, we could engage them in vacating the agreement.

952-935-0954 *office* | 952-935-0953 *fax* | info@moundcemetery.com | www.moundcemetery.com
CEMETERY LOCATION: 3515 69th Avenue North, Brooklyn Center, MN 55429

Mound Cemetery Association of Brooklyn Cemetery is an Non-Profit organization, managed by a Voluntary Board of Directors

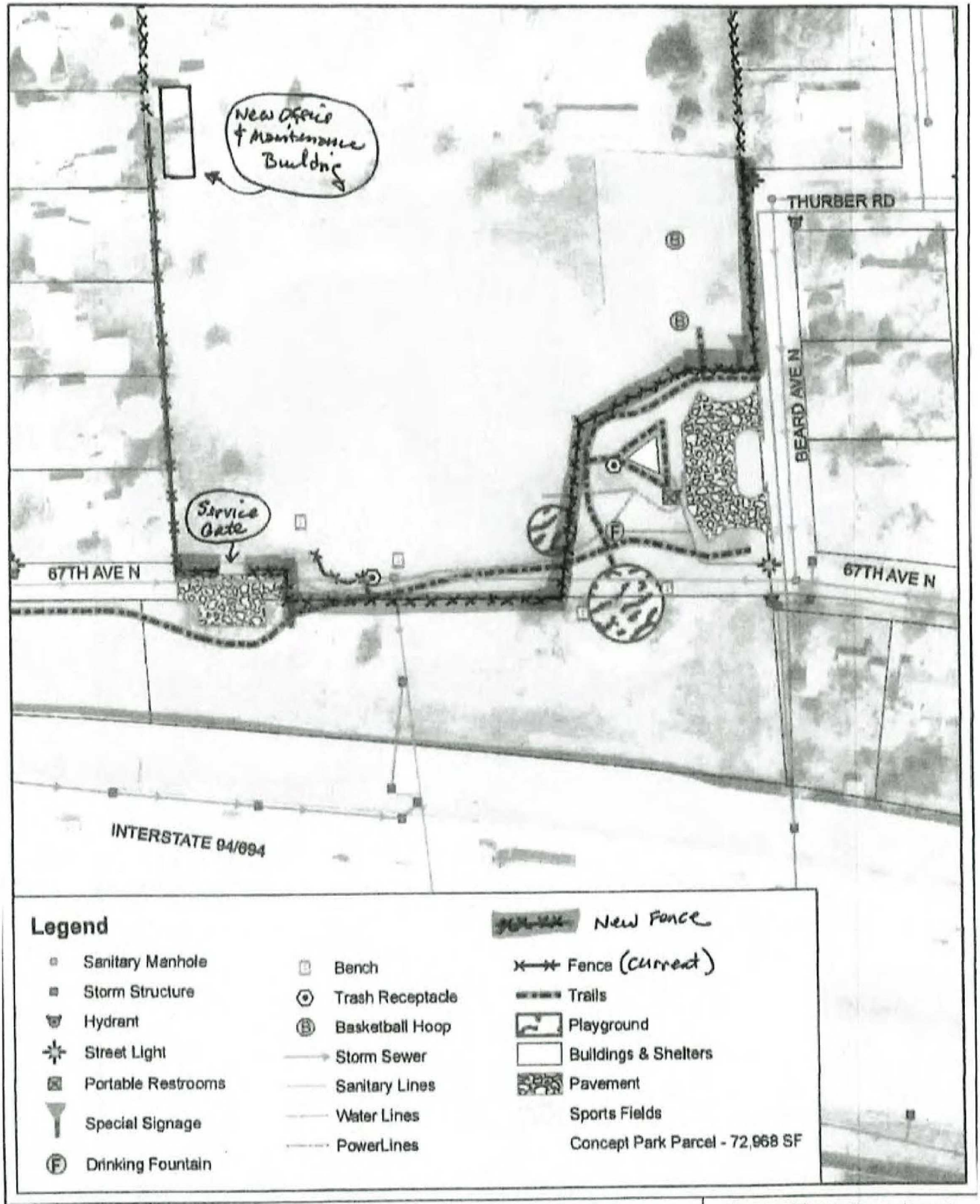
Mound Cemetery
OF BROOKLYN CENTER
Established 1867

As outlined in Email20pdf, we would want the City to replace the fence around the new perimeter, to remove the basketball and baseball fields as well as two light poles, some of the paved pathway, and the swing-set curbing and restore the land to a black dirt state. These requirements are consistent with the original 1970 agreement. The plan would necessitate that the City move the basketball court and swing set and reroute the paved pathway should you wish to retain these current facilities, but it would seem that this design would allow you to do so if there is sufficient community interest. In addition, we would want the City to provide access water and sewer and allow permits for Mound Cemetery Association to build a new Cemetery office and maintenance building in the proposed location.

We believe this "split the baby" plan is a way of achieving the interests of the City and allowing the Cemetery to meet the increasing communities needs for additional land for burial. We look forward to your response to this offer.
Please contact Dan Kantar with any questions.

Best regards,
Mike

Michael W. Howe
President
Mound Cemetery Association



City of Brooklyn Center

Freeway Park Asset Inventory with Concept Parcel

Figure 3

Public Works Department

November 3, 2015

0 25 50 100 Feet

City of Brooklyn Center – Mound Cemetery Association (MCA) Follow-Up
November 1, 2017 meeting

I) REQUEST:

In a December 2013 proposal, MCA requested the City consider vacating the May 21, 1970 agreement and to jointly coordinate transition of the Park property back to the Cemetery to be used for its original purposes.

II) HISTORY:

A) The Cemetery completed a strategic planning process in 2012 in which it determined that it would need more land to meet the death care needs of the community. Anderson Engineering was retained to develop a draft phased plan which responded to the interests of the Cemetery (Attachment A).
B) In December, 2013 the Cemetery submitted its request to vacate the 1970 lease entered into with the City (Attachment B).
C) Several meetings occurred between staff of the Cemetery and the City, after which in March 2016, the City submitted a proposal to the Cemetery asking the Cemetery to swap a parcel of land for permanent park use as consideration for vacating the lease (Attachment C).
D) The City and Cemetery met in November, 2016 to discuss the City's proposal.
E) The Cemetery considered the City's offer and made a counter offer to the City in October, 2017 (Attachment D).
F) The City and Cemetery met November 1, 2017 to discuss the Cemetery's proposal, their mutual interests, and other options that might be available.

III) OPTIONS REGARDING THE REQUEST:

A) Do nothing. An impasse would have no immediate impact on the Cemetery. This is a strategic issue for both the Cemetery and the City. The Cemetery will need additional land for burying human remains well before the expiration of the current agreement, which

ends in 2044. With the projected use of current land available, given the increasing needs of the community, the Cemetery will no longer be of service well before 2029. The City would continue to operate Freeway Park as it exists today, but would likely also become accountable for the operations of Mound Cemetery of Brooklyn Center once it no longer has income from grave sales.

B) Do something: There seem to be two options.
1) Negotiate a final settlement agreeable to both the City and the Cemetery now that allows the parties to vacate the 1970 contract.
2) Agree upon an interim, or phase-in plan, now that solves the problem of the Cemetery for the short-term; amends the current contract; and postpones any final settlement.

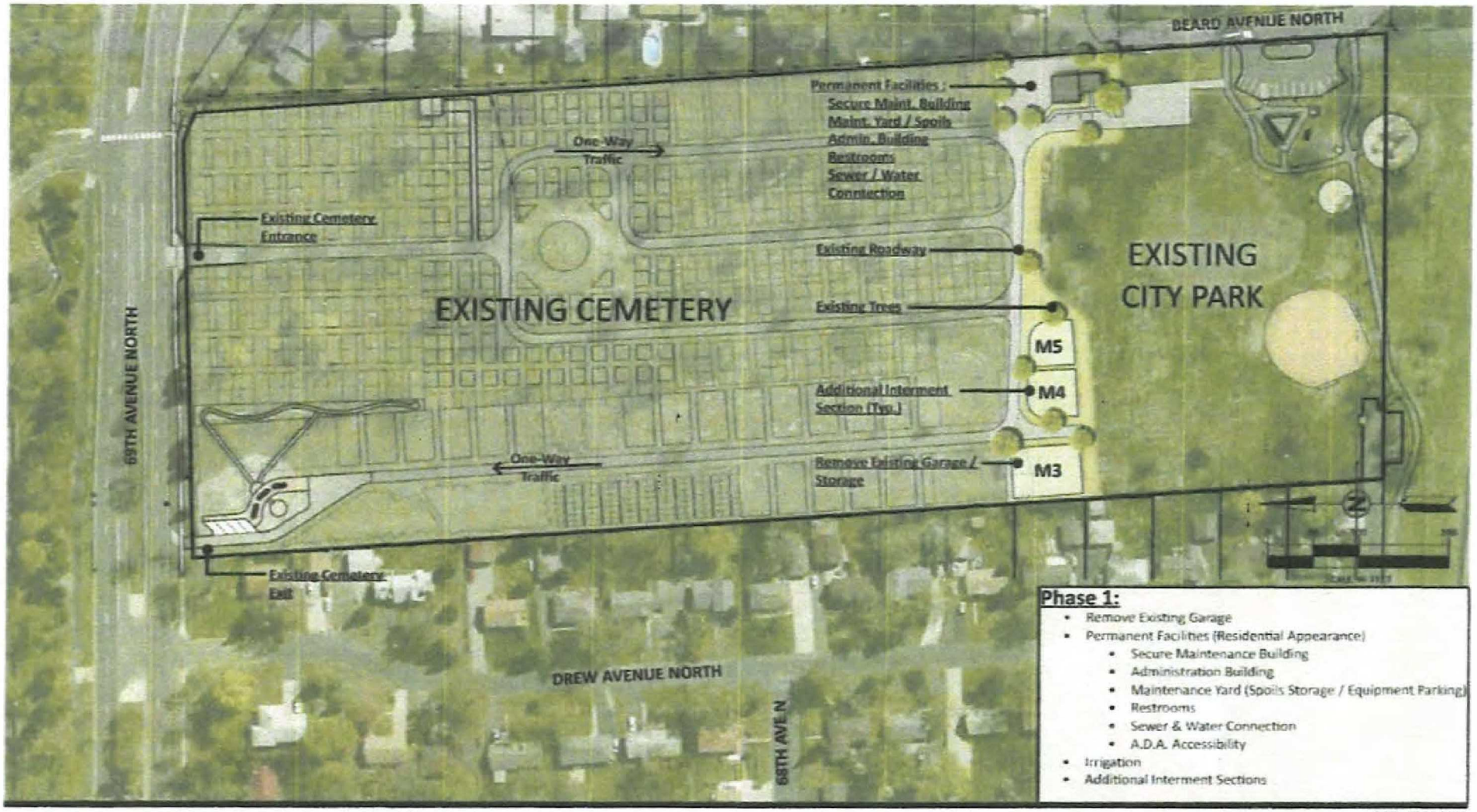
IV) KEY QUESTIONS ASKED and IDEAS SUGGESTED DURING THE NOVEMBER 1, 2017 MEETING:

A) Will the Cemeteries Perpetual Care Fund be adequate to maintain the Cemetery when the Cemetery no longer has the ability to provide services to the community?
B) Is the City willing to abide by the current terms of the lease, close Freeway Park, and return the property to the Cemetery in the condition outlined in the agreement?
C) Would it be possible for the Cemetery buy the City out of the remaining years of the lease?
D) Would the City be interested in accelerating the termination of the agreement by purchasing some portion of the leased property to preserve Freeway Park?
E) Would it be possible to purchase some of the homes adjacent to the Park and Cemetery to add to the current land available?
F) Does the City own some other appropriate parcel of land that it would consider swapping with the Cemetery for its purposes?
G) Is there an interest in cooperating on plans to build a Cemetery Office and Garage that might serve both the purposes of the City and the Cemetery?

V) NEXT STEPS (following the 11/1/17 meeting):

A) Both the City and the Cemetery will consider the collaborative discussion form the November 1st meeting, the issues each has while serving respective Brooklyn Center populations, and the mutual interests and obstacles expressed during the meeting and prepare for meeting again to discuss potential solutions.

B) We will meet soon and continue to identify concerns and mutual interests; to outline "must haves" that become potential deal breakers; and to work toward a two-party recommendation that meets the needs of the Park and Cemetery.



ANDERSON ENGINEERING
ENGINEERING • ARCHITECTURE • LAND SURVEYING
ENVIRONMENTAL SERVICES • LANDSCAPE ARCHITECTURE
Anderson Engineering of Minnesota, LLC
13605 1st Avenue North
Suite 100
Plymouth, MN 55441
763-412-4000 (t) 763-412-4090 (f)
www.jen-dev.com

PHASE 1

Mound Cemetery of Brooklyn Center
Brooklyn Center, MN

DATE: 07-17-2013
1
PAGE 1 OF 1
COMM NO: 13516



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763-412-4000 (p) 763-412-4090 (f)
www.ae-mn.com

PHASE 2

Mound Cemetery of Brooklyn Center
Brooklyn Center, MN

DATE 07-17-2011
2
PAGE 2 OF 3
COMM NO: 13510

B

Mound Cemetery
OF BROOKLYN CENTER

Mound Cemetery Association Proposal to the City of Brooklyn Center
December, 2013

Mound Cemetery's goal is to "maintain a safe, beautiful, peaceful setting dedicated to the remembrance and heritage of our loved ones". Established in 1862, Mound Cemetery is a public cemetery association organized pursuant to Chapter 62 Laws of 1864 of the State of Minnesota. It celebrated 150 years of service to the community, Memorial Day 2012 (See Attachment 1).

We were pleased when the Brooklyn Center City Council proclaimed "May 28, 2012 as Mound Cemetery of Brooklyn Center Sesquicentennial Day" (See Attachment 2).

MCA's voluntary Board is proud to contribute their energies to families at the time of the death of a loved one and respond to the changing requirements of the communities we serve. MCA's formal Mission Statement is "to provide cemetery and perpetual care services to the public and preserve the historical burial grounds of the founding families of Brooklyn Township."

On January 27, 1970 the City of Brooklyn Center and the Mound Cemetery Association entered into a seventy-five (75) year lease for approximately four (4) acres of land adjacent to the Cemetery in consideration for $15,000, ending on December 31, 2044, unless terminated earlier. This property is currently known as Freeway Park and lies between the Cemetery and Highway 694. It is legally described as: The South 354.87 feet of Lot 2, AUDITOR'S SUBDIVISION NO. 25, Hennepin County Minnesota (See Attachment 3).

Request:

The Mound Cemetery Board requests that the City of Brooklyn Center consider vacating this contract, filed with the Special Assessments Clerk on May 21, 1970, and requests that the City and Cemetery jointly coordinate transition of the Park property back to the Cemetery to be used for its original purposes. The Cemetery's rationale for making this request now rather than wait until the contract expires is to allow the both the City and the Cemetery to plan thoughtfully for the future.

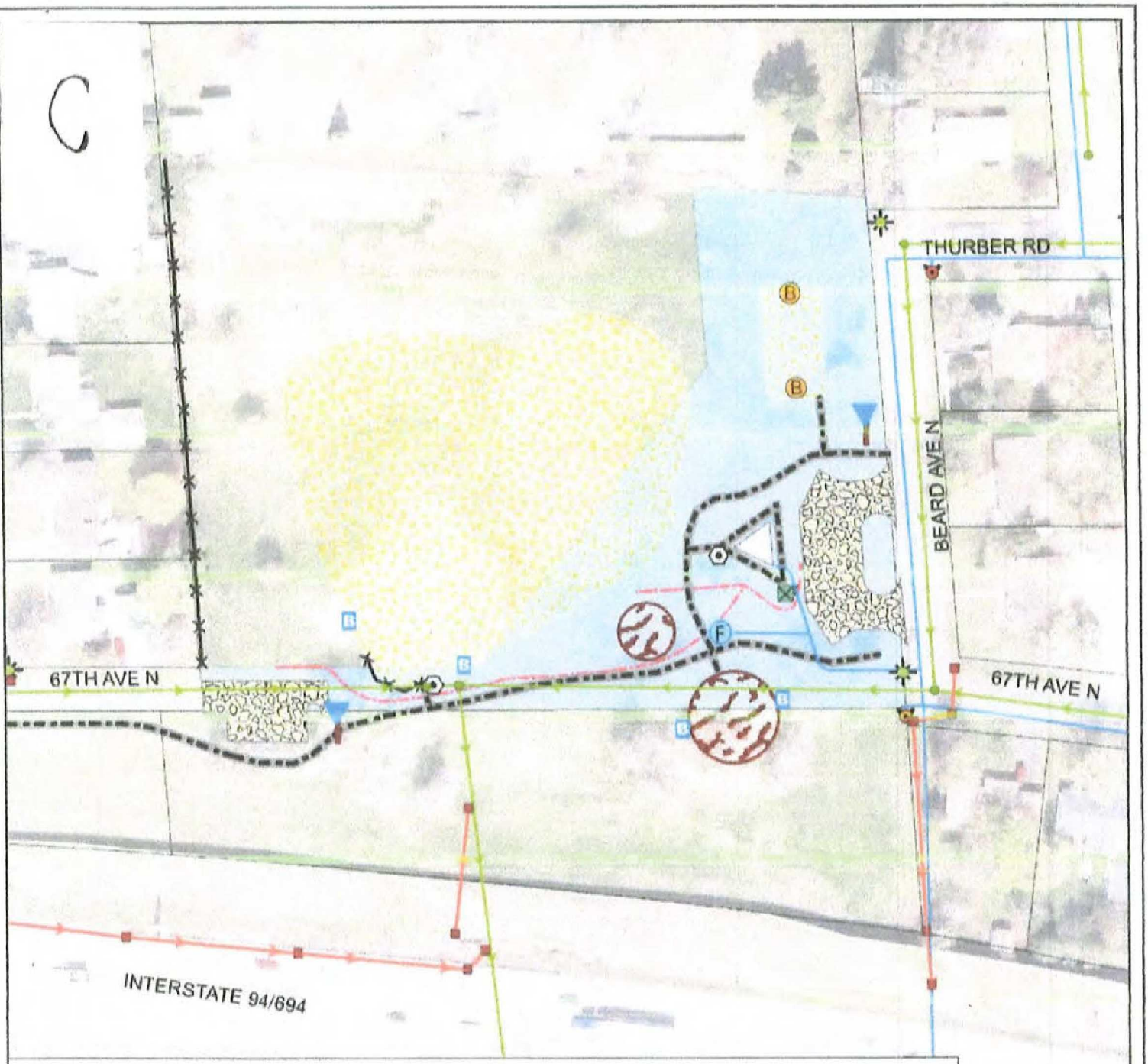
Mound Cemetery

The Cemetery needs to expand its interment space to better meet the needs of the communities it serves; while the City needs to plan for the recreational interests of its citizens. The increasing and changing community needs of the Cemetery include an emerging interest in natural burials, more families who desire upright monumentation (which requires larger burial plots), and a growing religious community whose burial requirements vary from the traditional East-West rotation.

Past Improvements:
Over the past few years, several improvements have been made to the Cemetery including offering additional choices such as cremation burial, columbarium niches, and green burial. We introduced a one-way entrance and exit to assure increased safety especially during funerals. We also added a new columbarium, planted several new trees, and created a serenity garden and memorial pathway making the Cemetery more attractive. In fact, the Cemetery was recognized within the October, 2013 ICCFA Magazine for its responsiveness to changing memorialization traditions (See Attachment 4).

Future Needs:
In the next few years we will need to add new interment space, to upgrade the paved roads, and to trench irrigation throughout the Cemetery. We also need to expand our maintenance facilities and build permanent office space.
As a result, the Cemetery contracted with Anderson Engineering to update our site plan and make preliminary plans for the future (See Attachment 5). Phase One includes adding additional interment sections, removing an existing garage, and building permanent facilities within the proposed annexed area. We do not anticipate that any additional Cemetery entrances will ever be necessary. Phase Two demonstrates how the Cemetery might use the newly accessed land to further expand in near future.
As you can see, we believe that Mound Cemetery is an increasingly valuable Brooklyn Center neighborhood asset. One that is connected to other community organizations, adds to the attractiveness of the entire area, and should be viewed as a strategic part of the whole community. We hope you agree that this is the time for us to begin to plan and act on this future.

C



Legend

- Sanitary Manhole
- Storm Structure
- Hydrant
- Street Light
- Portable Restrooms
- Special Signage
- Drinking Fountain
- Bench
- Trash Receptacle
- Basketball Hoop
- Storm Sewer
- Sanitary Lines
- Water Lines
- PowerLines
- Fence
- Trails
- Playground
- Buildings & Shelters
- Pavement
- Sports Fields
- Concept Park Parcel - 72,968 SF

CITY OF BROOKLYN CENTER

Freeway Park Asset Inventory with Concept Parcel

Figure 3

Public Works Department

November 3, 2015

0 25 50 100 Feet

D

Mound Cemetery
OF BROOKLYN CENTER

October 10, 2017

Brooklyn Center City Officials:

We have attached three pdfs'. The first (Email 002) highlights suggested boundaries that the Mound Cemetery Board offers, at this time, as a counter to the City of Brooklyn Center proposal reviewed November 10, 2016. The second pdf (MCA Anderson) shows the original work of Anderson Engineering which outlines the future plans of the Cemetery. While the third pdf (MCA Park Plan) is a copy of the Cities slides presented in response to our original proposal.

We have agonized about how to best respond to your proposal. As you know, the Mound Cemetery Association Board views the cemetery as an open-space community asset, not unlike park facilities. It is simply responsive to the needs of a different segment of the community. And you might recall, the land currently leased to the City was originally donated to the Cemetery from one our Board members grandparents in support of the communities need to have a place for remembrance of human remains. So, the proposal highlighted in Email002 is a substantial shift from our initial request, but it reflects our commitment of continuing to serve the community's needs, and we think, is also consistent with the original intent of the agreement entered into in 1970.

Dan Kantar, Bob Mattson, and I would like to meet with you, without our legal counsel, to review this revised proposal and discuss its implications for the City and the Cemetery. You can see in our newly drafted response that we have altered the settlement area (from the your 11/10/16 proposal), but it still allows the City to retain the two parking areas, the pavilion and drinking fountain, and most of the play area. It would require you to remove the basketball court, the baseball field, and the swing set play area; but it would seem that adjoining property exists that could be used should you wish to relocate some of these facilities. The land under these areas is significant and recovery is necessary for the Cemetery to expand and meet future community needs. We appreciated the assistance of Michael Sharp and his staff's work with us to arrive at this result, and should we reach agreement, we could engage them in vacating the agreement.

952.933.1955 office | 952.935.0955 fax | info@moundcemetery.com | www.moundcemetery.com
6401 Shingle Creek Parkway, 1815 69th Avenue North, Brooklyn Center, MN 55429
Mound Cemetery Association of Brooklyn Center is an Non Profit organization managed by a Volunteer Board of Directors

Mound Cemetery
OF BROOKLYN CENTER

As outlined in Email20pdf, we would want the City to replace the fence around the new perimeter, to remove the basketball and baseball fields as well as two light poles, some of the paved pathway, and the swing-set curbing and restore the land to a black dirt state. These requirements are consistent with the original 1970 agreement. The plan would necessitate that the City move the basketball court and swing set and reroute the paved pathway should you wish to retain these current facilities, but it would seem that this design would allow you to do so if there is sufficient community interest. In addition, we would want the City to provide access water and sewer and allow permits for Mound Cemetery Association to build a new Cemetery office and maintenance building in the proposed location.

We believe this "split the baby" plan is a way of achieving the interests of the City and allowing the Cemetery to meet the increasing communities needs for additional land for burial. We look forward to your response to this offer.
Please contact Dan Kantar with any questions.

Best regards,
Mike

Michael W. Howe
President
Mound Cemetery Association



Freeway Park Asset Inventory with Concept Parcel

Figure 3

Public Works Department

November 3, 2015

0 25 50 100 Feet

Mound Cemetery
OF BROOKLYN CENTER
Established 1862

September 4, 2018

Dear Mr. Bogany:

I write to you as President of Mound Cemetery of Brooklyn Center in response to your July 18, 2018 email in which you state the City is "open to negotiating an agreement that allow for an early termination of the lease provide sufficient land is made available to the City for an appropriate neighborhood park" and that your "goal is to establish the parameters for a neighborhood park that will serve the community future needs while minimizing the amount of currently leased land required." In fact, we were under the impression that we had already entered into negotiations when the City offered it's March 2016 proposal. And I would remind you that the City has not formally responded to the Cemeteries October 2017 counter-offer (please see attachment), even though it has now been almost ten months since our Offer was made. I, along with the Mound Cemetery Board of Directors, are still hopeful that we can come to a mutually agreeable arrangement.

Starting in 2013 Mound Cemetery began engaging the City with the concerns the Cemetery had regarding the Cemeteries ever-shrinking amount of grave space available and the need to reconsider the lease for the space currently occupied by Freeway Park. The original lease was signed on January 27, 1970 when the demographic conditions of the City were very different than they are now. Per the projections that we shared with the City in 2017, the Cemetery will run out of space around 2029, well before the lease for the park land is up in 2044. In fact, our recent grave sales have been stronger than expected, and there is the possibility that our projection of having no space left (and therefore ceasing operations as a non-profit full-service community NFP cemetery) may have to be slightly revised downward from 2029. As such, it is imperative that we have fresh and meaningful dialogue with the City as concerns our October 2017 Proposal.

Essentially our Proposal to the City is to resolve the issue of inadequate grave space by mutually agreeing to rescind the 1970 Lease. The Cemetery would agree to sign over to the City a small park area (as noted on our attached Offer) for permanent use and the Cemetery would be able to use the balance of the land for going-forward grave spaces. As you are aware, Mound Cemetery has been an active Cemetery serving the community and has become very popular with certain African-American groups (in particular the Liberian population) due to the good relationships and the Cemetery making accommodations such as allowing upright monuments. The Cemetery has also become increasingly valued by the Muslim community as it provides dedicated grave spaces for traditional Islamic burials. As always, the Mound Cemetery Board of Directors is dedicated to developing the Cemetery as a valuable community asset, open green space, and a place for the City's residents to have repose for their loved ones. This is especially true for the aforementioned religious and ethnic groups, but true as well for others within the Brooklyn Center community. This

952-935-0954 office | 952-935-0953 fax | info@moundcemetery.com | www.moundcemetery.com
CEMETERY LOCATION 3515 69th Avenue North, Brooklyn Center, MN 55429

Mound Cemetery Association of Brooklyn Cemetery is an Non-Profit organization, managed by a Voluntary Board of Directors.

Mound Cemetery
OF BROOKLYN CENTER
(Established 1867)

said, the Board must also acknowledge that the Cemetery's use by residents has grown- and continues to grow- at a rate never expected back when the 1970 Lease was signed. As you know, we were good enough to share information with the City regarding the financial status of the Mound Cemetery of Brooklyn Center Perpetual Care Fund, and now we need to make serious decisions concerning the Cemetery's going-forward status and viability.

As expressed within your July email, we understand that the City may need to engage an external consultant to review the park and its surrounds. If the City does so, the Board hopes that any consultants would begin with the question of what Park services could be provided within the current Proposal on the table, and we would think that you would want the consultant to engage the Cemetery directly so as to understand our position regarding the valuation of the land being considered, our needs for the future, and our own strategic planning and especially consider such within the City's planning.

I again wish to reiterate that we originally approached the City regarding our concerns back in 2013. Five years later the only thing that has changed is that we are five years closer to the day when Mound Cemetery will be completely full and cease to operate as a going-forward entity at which time it will, necessarily, begin to spend down its Perpetual Care Fund as a bridge to 2044 and consider eviction if necessary. I respectfully request that your office respond within 30 days to our October 2017 Proposal and Offer so that we can either move the dialogue and settlement of this important issue forward or consider other options.

Respectfully,

Michael W. Howe

Michael Howe
President, Mound Cemetery

Email CC:
Mayor Tim Wilson, Michael D. Sharkey, Mound Cemetery Association Board, Meg Beekman, Jim Glasoe, Doran Cote, Michael Marsh

D

Mound Cemetery
OF BROOKLYN CENTER

October 10, 2017

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[illegible] [illegible] [illegible] www.moundcemetery.com
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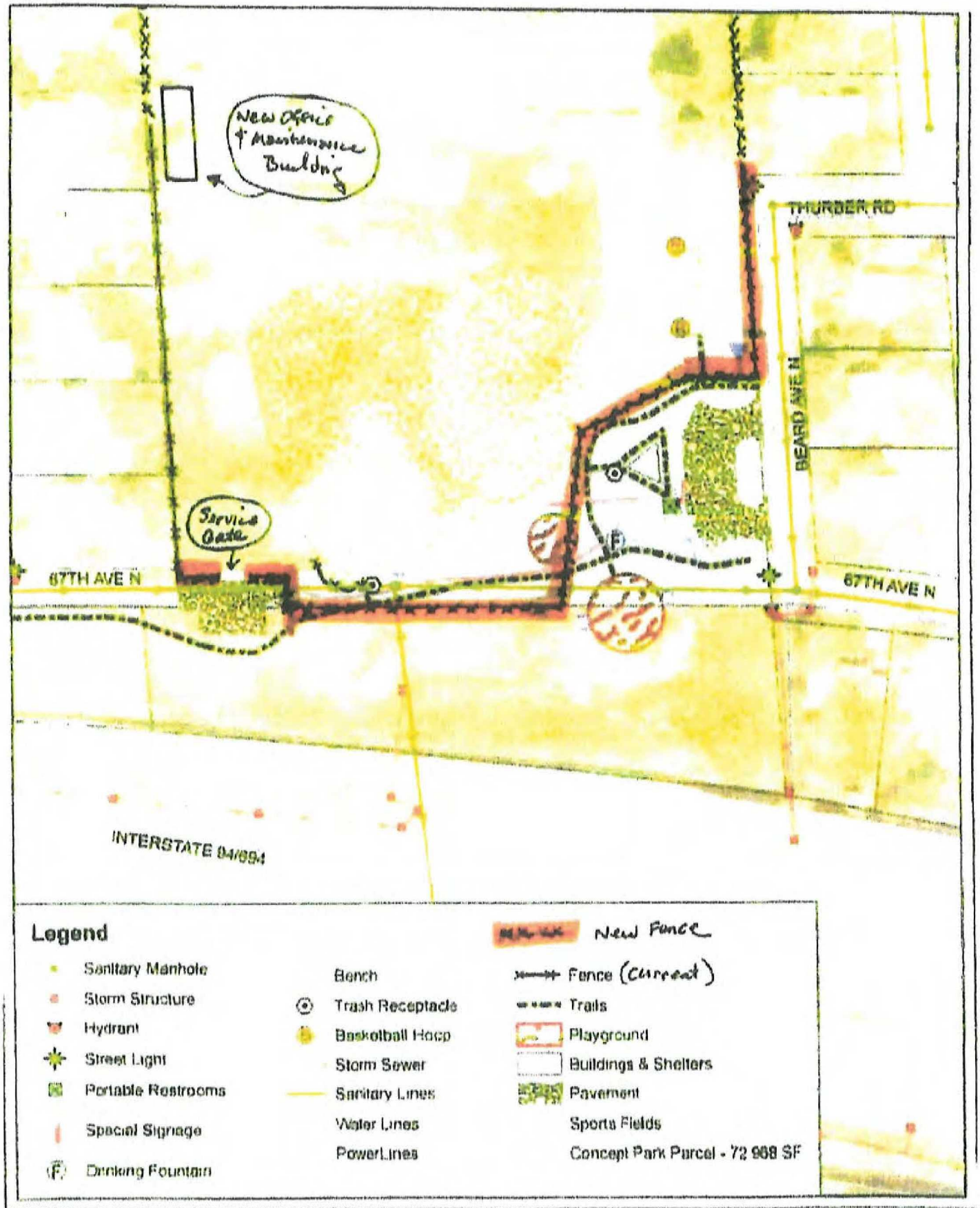
Mound Cemetery

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Best regards,
Mike

Michael W. Howe
President
Mound Cemetery Association



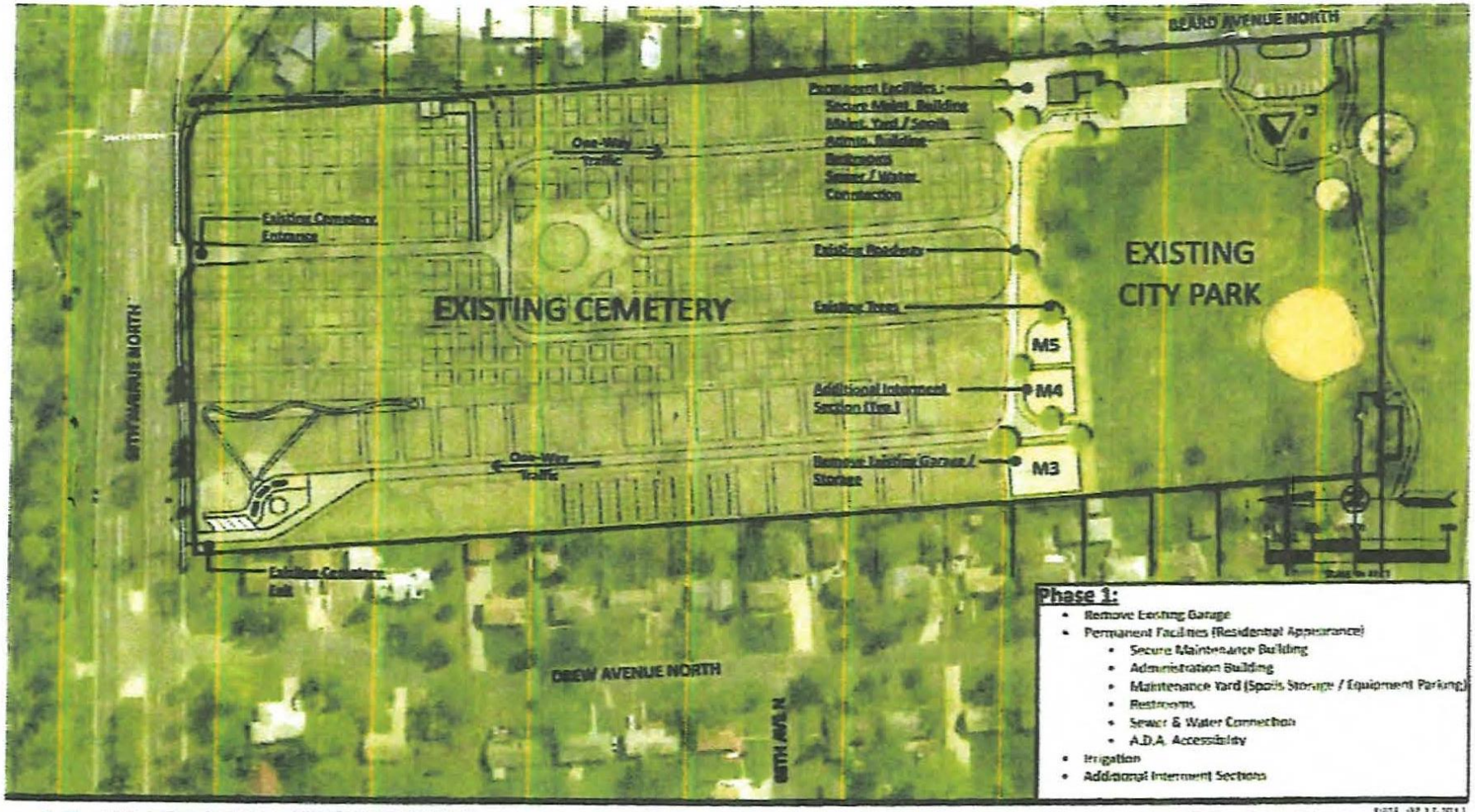
Freeway Park Asset Inventory with Concept Parcel

Figure 3

Public Works Department

November 3, 2015

0 25 50 100 Feet



ANDERSON ENGINEERING
Anderson Engineering of Minnesota, LLC
Suite 109
Plymouth, MN

PHASE 1

1

Attachment 7

Public Open House

FOR THE FREEWAY PARK MASTER PLAN

February 19, 2019
5:30 p.m. - 7:00 p.m.

West Palmer Lake Park Building
7110 Palmer Lake Drive
Brooklyn Park, MN 55443

PROJECT OVERVIEW

Brooklyn Center is embarking on an exciting journey to re-invision Freeway Park with a long-term vision and master plan that will provide the framework for the future development of this park. The most important part of the process is having direct feedback from nearby residents, area leaders, and other valued stakeholders.

MEETING GOALS

The goal of the meeting is to gather the public's input and ideas on the future development of the park along with reviewing preliminary concepts.

To stay updated on the progress of the project visit the Parks and Recreation page on the City website:
http://www.cityofbrooklyncenter.org



Mound Cemetery Property

Current City-Leased Property from Mound Cemetery

City of Brooklyn Center Property

ISG

BROOKLYN CENTER AT THE CENTER

PROGRAM VISUALIZATION















apples

cherries

plums





PLAY

COURTS

BUILDINGS/STRUCTURES

VEGETATION/TURF LAWN

OPTION 1

LEGEND

1. **Parking**
   - (11) vehicle capacity
   - Perpendicular parking off of Beard Avenue
2. **Multi Use Trail**
   - 10' wide bituminous trail, accessible
   - Adjacent bench / rest areas + lighting
3. **Pedestrian Walkway**
   - 6' wide concrete walk, accessible loop
4. **Open-Air Picnic Shelter**
   - (20) person capacity
   - Picnic tables, trash / recycle receptacles, drinking fountain, and information board
5. **Portable Restroom Enclosure**
   - Visual screen from adjacent park uses
   - Located adjacent to parking lot and trail
6. **Play / Exercise Pockets (typ)**
   - (7) ~200SF areas for play or exercise elements adjacent to the main 10' wide east/west trail connection
7. **Children's Play Area**
   - Reuse existing play containers
   - 5' wide perimeter concrete walkway
8. **Enhanced Landscaping**
   - Mass plantings with native materials to provide a buffer from the Cemetery and sound barrier wall
9. **Fruit Orchard**
   - Area dedicated to growing small fruit trees such as plums and cherries, etc. to provide a free food source for the neighborhood
10. **Stormwater Basin**
    - Existing stormwater capture area

Proposed Security Fencing



ISG

BROOKLYN CENTER AT THE CENTER

Freeway Park Master Plan

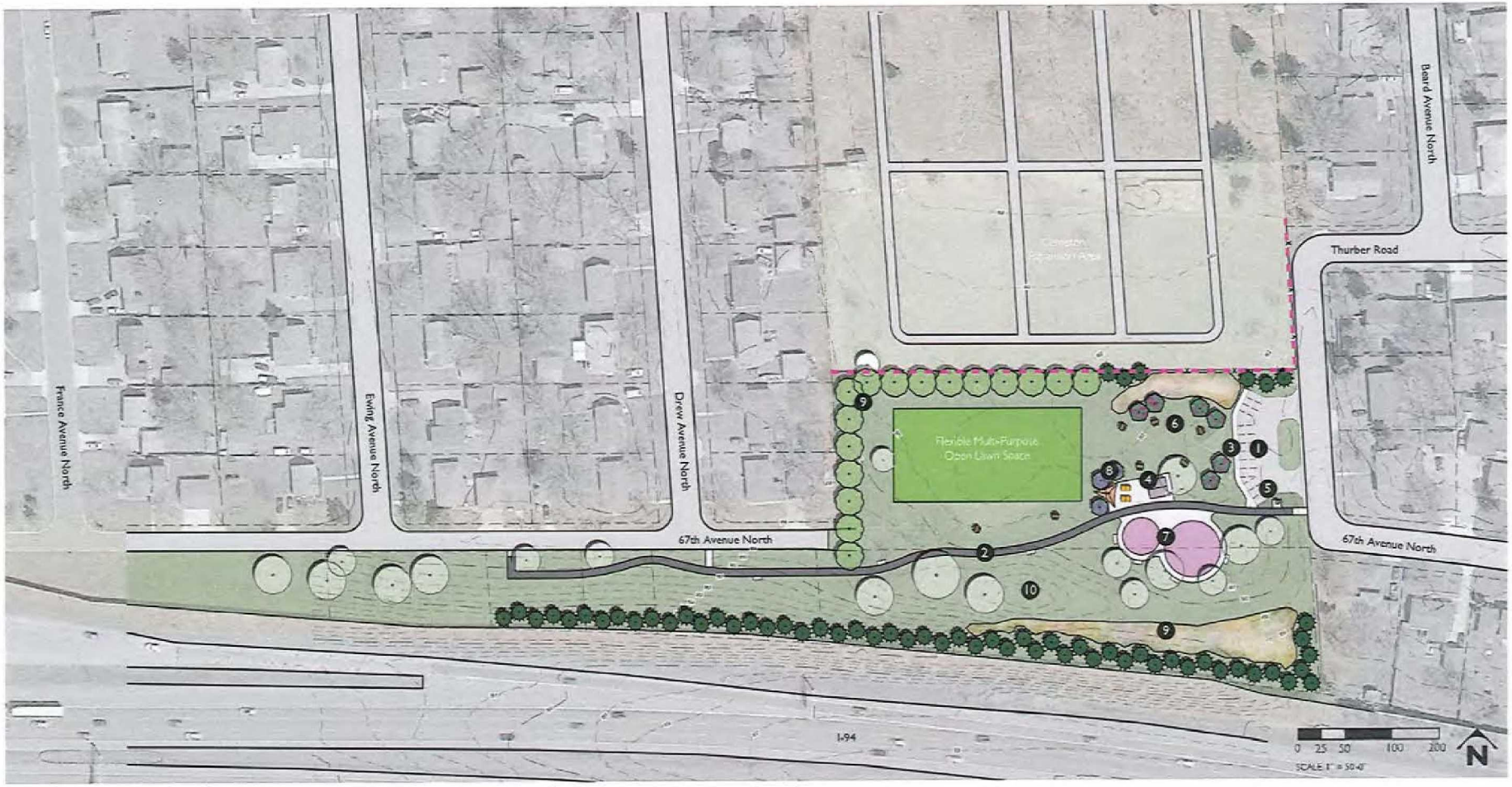
Brooklyn Center, Minnesota

OPTION 2

LEGEND

1. **Parking**
   - (12) vehicle capacity
   - Re-use existing parking lot
2. **Multi Use Trail**
   - 10' wide bituminous trail, accessible
   - Adjacent bench / rest areas + lighting
3. **Pedestrian Walkway**
   - 6' wide concrete walk, accessible connections to main trail from parking lot
4. **Open-Air Picnic Shelter**
   - (20-30) person capacity
   - Picnic tables, trash / recycle receptacles, drinking fountain, and information board
5. **Portable Restroom Enclosure**
   - Visual screen from adjacent park uses
   - Located adjacent to parking lot and trail
6. **Informal Picnic / Social Pods**
   - Dedicated picnic / small group gathering spaces
7. **Children's Play Area**
   - (2) play areas, reuse the larger existing containers
   - 5' wide perimeter concrete walkway with adjacent bench seating
8. **Ping Pong Area**
   - (2) concrete ping pong tables
   - Adjacent shade sail
9. **Enhanced Landscaping**
   - Screening to adjacent neighbors
   - Mass plantings with native materials to define spaces and to provide a buffer from the Cemetery and sound barrier wall
10. **Stormwater Basin**
    - Existing stormwater capture area

Proposed Security Fencing



ISG

BROOKLYN CENTER AT THE CENTER

Freeway Park Master Plan

Brooklyn Center, Minnesota

OPTION 3

LEGEND

1. **Parking**
   - (10) vehicle capacity
   - Perpendicular parking off of Beard Avenue
2. **Multi Use Trail**
   - 8-10' wide bituminous trail, accessible
   - Adjacent bench / rest areas + lighting
3. **Pedestrian Walkway**
   - 6' wide concrete walk, accessible connections to all site features
4. **Multi-Purpose Building**
   - Shared-use with Mound Cemetery (contingent upon agreement with Mound Cemetery)
   - Office space and garage / storage - Cemetery Use Only
   - Restrooms and Open Air Shelter - Cemetery and Pubic Use
5. **Arbor Structure**
   - Multi-Purpose overhead shade structure
   - Could provide a platform for artistic / sculpture pieces, educational components, wayfinding, and or general park information
6. **Portable Restroom Enclosure**
   - Visual screen from adjacent park uses
   - Located adjacent to higher use areas
7. **Basketball Court**
   - 1/2 size courts with (3) hoops
8. **Bocce Ball Court**
   - (2) full-size courts (13' x 91')
   - Space could also accommodate shuffle ball courts or sand volleyball courts
   - Adjacent shade structures
9. **Children's Play Area**
   - (1) consolidated play area with surrounding trees integrated into the play container (~7,000 SF)
   - 5' wide perimeter concrete walkway
   - Could have a natural or historic theme
10. **Enhanced Landscaping**
    - Screening to adjacent neighbors
    - Mass plantings with native materials to define spaces and to provide a buffer between park uses
11. **Fruit Orchard**
    - Area dedicated to growing fruit trees such as apples, plums, cherries, etc. to provide a free food source for the neighborhood
12. **Stormwater Basin**
    - Existing stormwater capture area

Proposed Security Fencing
Proposed Security Gate



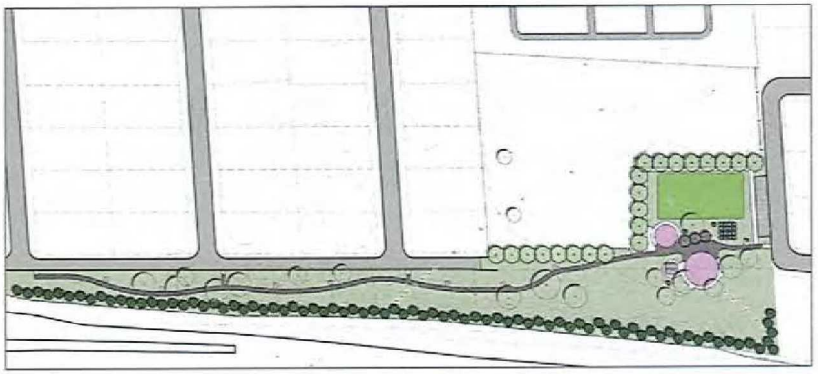
ISG

BROOKLYN CENTER AT THE CENTER

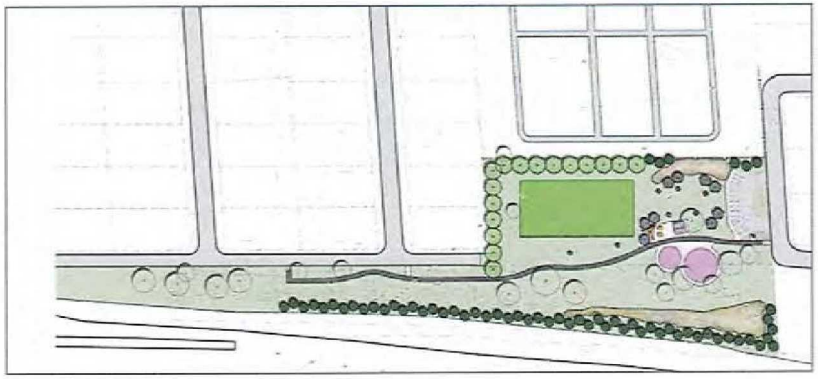
Freeway Park Master Plan

Brooklyn Center, Minnesota

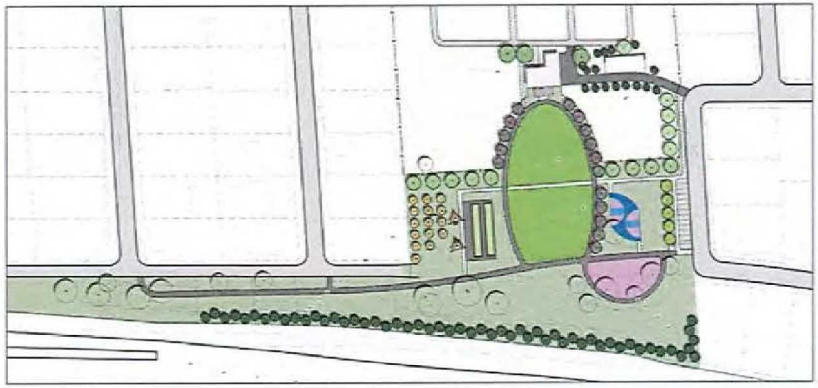
VOTE HERE!



OPTION 1 .....



OPTION 2 .....



OPTION 3 .....

ISG

BROOKLYN CENTER AT THE CENTER

Freeway Park Master Plan

Brooklyn Center, Minnesota

Freeway Park Survey Card

Please complete this survey and drop into the black comment box. Note this survey has been condensed. If you'd like to provide more in-depth feedback, the full length survey can be found at
www.surveymonkey.com/r/FreewayPark

1. How often do you use Freeway Park? Circle your answer.
   a. Every day
   b. Multiple times a week
   c. Once a week
   d. Once a month
   e. Once a year
   f. Never
   g. Other (please specify) _____

2. What type(s) of recreational activates do you participate in? Circle all that apply.
   a. Biking
   b. Walking/jogging
   c. Skateboarding/skating
   d. Playground equipment
   e. Sports and athletics
   f. Do not participate in recreational activates
   g. Other *(please specify)* _____

3. Please rank the following factors in order of importance to you when selecting a park to use (1 = most important, 4 = least important).
   1 Proximity to home
   4 Available amenities
   3 Cleanliness/maintenance
   2 Safety and security

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3. Please rank the following factors in order of importance to you when selecting a park to use (1 = most important, 4 = least important).
   4 Proximity to home
   3 Available amenities
   2 Cleanliness/maintenance
   1 Safety and security

Freeway Park Survey Card

Please complete this survey and drop into the black comment box. Note this survey has been condensed. If you'd like to provide more in-depth feedback, the full length survey can be found at
www.surveymonkey.com/r/FreewayPark

1. How often do you use Freeway Park? Circle your answer.
   a. Every day
   b. Multiple times a week
   c. Once a week
   d. Once a month
   e. Once a year
   f. Never
   g. Other (please specify) _____

2. What type(s) of recreational activates do you participate in? Circle all that apply.
   a. Biking
   b. Walking/jogging
   c. Skateboarding/skating
   d. Playground equipment
   e. Sports and athletics
   f. Do not participate in recreational activates
   g. Other *(please specify)* _____

3. Please rank the following factors in order of importance to you when selecting a park to use (1 = most important, 4 = least important).
   4 Proximity to home
   3X Available amenities
   2 Cleanliness/maintenance
   1 Safety and security

Freeway Park Survey Card

Please complete this survey and drop into the black comment box. Note this survey has been condensed. If you'd like to provide more in-depth feedback, the full length survey can be found at
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1. How often do you use Freeway Park? Circle your answer.
   a. Every day
   b. Multiple times a week
   c. Once a week
   d. Once a month
   e. Once a year
   f. Never
   g. Other (please specify) _____

2. What type(s) of recreational activates do you participate in? Circle all that apply.
   a. Biking
   b. Walking/jogging
   c. Skateboarding/skating
   d. Playground equipment
   e. Sports and athletics
   f. Do not participate in recreational activates
   g. Other *(please specify)* yoga

3. Please rank the following factors in order of importance to you when selecting a park to use (1 = most important, 4 = least important).
   4 Proximity to home
   3 Available amenities
   2 ✓ Cleanliness/maintenance
   1 ✓ Safety and security

Freeway Park Survey Card

Please complete this survey and drop into the black comment box. Note this survey has been condensed. If you'd like to provide more in-depth feedback, the full length survey can be found at
www.surveymonkey.com/r/FreewayPark

1. How often do you use Freeway Park? Circle your answer.
   a. Every day
   b. Multiple times a week
   c. Once a week
   d. Once a month
   e. Once a year
   f. Never
   g. Other (please specify) _____

2. What type(s) of recreational activates do you participate in? Circle all that apply.
   a. Biking
   b. Walking/jogging
   c. Skateboarding/skating
   d. Playground equipment
   e. Sports and athletics
   f. Do not participate in recreational activates
   g. Other *(please specify)* _____

3. Please rank the following factors in order of importance to you when selecting a park to use (1 = most important, 4 = least important).
   1 Proximity to home
   Available amenities
   Cleanliness/maintenance
   Safety and security

Freeway Park Survey Card

Please complete this survey and drop into the black comment box. Note this survey has been condensed. If you'd like to provide more in-depth feedback, the full length survey can be found at
www.surveymonkey.com/r/FreewayPark

1. How often do you use Freeway Park? Circle your answer.
   a. Every day
   b. Multiple times a week
   c. Once a week
   d. Once a month
   e. Once a year
   f. Never
   g. Other (please specify) _____

2. What type(s) of recreational activates do you participate in? Circle all that apply.
   a. Biking
   b. Walking/jogging
   c. Skateboarding/skating
   d. Playground equipment
   e. Sports and athletics
   f. Do not participate in recreational activates
   g. Other *(please specify)* _____

3. Please rank the following factors in order of importance to you when selecting a park to use (1 = most important, 4 = least important).
   1 Proximity to home
   2 Available amenities
   3 Cleanliness/maintenance
   4 Safety and security

Freeway Park Survey Card

4. Rate the importance of the following park features by placing a check mark in the corresponding box.

	Most Important	Important	Neutral	Less Important	Not Important
Playground equipment		✓			
Seating and picnic areas		✓			
Plants/trees/landscaping	✓				
Shelters				✓	
Open green space				✓	
Accessibility			✓		
Lighting			✓		
Ball fields and courts	✓				
Trails	✓			✓	
Other (please specify)					

5. Would you be upset if Freeway Park was removed from the neighborhood? ✓ YES ___ NO

6. What can be done to improve your experience in Freeway Park?
plantings at freeway wall

Thank you for completing the Freeway Park Survey

Freeway Park Survey Card

4. Rate the importance of the following park features by placing a check mark in the corresponding box.

	Most Important	Important	Neutral	Less Important	Not Important
Playground equipment					
Seating and picnic areas					
Plants/trees/landscaping					
Shelters					
Open green space					
Accessibility					
Lighting					
Ball fields and courts					
Trails					
Other (please specify)					

5. Would you be upset if Freeway Park was removed from the neighborhood? ___ YES ___ NO

6. What can be done to improve your experience in Freeway Park?

Thank you for completing the Freeway Park Survey

Freeway Park Survey Card

4. Rate the importance of the following park features by placing a check mark in the corresponding box.

	Most Important	Important	Neutral	Less Important	Not Important
Playground equipment	X				
Seating and picnic areas		X			
Plants/trees/landscaping	X				
Shelters				X	
Open green space				X	
Accessibility				X	
Lighting	X				
Ball fields and courts				X	
Trails				X	
Other (please specify)					

5. Would you be upset if Freeway Park was removed from the neighborhood? ___ YES X NO

6. What can be done to improve your experience in Freeway Park?

Thank you for completing the Freeway Park Survey

Freeway Park Survey Card

4. Rate the importance of the following park features by placing a check mark in the corresponding box.

	Most Important	Important	Neutral	Less Important	Not Important
Playground equipment		X			
Seating and picnic areas	X				
Plants/trees/landscaping		X			
Shelters	X				
Open green space		X			
Accessibility	X				
Lighting	X				
Ball fields and courts			X		
Trails			X		
Other (please specify)					

5. Would you be upset if Freeway Park was removed from the neighborhood? I don't go there ___ YES ___ NO

6. What can be done to improve your experience in Freeway Park?
Host activities there!
pop-ups!

Thank you for completing the Freeway Park Survey

Freeway Park Survey Card

4. Rate the importance of the following park features by placing a check mark in the corresponding box.

	Most Important	Important	Neutral	Less Important	Not Important
Playground equipment		✓			
Seating and picnic areas		✓			
Plants/trees/landscaping	✓				
Shelters		✓			
Open green space			✓		
Accessibility		✓			
Lighting		✓			
Ball fields and courts				✓	
Trails		✓			
Other (please specify)					

5. Would you be upset if Freeway Park was removed from the neighborhood? ___ YES ✓ NO

6. What can be done to improve your experience in Freeway Park?

Thank you for completing the Freeway Park Survey

Freeway Park Survey Card

4. Rate the importance of the following park features by placing a check mark in the corresponding box.

	Most Important	Important	Neutral	Less Important	Not Important
Playground equipment					
Seating and picnic areas					
Plants/trees/landscaping					
Shelters					
Open green space					
Accessibility					
Lighting					
Ball fields and courts					
Trails					
Other (please specify)					

5. Would you be upset if Freeway Park was removed from the neighborhood? ___ YES ___ NO

6. What can be done to improve your experience in Freeway Park?

Thank you for completing the Freeway Park Survey

Freeway Park Survey Card

4. Rate the importance of the following park features by placing a check mark in the corresponding box.

	Most Important	Important	Neutral	Less Important	Not Important
Playground equipment	soccer-				
Seating and picnic areas					
Plants/trees/landscaping					
Shelters					
Open green space					
Accessibility					
Lighting					
Ball fields and courts					
Trails					
Other (please specify)					

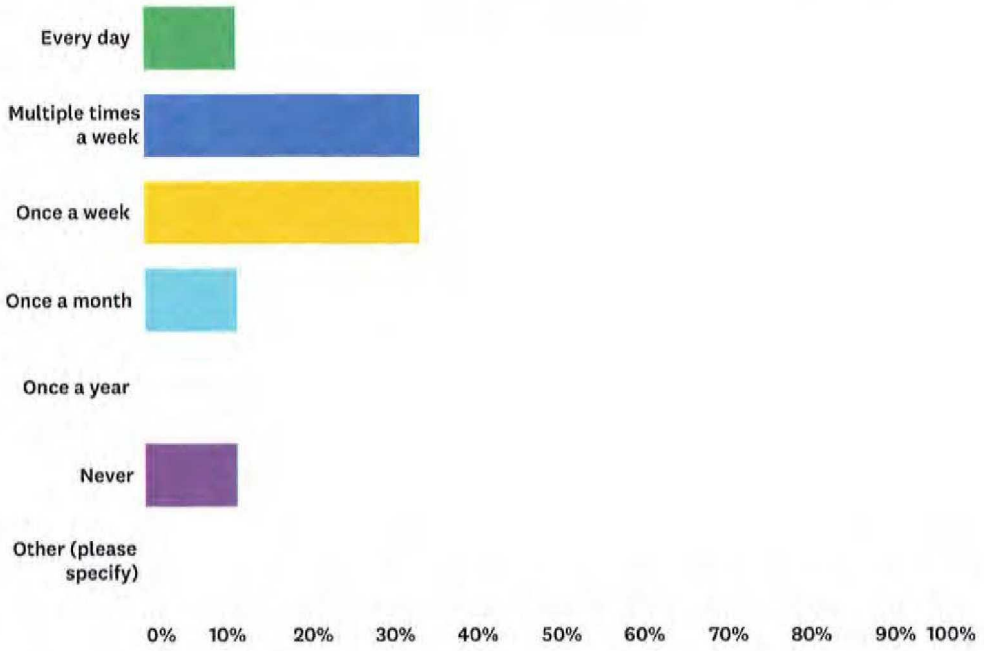
5. Would you be upset if Freeway Park was removed from the neighborhood? ___ YES ___ NO

6. What can be done to improve your experience in Freeway Park?

Thank you for completing the Freeway Park Survey

Q1 How often do you use Freeway Park?

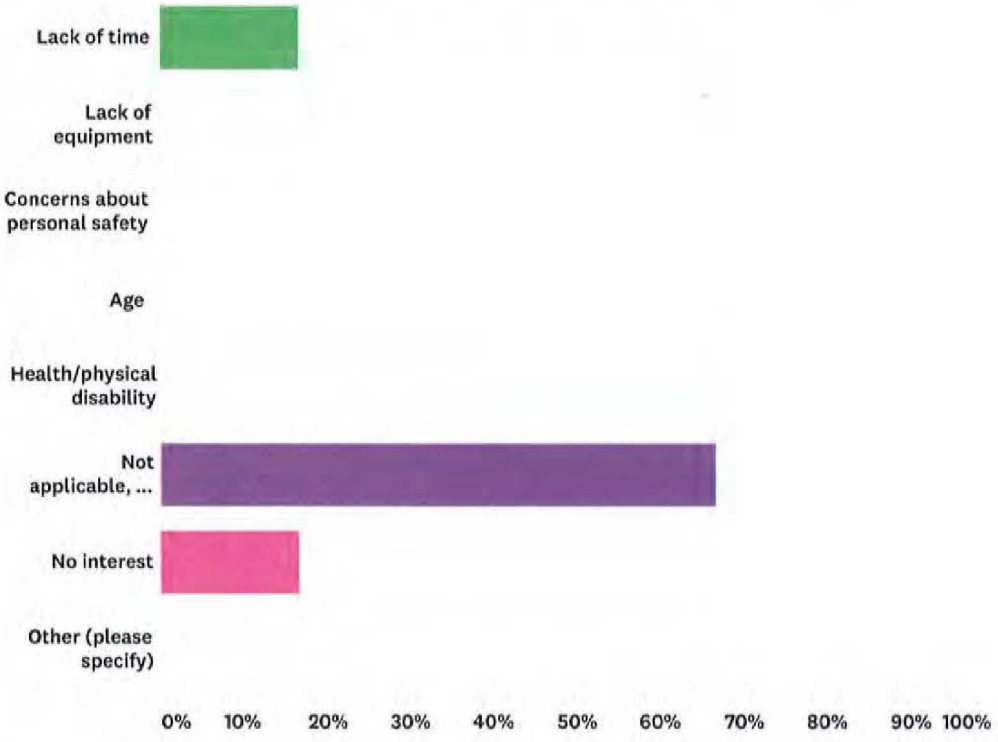
Answered: 9 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	11.11%	1
Multiple times a week	33.33%	3
Once a week	33.33%	3
Once a month	11.11%	1
Once a year	0.00%	0
Never	11.11%	1
Other (please specify)	0.00%	0
TOTAL		9

Q2 If you don't use Freeway Park, what is the reason that prevents you from using it? Check all that apply.

Answered: 6 Skipped: 3



ANSWER CHOICES	RESPONSES	
Lack of time	16.67%	1
Lack of equipment	0.00%	0
Concerns about personal safety	0.00%	0
Age	0.00%	0
Health/physical disability	0.00%	0
Not applicable, I use the park	66.67%	4
No interest	16.67%	1
Other (please specify)	0.00%	0

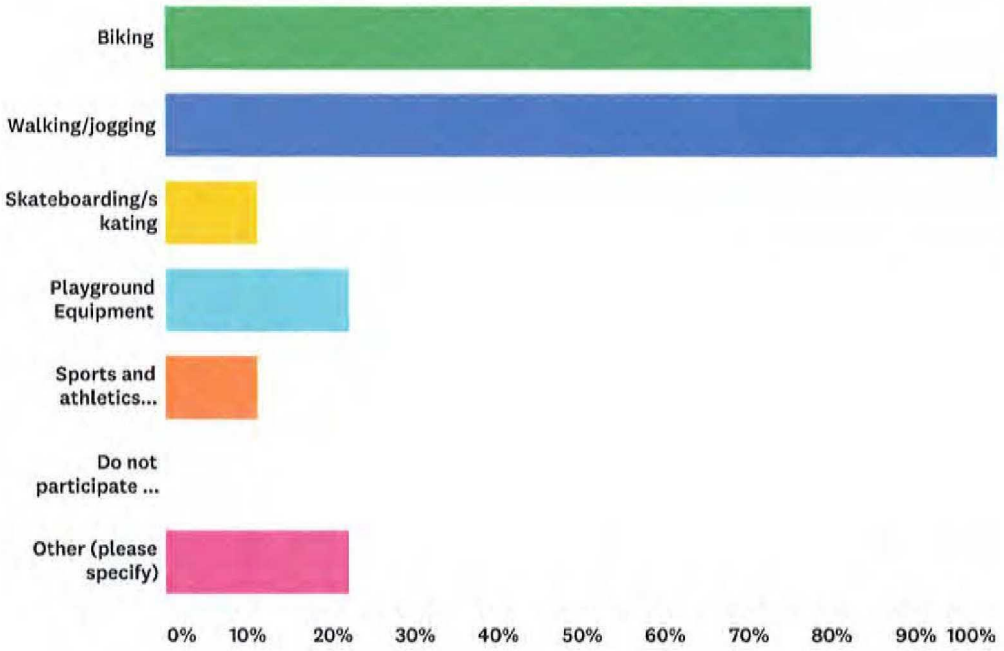
Total Respondents: 6

Q3 If you don't use Freeway Park, do you utilize any other City park? Please explain your decision to select your park of choice.

Answered: 3 Skipped: 6

Q4 What type(s) of recreational activities do you participate in?

Answered: 9 Skipped: 0

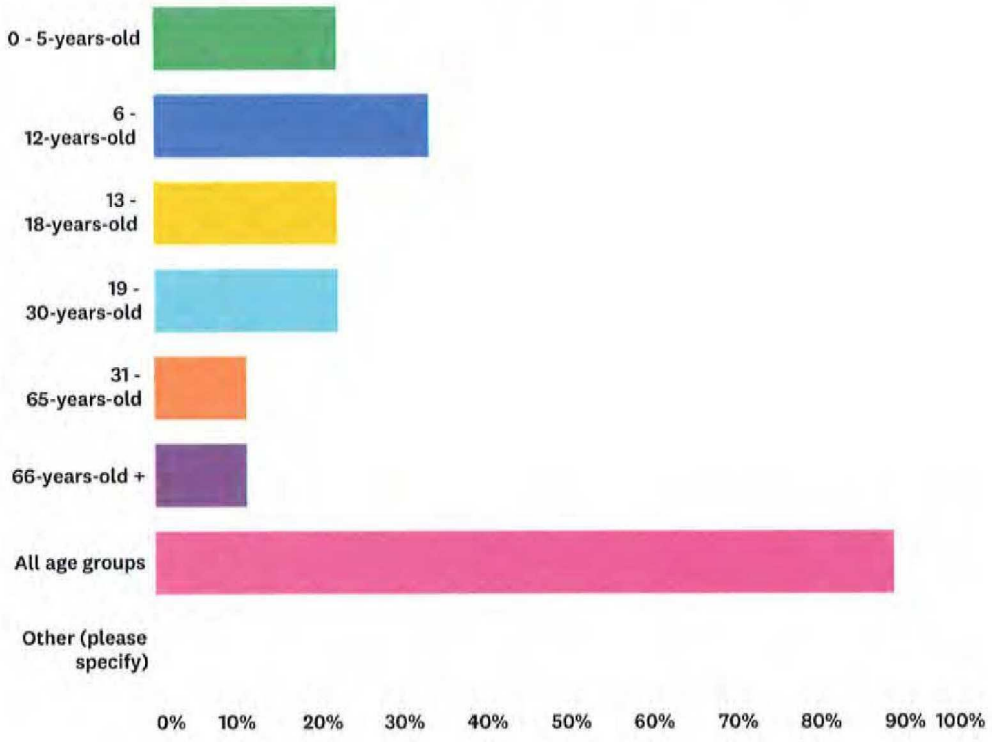


ANSWER CHOICES	RESPONSES	
Biking	77.78%	7
Walking/jogging	100.00%	9
Skateboarding/skating	11.11%	1
Playground Equipment	22.22%	2
Sports and athletics (fields and courts)	11.11%	1
Do not participate in recreational activities	0.00%	0
Other (please specify)	22.22%	2

Total Respondents: 9

Q5 What age group should park programming be primarily geared toward? Check all that apply.

Answered: 9 Skipped: 0

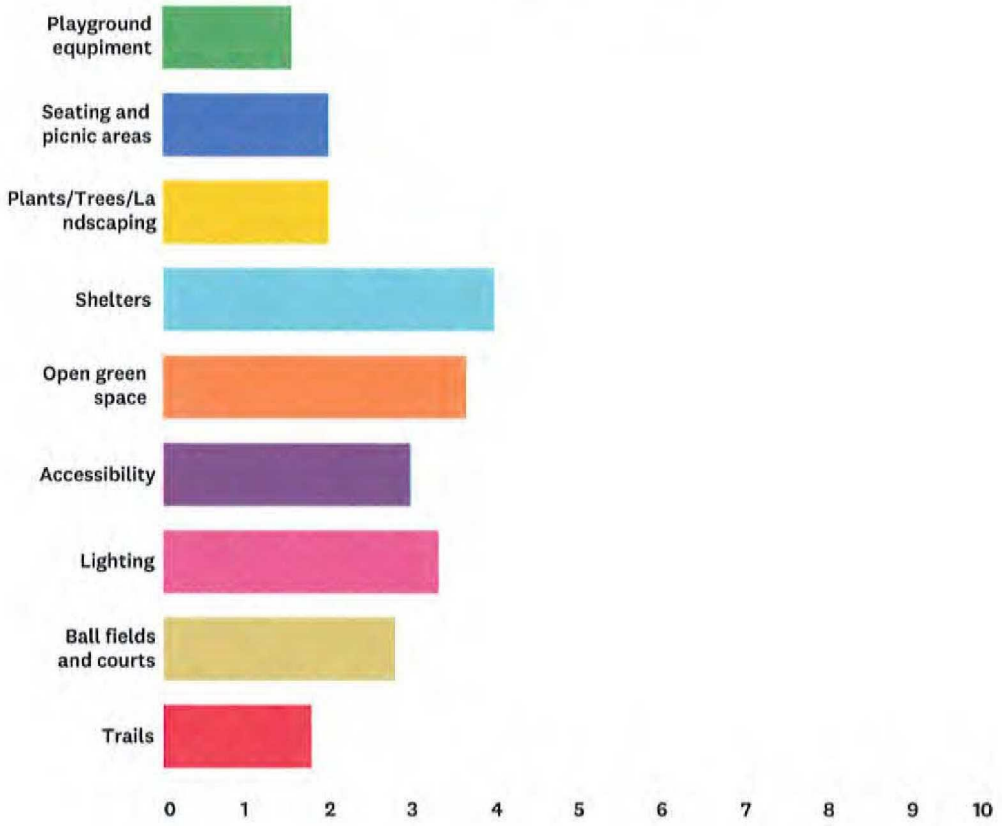


ANSWER CHOICES	RESPONSES	
0 - 5-years-old	22.22%	2
6 - 12-years-old	33.33%	3
13 - 18-years-old	22.22%	2
19 - 30-years-old	22.22%	2
31 - 65-years-old	11.11%	1
66-years-old +	11.11%	1
All age groups	88.89%	8
Other (please specify)	0.00%	0

Total Respondents: 9

Q6 Please rate the overall importance of the of the following park features:

Answered: 9 Skipped: 0

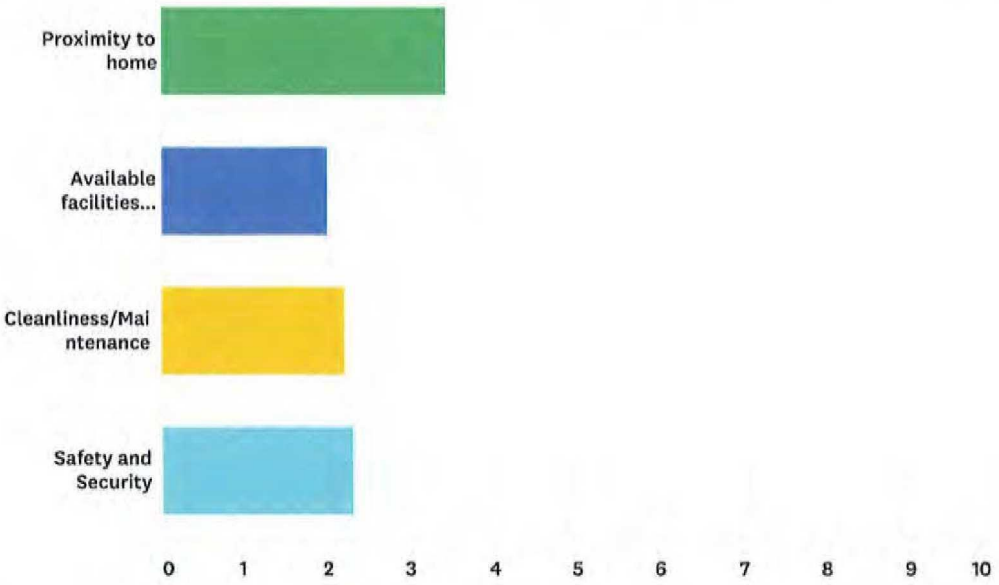


	MOST IMPORTANT	IMPORTANT	NEUTRAL	LESS IMPORTANT	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Playground equpiment	57.14% 4	28.57% 2	14.29% 1	0.00% 0	0.00% 0	7	1.57
Seating and picnic areas	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1	2.00
Plants/Trees/Landscaping	25.00% 1	50.00% 2	25.00% 1	0.00% 0	0.00% 0	4	2.00
Shelters	0.00% 0	0.00% 0	50.00% 1	0.00% 0	50.00% 1	2	4.00
Open green space	0.00% 0	0.00% 0	33.33% 1	66.67% 2	0.00% 0	3	3.67
Accessibility	0.00% 0	33.33% 1	33.33% 1	33.33% 1	0.00% 0	3	3.00
Lighting	33.33% 1	0.00% 0	0.00% 0	33.33% 1	33.33% 1	3	3.33
Ball fields and courts	0.00% 0	40.00% 2	40.00% 2	20.00% 1	0.00% 0	5	2.80

Trails	60.00% 3	20.00% 1	0.00% 0	20.00% 1	0.00% 0	5	1.80

Q7 Please rank the following factors in order of importance to you when selecting a park to use (1 = most important, 4 = least important):

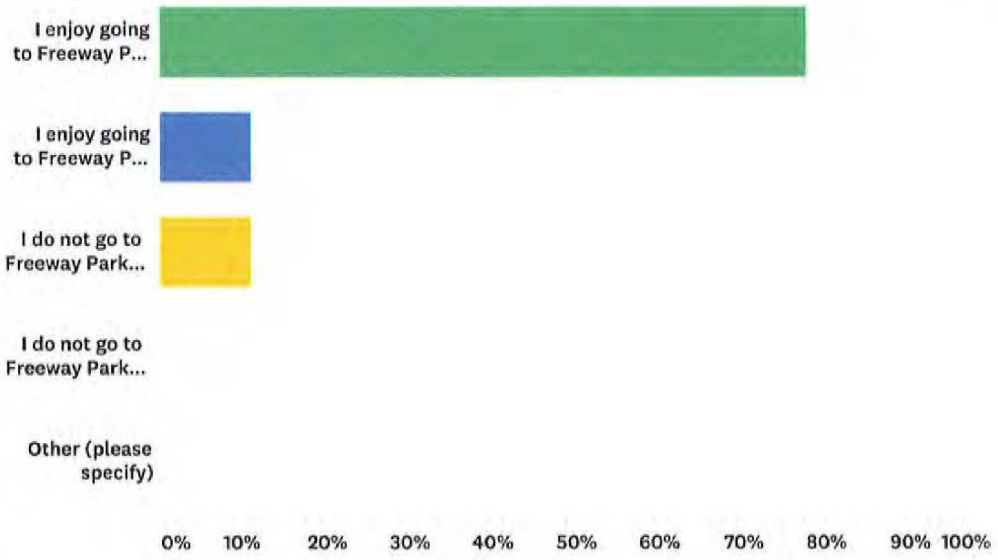
Answered: 9 Skipped: 0



	1	2	3	4	TOTAL	SCORE
Proximity to home	66.67% 6	22.22% 2	0.00% 0	11.11% 1	9	3.44
Available facilities (i.e. bathrooms, vending machines, play equipment, shelters etc.)	22.22% 2	11.11% 1	11.11% 1	55.56% 5	9	2.00
Cleanliness/Maintenance	11.11% 1	22.22% 2	44.44% 4	22.22% 2	9	2.22
Safety and Security	0.00% 0	44.44% 4	44.44% 4	11.11% 1	9	2.33

Q8 How does Freeway Park fit into the overall vision for the community?

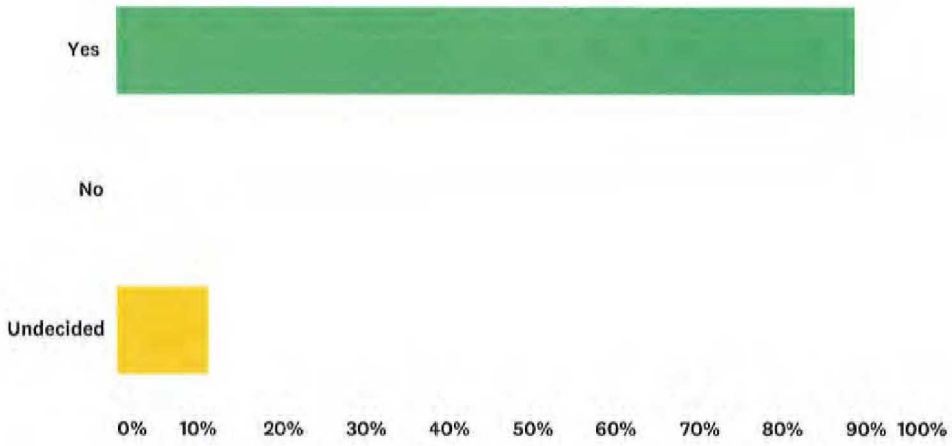
Answered: 9 Skipped: 0



ANSWER CHOICES	RESPONSES	
I enjoy going to Freeway Park and place it as a significant aspect of our community	77.78%	7
I enjoy going to Freeway Park but do not place it as a significant aspect of our community	11.11%	1
I do not go to Freeway Park but I do see it as a significant aspect for our community	11.11%	1
I do not go to Freeway Park and do not place it as a significant aspect of our community	0.00%	0
Other (please specify)	0.00%	0
TOTAL		9

Q9 Would you be upset if Freeway Park was removed from the neighborhood?

Answered: 9 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	88.89%	8
No	0.00%	0
Undecided	11.11%	1
TOTAL		9

Q10 What can be done to better the experience in Freeway Park?

Answered: 7 Skipped: 2

Q11 Do you have any other comments, questions, or concerns

Answered: 5 Skipped: 4

Attachment 8

Mound Cemetery
OF BROOKLYN CENTER
Established 1863

June 11, 2019

Mr. Doran M. Cote
Public Works Director
City of Brooklyn Center
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430

Dear Mr. Cote:

Since our April 15th meeting with the ISG Consultant, the Mound Cemetery Association Board has met and discussed the three Master Plan Options under consideration by the City of Brooklyn Center. Please consider this correspondence as a formal reply on behalf of the MCA Board.

After fully reviewing the alternatives before us, the Board agreed that terminating the January 27, 1970 lease agreement with the City and gifting a "short acre" of land, along the approximate survey lines shown in ISG Option 1, to the city in consideration for the vacating the remaining years on the lease would be the best option for both the City and the Cemetery.

In making this determination, the Board weighed the loss of approximately one thousand grave sites that would have been available to meet the needs of the Brooklyn Center communities we serve. In today's financial terms, the Cemetery will lose more than $1.2 million of future revenue and the resulting @$240,000 of perpetual care funds which will not be available to support the maintenance of the Cemetery property into perpetuity.

Therefore, we trust the City understands the Board's good faith and the resulting value of making this offer, as well as, the difficulty that the MCA Board had in making this decision. Should the City, in corresponding good faith, wish to show support and consideration for the Cemetery as a not-for-profit community asset, we would accept gratefully any contribution the City might make toward the Cemeteries Perpetual Care Fund.

We would like your assurance that we can agree to work together toward a satisfactory solution. The Board suggested that we request that the City rename Freeway Park to reflect more appropriately its juxtaposition to the Cemetery, rather than its relationship to Highway 694. If its future name could, in some way, represent the Brooklyn Centers "founding settlers" or honor these who reside permanently in the Cemetery, it might reflect an appropriate "rebranding" once the new Park is established.

952-935-0954 office | 952-935-0953 fax | info@moundcemetery.com | www.moundcemetery.com
CEMETERY LOCATION: 3515 69th Avenue North, Brooklyn Center, MN 55429
Mound Cemetery Association of Brooklyn Cemetery is an Non-Profit organization, managed by a Voluntary Board of Directors

In addition, you will see that we have proceeded with concept plans for expanding the Cemetery and building a permanent office and maintenance facility. We would like your assurance that we would have the cities support as we proceed with these projects.

In anticipation of moving this effort forward, the Board authorized us to re-engage our Planning Engineering firm and our Attorney, which we have done. I have enclosed Anderson Engineering's Gravesite Yield and Planning Concept plan, based upon ISG Option 1, for your review. You will notice that they build upon the preliminary work that ISG has done for the City and position our proposed Cemetery improvements.

Finally, I have enclosed a letter provided by our attorney, Michael D. Sharkey, Cousineau, Van Bergen, McNee & Malone, P.A. which outlines our potential next steps. These actions demonstrate that we intend to move ahead in good faith and to negotiate a thoughtful, and timely mutual settlement which would terminate the current lease agreement based upon its original language.

Best regards,

Michael W. Howe
President
Mound Cemetery of Brooklyn Center

Cc: MCA Board of Directors
Michael D. Sharkey

OPTION 1

LEGEND

1. Parking
   - (11) vehicle capacity
   - Perpendicular parking off of Beard Avenue
2. Multi Use Trail
   - 10' wide bituminous trail, accessible
   - Adjacent bench / rest areas + lighting
3. Pedestrian Walkway
   - 6' wide concrete walk, accessible loop
4. Open Air Picnic Shelter
   - (20) person capacity
   - Picnic tables, trash / recycle receptacles, drinking fountain, and information board
5. Portable Restroom Enclosure
   - Visual screen from adjacent park uses
   - Located adjacent to parking lot and trail
6. Play / Exercise Pockets (typ)
   - (7) ~2000F areas for play or exercise elements adjacent to the main 10' wide east/west trail connection
7. Children's Play Area
   - Reuse existing play containers
   - 5' wide perimeter concrete walkway
8. Enhanced Landscaping
   - Mass plantings with native materials to provide a buffer from the Cemetery and sound barrier wall
9. Fruit Orchard
   - Area dedicated to growing small fruit trees such as plums and cherries, etc. to provide a free food source for the neighborhood
10. Stormwater Basin
    - Existing stormwater capture area

Proposed Security Fencing



ISG

BROOKLYN CENTER AT THE CENTER

Freeway Park Master Plan

Brooklyn Center, Minnesota

Michael D. Barrett*
Rachel B. Beauchamp*•
Meaghan C. Bryan*
Paul E. Buchel
Kimberly Fleming*
Robyn K. Johnson
Michael C. Lindberg‡
Peter M. Lindberg

Of Counsel
Susan D. Thurmer*

C | V | M | M
COUSINEAU | VAN BERGEN
McNEE | MALONE

Christopher P. Malone*
Stephanie N. Maser
Michael W. McNee*
Tamara L. Novotny*°
Michael D. Sharkey*
Jessica J. Theisen*
Peter G. Van Bergen‡
David A. Wikoff

Michael D. Sharkey
msharkey@cvmmlaw.com
952-525-6990

June 10, 2019

Mr. Doran Cote
Director of Public Works
City of Brooklyn Center
6301 Shingle Creek Pkwy.
Brooklyn Center, MN 55430

Re: Proposal by the City of Brooklyn Center to Mound Cemetery
Our File No.: 65215

Dear Mr. Cote:

By way of introduction, I am an attorney who specializes in mortuary and cemetery law. I have been advising and counseling Mound Cemetery as concerns the issues with the acreage that was leased to the City of Brooklyn Center. After a recent meeting with Mr. Howe and Mr. Kantar of Mound Cemetery, I write to discuss the latest round of negotiations with the City of Brooklyn Center.

We have reviewed and analyzed the City's recent proposals. For various reasons which are not worth addressing, we cannot accept the proposals in Option #2 or Option #3. However, with some modifications and additional items, we believe that Option #1 may be a workable solution.

I would note that Mound Cemetery has done the calculations and the "short acre" that would be given over to the City represents a significant loss of revenue for the Cemetery. We have calculated that at today's process we could generate approximately $1.2 million in revenues from the "short acre." This is broken down into about $960,000 in sales and about $240,000 in perpetual care. These numbers do not include any monument or marker sales. We note this so that the City is fully cognizant, and appreciative, of what the Cemetery is giving up.

Along with the general parameters of Option #1 we would also ask the following of the City:

1. A survey (paid for by the City) of the land so that it can be properly conveyed.

2. An agreement that the City expedite any permits or other requests by the Cemetery for future building or improvements needs, including but not limited to any future water and sewer needs.

3. Renaming the new park as "Founders' Park" (or a very similar name) to reflect the memory and legacy of the families who originally donated the land to the Cemetery and which will now become a permanent City Park. There is an area of the Cemetery dedicated to the founders and thus this would continue the memorialization and legacy theme.

4. That the City bear the costs of title transfer, etc.

5. An agreement to be supportive for the Cemetery's concepts for roads and building on the Cemetery grounds.

6. That the City erect a fence between the new park and the Cemetery so that those visiting the park will not disturb the solitude of the Cemetery.

7. That the land being returned to the Cemetery be brought back to its original state as is specifically required in the lease agreement.

In return for the above items and Option #1 as proposed by the City, the Cemetery and City will mutually vacate the current lease. We would like to move forward as soon as possible and on behalf of Mound Cemetery I look forward to working with the City, its various Departments, and its counsel to effect an amicable and mutually agreeable change to the current situation.

Please feel free to call or write should you have any questions or concerns.

Respectfully,

Michael D. Sharkey
DIRECT NUMBER: 952-525-6990
E-MAIL ADDRESS: msharkey@cvmmlaw.com
Counsel to Mound Cemetery

July 3, 2019

Mr. Michael W. Howe
President, Mound Cemetery of Brooklyn Center
c/o M.W. Howe Consulting
PO Box 59
Champlin, MN 55316

Subject: Mound Cemetery/Freeway Park Master Plan

Dear Mr. Howe,

In response to your June 11, 2019, correspondence regarding the three Freeway Park Master Plans, after discussing your proposal with the City Manager and other city staff, I offer the following responses:

- Paragraph 2 – The city agrees with terminating the January 27, 1970 lease agreement between the city and Mound Cemetery of Brooklyn Center provided the Cemetery donate roughly one acre of land for Freeway Park along the approximate survey lines shown on ISG Option 1 Master Plan. Terminating the lease and accepting the park dedication would be subject to City Council approval.

- Paragraph 4 – The city does not have a policy for providing contributions to for-profit ventures and state law prohibits municipalities from providing gifts to property owners in the city.

- Paragraph 5 – The city agrees with renaming Freeway Park in such a manner that it would reflect the "founding settlers" of the city. Any name change would be subject to City Council approval.

- Paragraph 6 – The city cannot provide assurances of support for proceeding with concept plans or for expanding the Cemetery and building a permanent office and maintenance facility. The level of detail provided is not sufficient to provide any assurances. Any future improvements to the Cemetery would be subject to the then current codes and standards and could potentially require City Council approval.

In response to the correspondence from Mr. Michael D. Sharkey of Cousineau, Van Bergen, McNee & Malone, I offer the following responses:

1. The city agrees to bear the cost to prepare a survey to ensure the proposed land donation can be properly conveyed.
2. The city cannot agree to expedite any permits or other requests for the Cemetery for future building or improvement needs. Any future improvements to the Cemetery would be subject to the then current codes and standards and could potentially require City Council approval.

3. The city agrees with renaming Freeway Park in such a manner that it would reflect the "founding settlers" of the city. Any name change would be subject to City Council approval.
4. The city agrees to bear the cost of the title transfer provided the Cemetery has a clean title.
5. The city cannot provide assurances of support for proceeding with concept plans or for expanding the Cemetery and building a permanent office and maintenance facility. The level of detail provided is not sufficient to provide any assurances. Any future improvements to the Cemetery would be subject to the then current codes and standards and could potentially require City Council approval.
6. The city agrees to bear the cost to install a fence between the park and the Cemetery.
7. In accordance with the current lease agreement the city agrees to return the Cemetery back to its original state.

The city believes that, in order to move forward to effect an amicable and mutually agreeable change to the current situation as soon as possible, a Memorandum of Understanding (MOU) by and between the Mound Cemetery Board of Directors and the city would be appropriate at this time. If you and your attorney are agreeable to the responses and conditions outlined in this correspondence, I will proceed with haste to have our City Attorney draft an MOU for consideration.

Sincerely,



Doran M. Cote, P.E.
Director of Public Works

Mound Cemetery
OF BROOKLYN CENTER
Established 1863

July 19, 2019

Mr. Doran Cote
Director of Public Works
City of Brooklyn Center
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430

Re: Proposal by the City of Brooklyn Center to Mound Cemetery and Memorandum of Understanding
CVMM File No.: 65215

Dear Mr. Cote:

We have discussed the City's July 3 proposal with the Mound Cemetery Association Board as well as with legal counsel. We would like to proceed with your offer for the City Attorney to draft a Memorandum of Understanding.

We hope to bring this matter to a conclusion as soon as possible so that we may complete the planning and begin implementation of cemetery expansion. This will entail engineering and mapping studies, construction proposals, financing and permit requirements, so we do appreciate your willingness to expedite the process. Would it be possible for you to provide us with a tentative timetable for completing the Memorandum of Understanding, the City approval process, and subsequent implementation once approved? We understand that you will want to tie this project into the cities ongoing budgeting process.

In response to your July 3rd letter, we offer the following observations and requests:

1) You should find that the cemetery has a clean title since we recently completed a transaction with Hennepin County in which they reinstated an old previously donated untitled sliver of land adjacent to the cemetery. We appreciate the City's offer to bear the cost of preparing a survey to ensure the proposed land donation can be properly conveyed and of transferring title of our gift.

2) Your offer to bear the cost to install a fence between the new park and the cemetery as well as return the Cemetery back to its original state is appreciated. Since the cemetery will own the fence and returned property as it did in 1970, we would request a) prior review and approval of the city's property restoration specifications and proposed fencing, as well as, b) provide input into the city's decision regarding any plantings that would be placed in close proximity to the fence. Our concerns are with the aesthetics of the Park as a backdrop to the Cemetery, the quality of soil such that it is suitable for cemetery grass, and the potential maintenance issues should Park foliage infringe upon the fence and, thereby, result in increased future Cemetery maintenance expenses.

3) Of some concern to us is the City's inability to assist us with our future permitting process for a future cemetery office and garage building. This issue seemed to be of concern to the City's previous Director of Public Works, and we are unaware of what concerns the city may have. Our ability to plat the property properly and assure timely and cost-effective utility access is important to us. It seems somewhat unusual and extraordinary that any of our future building plans might require City Council approval. This may take some further discussion, unless this statement regarding "current codes and standards" is simply a matter of drafting, in which case the Memorandum of Understanding should correct it.

4) A subject of interest to us is that you reconsider our request that the City make a substantial donation, the amount at the Cities discretion, to the Cemetery's Perpetual Care Fund. Our Board is fully aware of the Cemetery's inability to make-up future losses in perpetual care fund contributions due to their need at this time to make this transaction. Furthermore, we believe, making a donation towards the Cemetery's Perpetual Care Fund would reflect your understanding of the mutual interest we share in the future of the Cemetery; since by law, this fund is entirely designated toward the long term maintenance of the cemetery grounds once the cemetery is no longer active. There may be some misunderstanding of the legal status of the Cemetery as well. The Cemetery is a not-for-profit public entity and the Board is uncompensated. It is our understanding that it is not unusual for cities to make contributions to local NFP cemetery's that serve their communities.

5) Finally, we were pleased to know that the city will be considering renaming the Freeway Park as it becomes a newly branded entity. We don't have any specific suggestions, but it would be gratifying should it reflect the history of the 150-year-old "Brooklyn" cemetery rather than a State freeway.

Finally, we want to assure you that the Mound Cemetery Board looks forward to this fresh relationship we are building between the city and the cemetery. Should your City Attorney have questions, please feel free to contact our attorney, Michael D. Sharkey (952-525-6990), with the Cousineau, Van Bergen, McNee, Malone Law Firm.

Sincerely,

Michael W. Howe
President, Mound Cemetery

CC. Michael D. Sharkey
MCA Board

Attachment 9

MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF BROOKLYN CENTER AND MOUND CEMETERY ASSOCIATION OF BROOKLYN CENTER

This Memorandum of Understanding (this "MOU") is made this_____day of _____, 2019, by and between the City of Brooklyn Center, a Minnesota municipal corporation (the "City"), and Mound Cemetery Association of Brooklyn Center, a Minnesota public cemetery association ("MCA").

RECITALS

A. MCA owns and operates the Mound Cemetery (the "Cemetery"), located at 3515 69th Avenue North, Brooklyn Center, Minnesota (the "Property").

B. The Property consists of approximately 14.82 acres of real property, although not all the Property is used for the Cemetery.

C. On January 27, 1970, the parties entered into that certain Lease of Cemetery Land (the "Lease"), through which the City acquired the right to operate a public park on a portion of the Property known today as Freeway Park (the"Park").

D. The stated term of the Lease is for 75 years and, therefore, the Lease is scheduled to expire on December 31, 2044.

E. MCA completed a strategic planning process in 2012 and determined they would need to vacate the lease agreement with the City, prior to the December 31, 2044 expiration, for the Cemetery to continue offering end-of-life services to the community.

F. In December 2013, MCA formally requested the City vacate the lease agreement signed January 27, 1970 and "jointly coordinate transition of the Park property back to the Cemetery to be used for its original purposes",

G. The City is in the process of adopting a new Freeway Park Master Plan, and multiple options regarding the Park's future have been presented to the parties by ISG, the City's consulting engineering and architectural firm.

H. The ISG Freeway Park Master Plan option determined as most desirable to all parties is identified as Option 1, which is generally depicted on Exhibit A attached hereto, which would require the termination of the Lease, the conveyance of approximately one acre of the Property to the City, and the City's return of the remaining Park property to MCA. In anticipation of this conveyance MCA engaged Anderson Engineering to develop a Long-Range Phased Plan to develop the leased property as is depicted on Exhibit B.

MEMORANDUM OF UNDERSTANDING

In consideration of the mutual covenants hereinafter provided, it is hereby understood by the parties as follows:

1. The parties will negotiate in good faith a formal conveyance agreement, subject to approval by the Brooklyn Center City Council and the MCA Board of Trustees in accordance with law, to include provisions regarding MCA's donation to the City of approximately one acre of the Property, as generally depicted on the attached Exhibit A.

2. Upon execution of this MOU by both parties, the City will initiate the preparation of a professional survey of the portion of the Property to be donated by MCA so that the conveyance agreement can accurately identify the parcel to be subdivided from the Property and donated. The City will pay all costs associated with preparing said survey and MCA agrees to fully cooperate with the City, its employees, and its contractors, as the case may be, so that the survey can be duly prepared.

3. In addition to any other terms and conditions deemed appropriate and mutually acceptable to the parties, the conveyance agreement shall include, without limitation, terms regarding the following, subject to approval by each party's respective governingbody:

a. The formal termination of the Lease;

b. The City's commitment to rename the Park to better reflect the memory and legacy of the families who originally donated the Property to MCA, subject to city council approval;

c. The City's willingness to pay all costs associated with the closing, including the state deed tax, recording fees, title insurance premiums, if any, and title company closing costs;

d. The City's construction of a fence between the new City-owned park property and the Cemetery so that park visitors will not disturb the solitude of the Cemetery with the MCA owning the fence; and

e. The City's restoration of the Park property being returned to the Cemetery with appropriate soils and grass planting, as required in the Lease.

4. Nothing contained in this MOU shall be construed to terminate or otherwise amend or modify the Lease or its terms and conditions in any way.

[signature page to follow]

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding as of the day and year first written above.

THE CITY OF BROOKLYN CENTER

By: _____
Mike Elliott
Its: Mayor

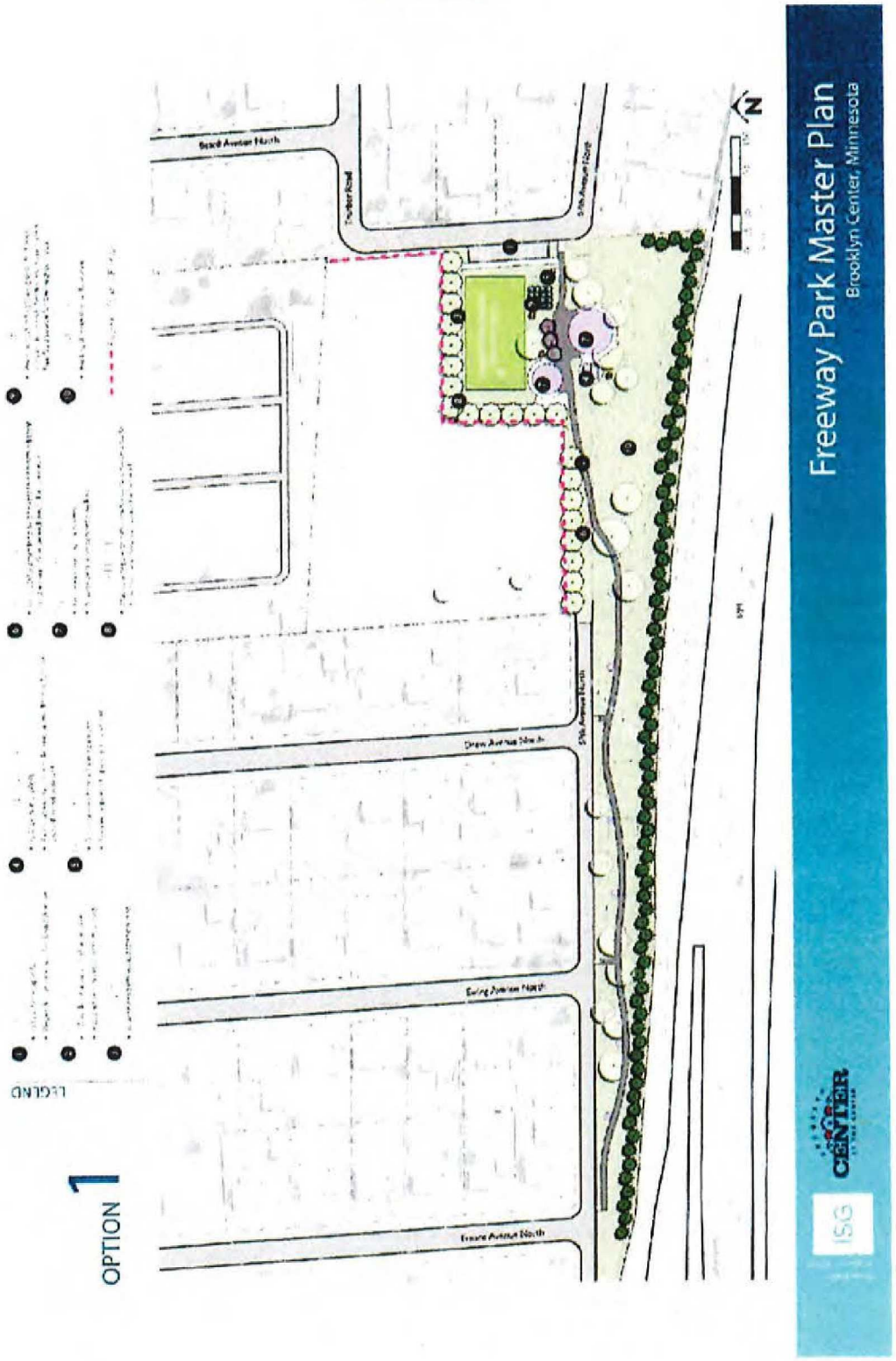
By: _____
Curt Boganey
Its: City Manager

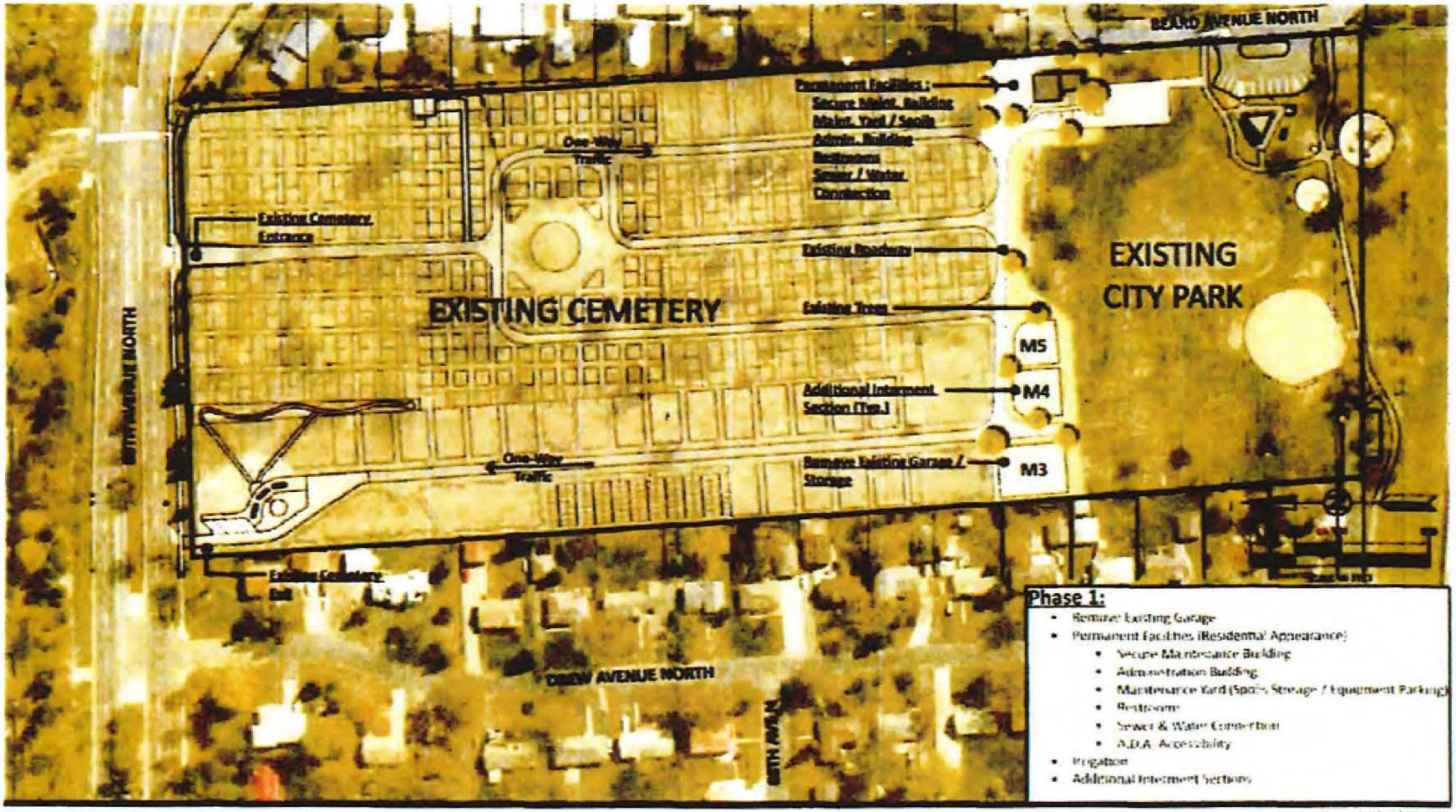
MOUND CEMETERY ASSOCIATION OF BROOKLYN CENTER

By: _____
Michael W. Howe

Its: President

EXHIBIT A


Freeway Park Master Plan
Brooklyn Center, Minnesota
OPTION 1
Bend Avenue North
Trueter Road
57th Avenue North
Drew Avenue North
58th Avenue North
Ewing Avenue North
Ensure Avenue North
ISG
CENTER

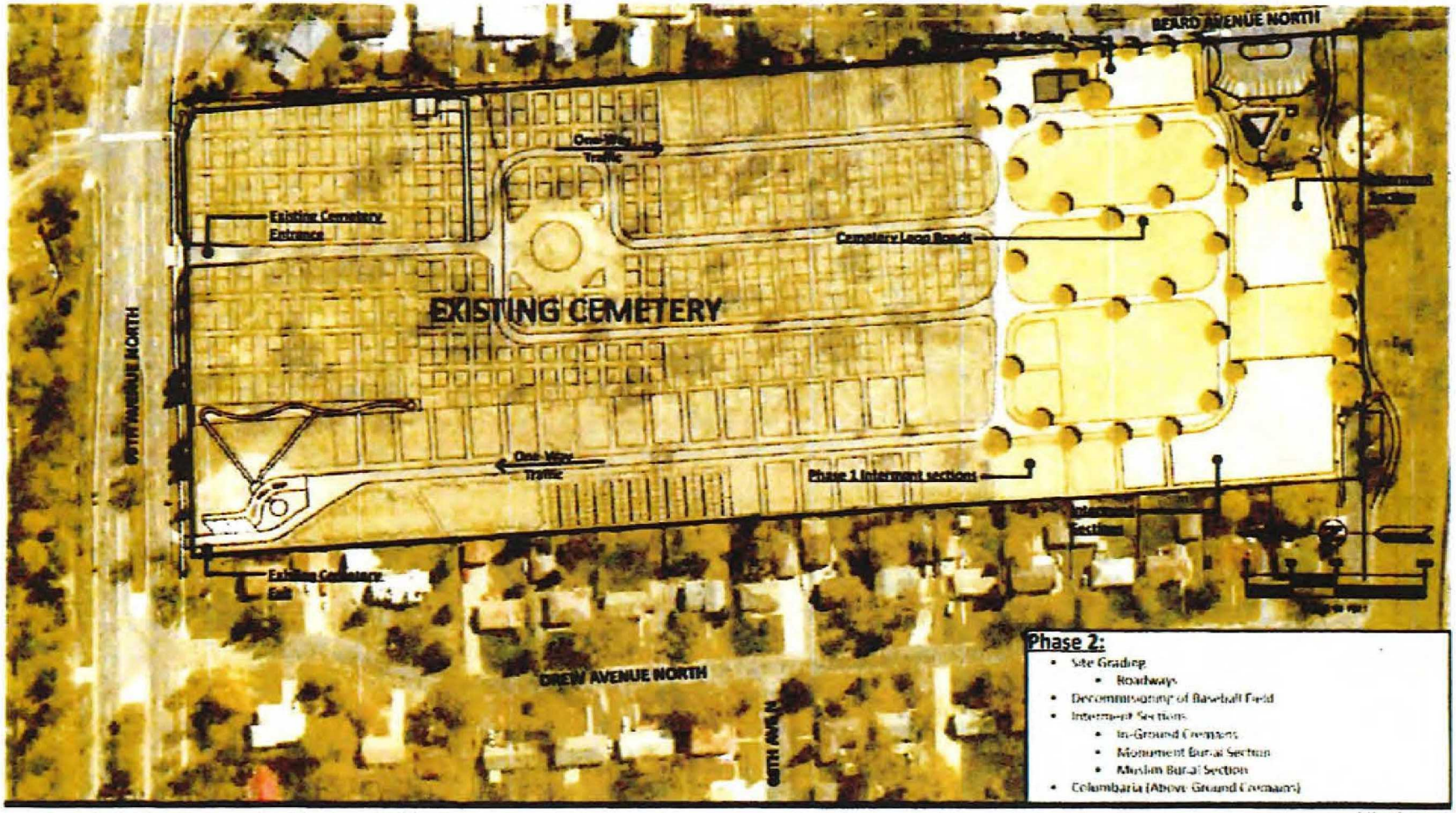


ANDERSON ENGINEERING

PHASE 1

1

EXHIBIT B



ANDERSON ENGINEERING

PHASE 2

2

Hennepin County Property Map

Date: 12/5/2019



No results

Comments:

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this data.

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Mike Elliott
Its: Mayor

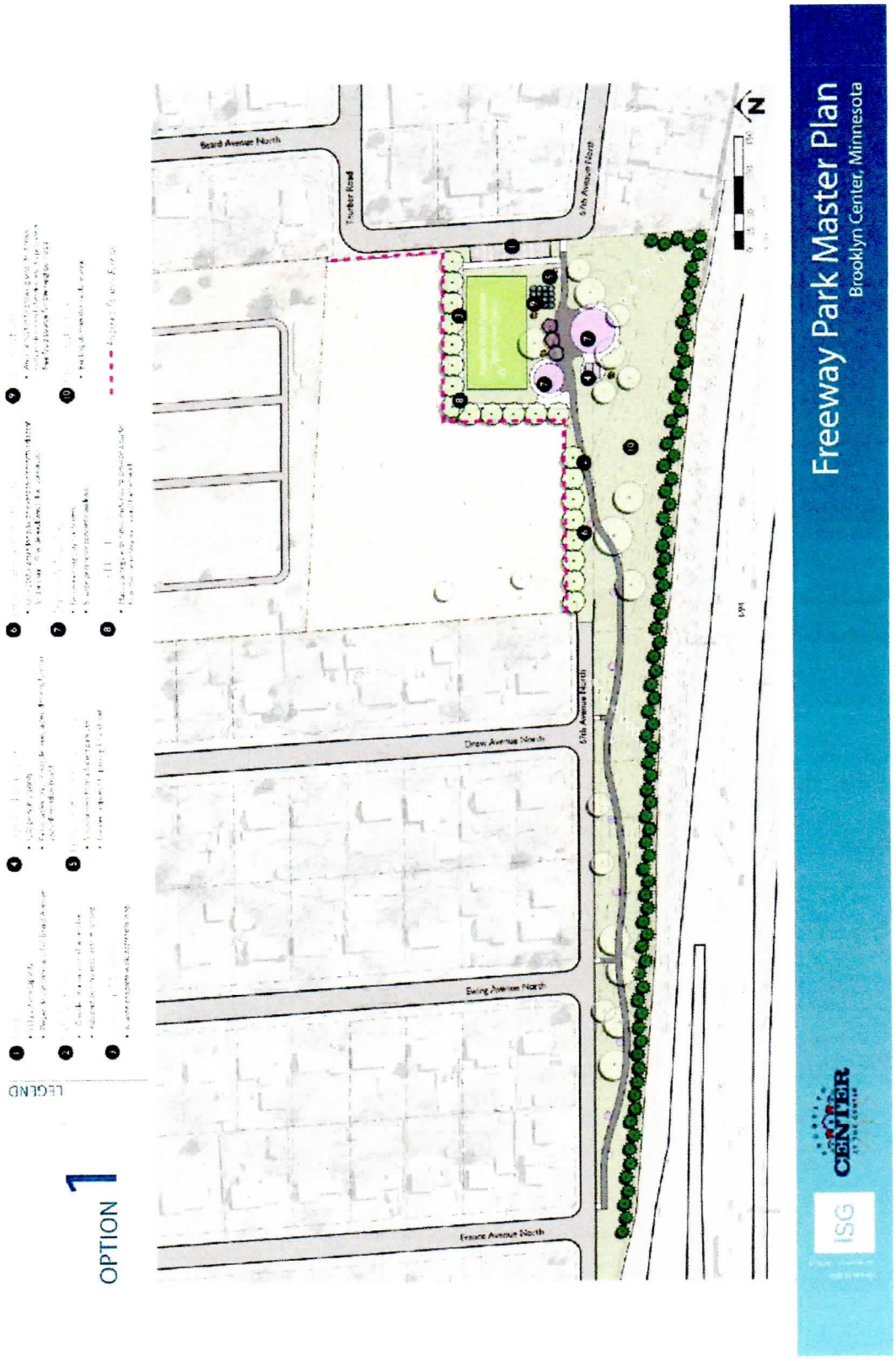
By: _____
Cornelius Boganey
Its: City Manager

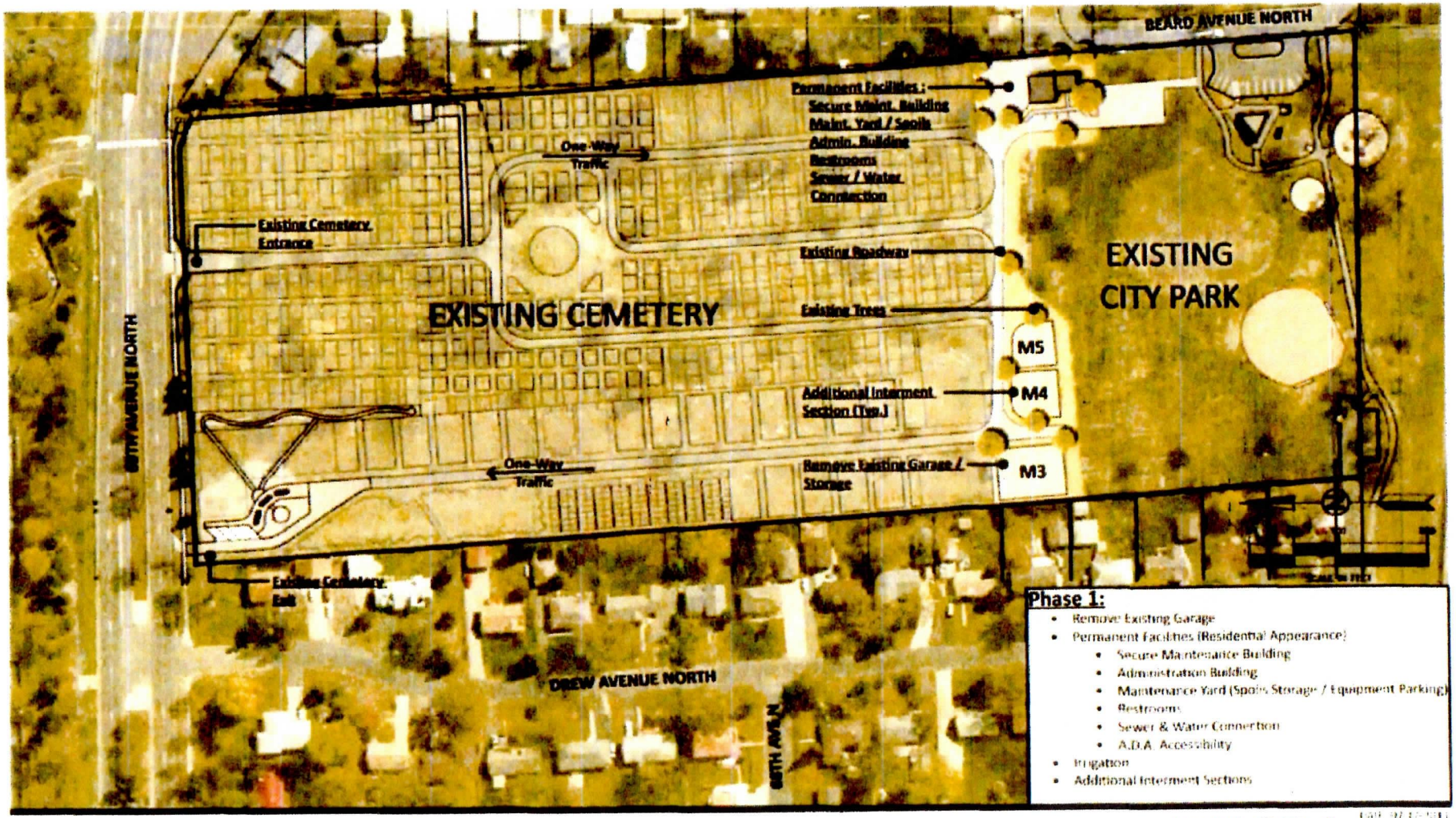
MOUND CEMETERY ASSOCIATION OF BROOKLYN CENTER

By: _____
Michael W. Howe

Its: President

EXHIBIT A


Freeway Park Master Plan
Brooklyn Center, Minnesota
OPTION 1
LEGEND
Bass Lake Road
Beard Avenue North
Trenton Road
57th Avenue North
Drew Avenue North
58th Avenue North
Ewing Avenue North
Fresno Avenue North
I-94
N
ISG
CENTER

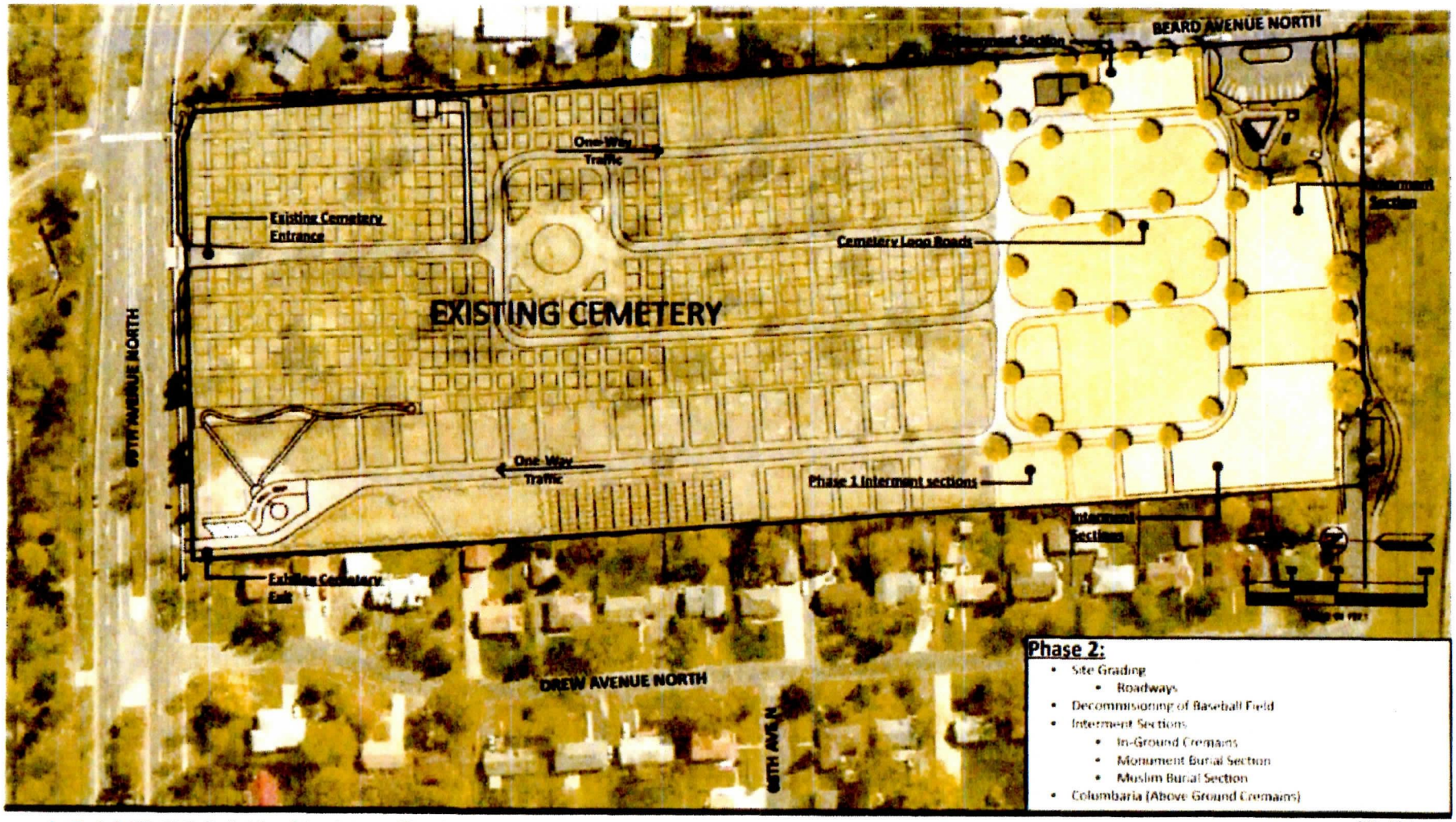


ANDERSON ENGINEERING

PHASE 1

1

EXHIBIT B



ANDERSON ENGINEERING
Anderson Engineering of Minnesota, LLC
Suite 100
Plymouth, MN

PHASE 2

2

MEMORANDUM - COUNCIL WORK SESSION

DATE: 1/13/2020

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: N/A

BY: Curt Boganey City Manager

SUBJECT: Curbside Residential Organics Recycling Options (20 minutes)

Recommendation:

- Provide feedback for staff regarding curbside residential organics recycling

Background:

ATTACHMENTS:

Description	Upload Date	Type
2020 Memo	1/8/2020	Cover Memo
Powerpoint	1/8/2020	Presentation

HRG Hennepin Recycling Group

- Crystal
- New Hope
- Brooklyn Center

To: Brooklyn Center City Council
From: Tim Pratt, HRG Administrator
Date: January 6, 2020
Re: Curbside Residential Organics Recycling Options

In late November 2018 the Hennepin County Board adopted a mandate that all cities in the county with more than 10,000 residents had to provide for access to curbside residential organics recycling collection by January 1, 2022.

The County wants to increase the diversion of organics material (food scraps and non-recyclable paper) from the trash into composting and other recycling options. Turning waste into a resource.

Recent trash composition studies by both the State and the County have shown that the largest component of our trash is organics. The percentage of our trash that is food scraps ranged from 15 – 31% and non-recyclable paper such as napkins and paper towels which could be collected in an organics recycling program made up 5.7 – 9.8%.

The Board of the Hennepin Recycling Group (HRG) which is comprised of the City Managers of the three cities reviewed three options to comply with the mandate and is making a recommendation to the city councils. The recommendation requires council action which I will detail later. First a review of the options.

Options for Offering Organics Recycling

HRG-wide Contract

Source separated organics are considered recyclable material under state law. Thus, HRG could expand the current curbside recycling program to include organics.

As part of our RFP process in fall of 2017, Waste Management offered to provide organics recycling service at an additional cost to be determined. They would provide service similar to how we provide traditional recycling service. All homeowners would be charged for the service, but they would opt in. Participants would put their organics in a compostable bag. Bags would then be put in a dedicated organics recycling cart that would be emptied by a dedicated truck. Organics carts are 32-gallons or smaller and are collected weekly year-round.

HRG could also issue an RFP for residential organics collection to solicit proposals from other companies. HRG could then enter into a separate contract for organics recycling.

Establish Organics Service as a Licensing Requirement

According to Hennepin County staff each city could change its licensing requirements for garbage haulers to mandate that they offer organics recycling service. Residents could then opt in as they do now for yard waste service. Given that currently only one hauler offers the service, it could be a while before other haulers are able to purchase the equipment needed. Also, there may not be route density for the haulers to offer the service cost-effectively.

Drop-Off Location
Residents can self-haul organics to the Hennepin County Drop-Off Facility in Brooklyn Park. This does not meet the mandate for curbside collection. Thus, the board decided not to pursue locating a drop-off location in the HRG cities.

Use of the Hennepin County Drop-Off Facility is an indication of potential interest. Here is a chart with the number of organics drop offs in 2018 by zip codes. This does not indicate the number of participants, just the number of times someone dropped off organics.

(Chart Four: Organics Dropped Off at Hennepin County in 2018

Zip Code	Number of Drop Offs
55422	89
55427	176
55428	80
55429	45
55430	34

HRG Board Recommendation

The Board is recommending that each city update its garbage hauler licensing to require haulers offer curbside residential organics recycling collection. This would require staff time to draft the updates, and to communicate with haulers and residents. But it would not require the time and expense of developing and rolling out a major expansion to the recycling program.

The HRG has received grant funding from Hennepin County designated for the promotion of organics recycling. The Board voted to use that grant to subsidize 50% of the cost of the first year of service for residents that sign up with their hauler for organics recycling service (up to $100 per household). The HRG will promote this subsidy program to increase awareness of organics recycling. There's more information on Hennepin County's Organics Recycling Incentive Grant program in the Appendix of this memo.

Updates to City Codes and License Applications
Requiring garbage haulers to offer organics recycling service will require each of the cities to change either their City Code, their garbage hauler licensing application or both.

Currently Brooklyn Center requires as part of City Code that garbage haulers offer yard waste service. The Council may wish to add a requirement to offer organics collection service.

Additionally, the Code contains outdated definitions for items such as garbage. For instance, garbage is defined as "putrescible animal and vegetable wastes resulting from the handling, preparation, cooking and consumption of food, and from the handling, storage and sale of produce…" The Green Step Cities program has developed a set of definitions that could be used to update the City Code.

The garbage hauler licensing form also includes outdated terminology and should be updated.

There is also a section of the code dealing with onsite incinerators (7-106) dating from the 1960s that should be updated.

Appendix – HRG Efforts to Promote Organics Recycling

The State began providing SCORE funding in 1989 to help counties establish and maintain residential recycling programs. Hennepin County has passed through that funding to its cities. Traditional papers, bottles and cans recycling programs are now mature with a dedicated source of funding from resident fees.

In 2017 the County changed its policy regarding distribution of SCORE funds to use a portion to create an Organics Recycling Incentive Grant program. This change means that HRG has been receiving smaller SCORE grants.

(Chart 1: HRG SCORE grant funding from Hennepin County)

Year	SCORE Grant
2013	$ 173,394
2014	$ 173,924
2015	$ 197,262
2016	$ 190,283
2017	$ 172,857
2018	$ 151,249
2019	$ 129,642
2020	$ 108,035

The organics grants have been distributed based on the number of households enrolled in an organics recycling program. Currently the only eligible option for HRG residents is to contract with Randy's Environmental Services for organics recycling since no other hauler offers the service. The current cost is $69.95 a year. As of September, there were few people signed up.

(Chart Two: Curbside Residential Organics Recycling Enrollees September 2019)

City	Enrollees
Brooklyn Center	14
Crystal	46
New Hope	40

Thus, we have received very little in organics incentive funds.

(Chart Three: Hennepin County Organics Grants to HRG)

Year	Amount
2017	$583
2018	$1,226
2019	$2,373

The grant funds may be used for program expenses, including the following:

- Discount to new customers
- Discount to existing customers
- Referral incentives
- City contract costs
- Education and outreach
- Compostable bags
- Kitchen containers
- Carts

In 2017 we used the money to pay for educational ads in the Sun newspapers serving each city.



In 2018 we experimented with an incentive program. We paid for a mailing to current customers of Randy's Environmental Services offering to split the cost of the first year of organics

recycling service. Randy's uses a patented co-collection method where residents put organics in a compostable bag. The bag is placed in the residents' trash carts. Randy's sorts trash at its facility in Delano to remove the compostable bags. The bags are then delivered to a composting facility.



Randy's Environmental Services
P.O. Box 169
Delano, MN 55328

The postcards were mailed to more than 2,000 customers in the three cities in March of 2019. As of the end of June, there have been seven customers that redeemed the offer.

The number of organics customers lags other cities using similar incentive programs. For instance, about 2% of Minnetonka residents subscribe to organics service. And our performance is significantly less that cities that have city-wide contracts such as Robbinsdale, Medina and St. Louis Park.

Next year will be the last year of the current funding agreement, and we have not received any indication from County staff what changes they may make to the agreement. But it would be prudent to believe that the County will continue to shift funding toward organics recycling and away from bottles, cans and paper recycling.

ORGANICS RECYCLING OVERVIEW

Brooklyn Center City Council

January 13, 2020

Hennepin County Mandate

2

- Revised Ordinance 13 in 2018 requiring cities to provide residents the opportunity to recycle organics curbside by Jan. 1, 2022.

- Increase awareness about organics recycling and the benefits of participating and assist cities in setting up their programs leading up to the requirement.



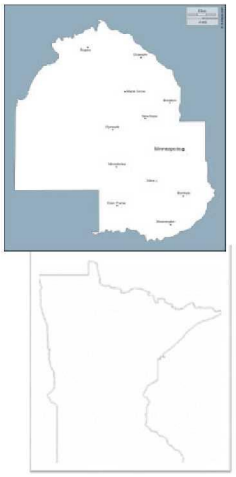
Why Organics

3

Organics is the single largest category in our trash

Food scraps ranged from 15% (Hennepin Co.) – 31% (Statewide)

Non-recyclable paper made up 5.7 – 9.8%



What Are Organics?

4

- Food Scraps (including meat and dairy)
  - •Fruits and vegetables
  - •Meat, fish and bones
  - •Bread, pasta and baked goods
  - •Eggshells
  - •Dairy products



- Non-Recyclable Paper
  - •Napkins and paper towels (not used with chemical cleaners)
  - •All paper, non-plastic lined plates and bowls (look for BPI certification)
  - •Food soiled paper, including pizza boxes, unlined take-out containers and egg cartons
  - •Facial tissue, tissue paper and other paper products with fibers too short to be recycled



What Is It Recycled Into?

5



Compost is used for:

- Landscaping
- Road Projects
- Fertilizer

There are abundant local markets

What Happens to My Organics video
https://www.youtube.com/watch?v=OAVA8eT-Zcw

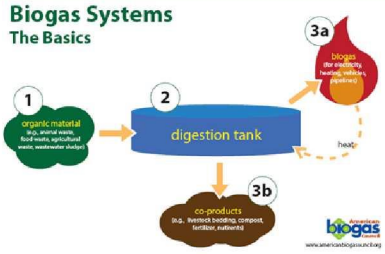
What Is It Recycled Into?

6

Anaerobic Digestion

"Anaerobic digestion is a collection of processes by which microorganisms break down biodegradable material in the absence of oxygen. The process is used for industrial or domestic purposes to manage waste or to produce fuels."

Source: Wikipedia



How Is It Collected

7

Two Program Types:

Everybody Pays, Voluntary Sign Up (Organized Collection)
(two variations)



Separate Cart and Collection Vehicle

Minneapolis, Robbinsdale, St. Louis Park https://www.youtube.com/watch?v=3bsGp0f5RBA



Compostable Bag Co-collected with Trash

Wayzata

How Is It Collected

8

Two Program Types:

Individual Contracts for Service (Open Collection)



Compostable Bag Co-collected with Trash – Minnetonka

Only one hauler in Brooklyn Center offers this. As of September 30th, 14 Brooklyn Center homeowners have signed up.

How Effective Is Each Model

9

- Minneapolis – 40% of homeowners enrolled
- St. Louis Park & Wayzata – ~30% enrollment
- Minnetonka – 2% enrollment



How to Proceed

10

- HRG board is proposing requiring garbage haulers offer organics recycling
- Would require updates to City Code and Hauler License application
- Board also proposed splitting the cost for first year of service up to $100 per household
  - Paid for with funding from Hennepin County

11

Questions...?

tim.pratt@brooklynpark.org
763-493-8120

MEMORANDUM - COUNCIL WORK SESSION

DATE: 1/13/2020

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: N/A

BY: Meg Beekman, Community Development Director

SUBJECT: Opportunity Site Update (30 minutes)

Background:

In accordance with the proposed timeline, a draft plan has been prepared for the Opportunity Site, incorporating community input from the first phase of engagement as well as ongoing conversations and input from the Working Committee.

The Working Committee has not reviewed this draft, but will do so at their next meeting. The purpose of this update and discussion is to provide the City Council with an opportunity to review the direction of the master plan draft and to provide any feedback and comments ahead of the next phase of community engagement work.

Attached to the memo is an executive summary of the draft master plan. A full copy of the draft master plan is being compiled and will be emailed out to the City Council ahead of the meeting. At the work session staff and the consultant team will go over highlights from the draft master plan and discuss any changes from the past version. City Council will have an opportunity to provide feedback on the work that has been done to date and direction on next steps for the roll out of the draft plan for community engagement.

The draft master plan contains significantly more content than previous versions of the plan. It breaks the plan into five categories or chapters; Vision; Public Realm; Access and Connectivity; Buildings and Development; and Implementation. Some elements are identified as placeholders since additional technical analysis and community input are needed in order to understand greater detail.

For example, the implementation section identifies targets, or goals, for the development. These include among others, affordable housing targets which are described as a range of overall affordability for the entire development. The implementation section identifies a path for developing a more detailed housing implementation plan, which will require more community input, a housing study, as well as a financial feasibility analysis to determine the final target percentage and specific affordability bands (ie; 30% AMI, 50% AMI, and 60% AMI). The final version of the master plan will contain the final target numbers, while this draft version contains placeholders and language which describes how the final targets will be identified.

Internally, staff and the consultant team debated if more technical and feasibility analysis should be completed before a draft master plan was made public. In the end it was decided that it was better to move forward with creating a draft plan with the information that was available in order to allow more community input into the process and to shape the feasibility work, rather than to wait until the plan was more fully formed to gather community input.

The next steps will be to present the draft master plan to the Working Committee for feedback and review. This input will assist with completing the community engagement products, such as the Meeting-in-a-Box tool, posters, and other handouts which are being prepared. The City has entered into contracts to assist with this next phase of engagement with ACER, Jude Nnadi, and the Organization for Liberians in Minnesota (OLM), and is negotiating a second contract for engagement with the Brooklyn Bridge Alliance. The focus of these contracts is to assist with reaching historically underrepresented and difficult to reach groups in the community, such as renters, youth, immigrant communities, West African communities, and African American communities. Staff is also reaching out to organizations to assist with engaging Lao/Hmong communities as well as Latinx communities. In addition, once the engagement tools are completed, community facilitators will be enrolled to conduct community conversations throughout the community on the topic of the draft plan and to solicit discussions and collect survey information on behalf of the city.

With the draft plan, Ehlers will begin work on a high level financial analysis which will look at the financial feasibility of the plan, along with identifying any funding gaps. Staff has asked them to provide high level analysis that will include reviewing the impact of including a certain percentage of mixed income housing as part of the development as well to see the affect that may have on the feasibility. A traffic study and stormwater analysis will also begin to identify any issues or impacts associated with the plan related to these items.

The input from the community engagement, along with the technical analysis work will be used to revise and shape the plan to ensure that it minimizes impacts and maximizes benefits to the community, infrastructure, and environment.

Policy Issues:

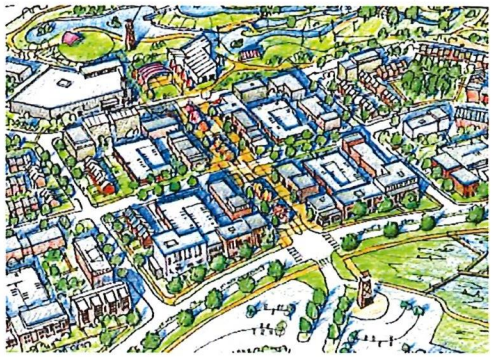
- Is the City Council comfortable with the direction the draft master plan is heading?
- Are there areas or elements of the draft master plan which the City Council has concerns about, or would like to see altered?
- Is the City Council comfortable with staff proceeding with the roll out of the draft master plan for community engagement and input?

Strategic Priorities and Values:

Targeted Redevelopment

ATTACHMENTS:

Description	Upload Date	Type
Executive Summary	1/8/2020	Executive Summary



Executive Summary

Background

Purpose

Brooklyn Center is a **city of the future.** The population is rich with diversity from around the world.

Brooklyn Center also brings strengths from its past. Its location is accessible and connected. And people still value its stock of affordable housing with convenient access to shopping and services.

Transitioning from the past to the future means transitioning spaces and places built for a previous era, that no longer meet current needs. It also means addressing past and current practices that excluded some people from benefitting from progress and opportunity, particularly people of color.

Redevelopment of the Opportunity Site is a **once in a generation opportunity** for Brooklyn Center to seize control of its future - to grow and change on it's own terms; and to celebrate all that is special about the community. Rather than re-branding a community through redevelopment, Brooklyn Center wants to grow in such a way that the **existing character is strengthened, not pushed aside for the sake of attracting new development.**

Brooklyn Center is a fully built out city. As such it relies heavily on redevelopment to grow, to enhance it's revenues, which enables it to invest in necessary services, infrastructure, and amenities which are essential to improving the quality of life of its residents.

This project is also important because it presents an opportunity for the City to **change the way** it has done development in the past. With land control and a strong position in the market, Brooklyn Center can define the public benefits of redevelopment **- on its own terms.**

The Opportunity Site



Planning Process Goals

- Defined timeline to take advantage of development opportunity
- Consistent with city goals and principles
- Process is grounded in data and best practices
- Provides direct access and benefits for city residents
- Authentic engagement to connect people with decision making
- Meaningful opportunities for the public to influence outcomes
- Transparency in decision making

Community Values Expressed in the Plan

- Diversity and inclusivity
- Affordability
- Health and Wellness
- Fiscal Responsibility
- Flexibility
- Community Pride
- Environmental Sustainability
- Local Benefit
- Counteracting Displacement

Public Engagement and Community Input

Throughout 2019, the project had over 1000 direct engagements with residents and community stakeholders. While participants were not asked to identify themselves directly, around 40% of participants were estimated to be people of color. By comparison, approximately 57% of the total population in Brooklyn Center, and 45% of the adult (18+) population, are people of color.

The Plan for a New Downtown Brooklyn Center

Concepts that Organize The Site

1 Trail and park connections to the expansive regional system



2 A spine to organize neighborhoods



3 Community Anchors to create a core to Brooklyn Center

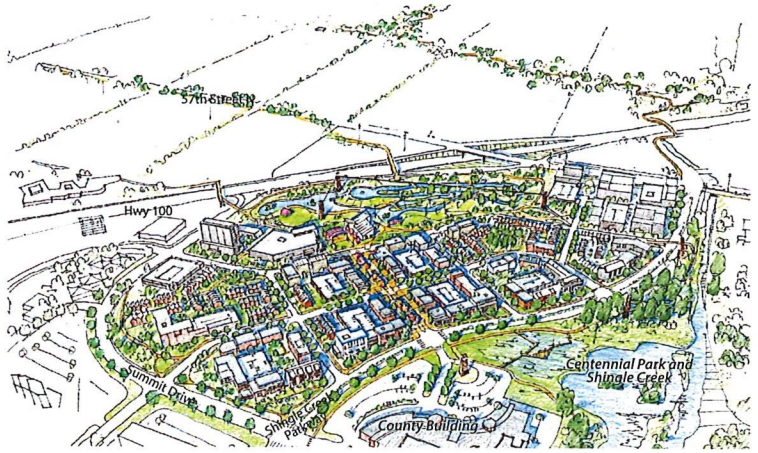


4 Local connections to make it easy to get to Downtown



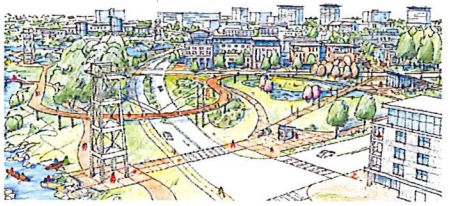
Downtown Brooklyn Center...

- Will be a place that represents ***all of what Brooklyn Center is*** and can become.
- People will choose to invest their time and energies in Downtown Brooklyn Center as much ***for what it is*** as for what it is near.
- Will contain a ***mix of uses*** that appeal to both current and future residents, entrepreneurs, and visitors of Brooklyn Center.
- Will have a significant amount of new medium and high density housing that helps diversify the City's housing stock - ***allowing residents to stay*** in Brooklyn Center and also attracting new residents.
- Will be a place that ***nurtures local businesses*** while also attracting new businesses that appeal locally and regionally.
- Will ***generate value to the City*** by leveraging its irreplaceable assets - proximity to the Park and civic buildings, centrality to the City and it's people, and access to the region.

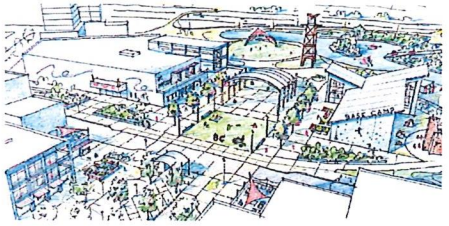




Main Street



Three Rivers Mini Park and an integrated Centennial Park



BC Plaza



Garden Street

Expected Outcomes of the Plan

Public Realm

Downtown Brooklyn Center will feature a system of open spaces, streets, trails and pedestrian areas that promotes healthy living, gathering, social mixing, and environmental responsibility

- An inclusive, accessible, welcoming and dynamic public realm that becomes a social and gathering center for the entire City.
- An "inside out" City that attracts people to spend time outside together throughout all seasons of the year.
- Recreational and leisure activities for all ages and abilities
- Connecting to and leveraging the potential of Centennial Park
- A green and active stormwater system that provides health, recreational, and environmental benefits to all

Shingle Creek, Centennial Park and a new Three Rivers Mini Park



Access and Connectivity

Downtown Brooklyn Center will have a transportation system that encourages walking and biking, is well connected to the region and reduces the need to own a car by providing safe, affordable, convenient and accessible options.

- Prioritizing pedestrians to create a walkable community
- Creating a safe and connected bicycle network
- Ensuring vehicular access to Downtown from throughout the City and the region.
- Establishing a network of streets that enables people to get round easily without the use of a car if they choose.

Earle Brown Parkway and a new recreational attraction



Housing & Economic Development

Downtown Brooklyn Center will feature building and development patterns that are compact, sustainable, and mixed - creating nodes and neighborhoods for people to live and enjoy at any stage of life

- Life-long neighborhoods for new and existing residents of Brooklyn Center to call home.
- Centers and Nodes that combine uses to become places to gather, a focus for local economic development and designed to evolve over time
- Spaces that create opportunities for local entrepreneurs and small businesses in the Downtown
- A range of buildings, development types, and land uses on a simple block pattern

Neighborhoods for new and existing residents of Brooklyn Center



Next Steps

FOCUS AREA 1 | Complete Environmental and Systems Planning

Private Sector
- City and lender required reports – environmental, survey, traffic, and geotechnical
- Plan development for submittal

Public Sector
- Report and analysis over and above developer baseline – AUAR
- TIF district determination

Community Partnership
- Traffic analysis related to Highway 100 ramps
- District stormwater approach with Shingle Creek
- Regional park and trail connectivity
- City Hall determination
- District energy/on-site generation concept

FOCUS AREA 2 | Establish Developer Agreement for Opportunity Site (Phase 1)

Private Sector
- City and lender required reports – environmental, survey, traffic, and geotechnical
- Construction for phase one development

Public Sector
- Public finance strategy
- Developer Agreement
- Infrastructure plans and construction for phase one needs – roads, utilities, lighting, public realm

Community Partnership
- District systems planning and improvements – stormwater, trails, transit
- Sustainable energy systems development – scope dependent on earlier planning

MEMORANDUM - COUNCIL WORK SESSION

DATE: 1/13/2020

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: N/A

BY: Meg Beekman, Community Development Director

SUBJECT: Housing Policy Framework (45 minutes)

Recommendation:

- *Consider the proposed housing policy framework, and provide direction relating to housing efforts.*

Background:

Housing and the policy issues related to housing have become some of the most pressing and important matters facing communities today. For most suburban communities, housing comprises a significant majority of a cities land use and tax base. Maintaining and preserving a safe, quality, and desirable housing stock is critical to a community's long term economic health. Further, a diverse housing stock which offers a wide range of housing choices and price points ensures that a community can be resilient through economic ups and downs as well as provide housing options for a diverse population throughout their lives.

In addition to maintaining a quality and diverse supply of housing, communities are more and more becoming focused on concerns regarding livability and accessibility of housing. The Twin Cities Metropolitan Area is currently experience record low vacancy rates. According to Marquette Advisors' midyear report from August 2019, the average vacancy rate across the seven-county metro area is 2.3 percent. Experts agree that a balanced rental market will typically see an average vacancy rate of around 5 percent.

The Twin Cities has been experiencing record low vacancy rates for several years now as are many metro areas throughout the nation. Severe housing shortages are being caused from spikes in construction costs, combined with unprecedented demand for rental housing as millennial and baby boomer generations are finding similar desires for lifestyles that offer more mobility and convenience over the debt and maintenance of home ownership. In addition, as the cost of living out paces incomes, for many families, home ownership may feel out of reach, and renting becomes the only choice.

The effect of low vacancy rates over time is increasing rents, a growing interest from outside investors, and landlords in a position to be choosier about who they rent to. This has borne out throughout the Twin Cities Metropolitan Area, with the average rent increasing nearly 8 percent year over year to a current unprecedented $1,254 per month. In addition, the Metropolitan Council continues to see a reduction in the number of landlords accepting Section 8 vouchers. According to the Metropolitan Council, landlords are citing the increased interest for their units from non-voucher holders as the primary reason for the change.

Yet another impact of the increasing value of rental property is the growing number of investors purchasing Class B or Class C rental properties, which are renting for naturally affordable rents, making cosmetic improvements, and increasing rents so that the units are no longer affordable. According to the Minnesota

Housing Partnership, the sales of apartment buildings in the metro area jumped 165 percent between 2010 and 2015. Often the change in ownership will also come with a change in policy related to criminal history, acceptance of Section 8 vouchers, or minimum income requirements, resulting in existing tenants being displaced from the property.

Brooklyn Center's Current Rental Housing

The result of the regional trends described above are being felt in Brooklyn Center. Vacancy rates in the community remain lower than the regional average, hovering around 2 percent. This is common in communities with more affordable rental units.

35 percent of Brooklyn Center's housing stock is comprised of rental units. Of those, about 8 percent are single family homes. The Community Development Department is preparing a summary report on the rental licensing program which includes a deeper analysis of rental housing in the City. This will be presented as part of a separate memo.

According to the Metropolitan Council, the following table indicates what is considered affordable rents in the Twin Cities Metropolitan Area:

2019 Rental Housing

# Bedrooms	30% AMI	50% AMI	60% AMI	80% AMI
Efficiency	$525	$875	$1,050	$1,400
1 Bedroom	$562	$937	$1,124	$1,499
2 Bedrooms	$675	$1,125	$1,350	$1,800
3 Bedrooms	$780	$1,300	$1,560	$2,080
4 Bedroom	$870	$1,450	$1,740	$2,320

*Rents include tenant-paid utilities

According to the Census American Community Survey indicates average gross rents in Brooklyn Center:

Average Rents in Brooklyn Center	
# Bedrooms	**Rent**
Studio	$760
1 Bedroom	$914
2 Bedrooms	$1,057
3 Bedrooms	$1,309
4 Bedrooms	$1,607
Gross Rent	$1,008
*2018 Census American Community Survey	

Average rents in Brooklyn Center are considered naturally occurring affordable because the market rents, based on the age and condition of the units make them affordable at around 50 percent AMI in the metropolitan area. Rents in Brooklyn Center are lower than the regional average. Approximately 90 percent of all of the housing units in Brooklyn Center are considered naturally occurring affordable housing (NOAH). While NOAH properties are considered affordable, they can be at risk of being lost as market demand increases and rents continue to go up. They can also experience disinvestment over time, causing deterioration, loss of value, and most importantly poor quality or unsafe living situations.

At present only 3.7 percent of units are considered legally-binding, or subsidized affordable units. Subsidized

affordable units are housing units which are required to maintain an affordable rent regardless of shifts in market demand. Due to their financing structure, they also are required to be maintained to a certain minimum standard. One of the goals of affordable housing advocates is to preserve existing NOAH properties by converting them to legally binding affordable units through NOAH preservation programs. With the construction of Sonder Housing, Real Estate Equities will be adding 270 units of legally-binding new affordable housing units to the city. These will be the first new construction multi-family housing units built in Brooklyn Center since 1971, and will increase the percentage of legally-binding affordable units to 6 percent.

The City's 2040 Comprehensive Plan identifies several broad housing goals
2040 Housing & Neighborhood Goals

- Promote a diverse housing stock that provides safe, stable, and accessible housing options to all of Brooklyn Center's residents.
- Recognize and identify ways to match Brooklyn Center's housing with the City's changing demographics.
- Explore opportunities to improve the City's housing policies and ordinances to make them more responsive to current and future residents.
- Maintain the existing housing stock in primarily single-family neighborhoods through proper ordinances, incentive programs and enforcement.
- Explore opportunities to incorporate new affordable housing into redevelopment areas that promote safe, secure and economically diverse neighborhoods.

In addition to these goals, the 2040 Comprehensive Plan identifies implementation strategies as well as resources and tools for achieving its housing goals. These are contained in Chapters 4 and 9, of the Housing and Implementation chapters respectively (attached).

Issue Identification
As engagement related to the comprehensive plan and various redevelopment sites have occurred throughout the community over the past few years, a number of issues, concerns, and priority areas have bubbled up related to housing. Many of these issues are identified in the 2040 Comprehensive Plan.

As it relates to housing policy within the City of Brooklyn Center, these issues can be categorized into two distinct topic areas:

1. **Housing choice** - What is the composition and condition of the current housing stock? What are the current market demands for housing? How does the city's housing stock relate to the market, and does the city have enough and the right type to meet current and future need?

2. **Affordable housing policies** - What can the city do to improve livability and accessibility to quality affordable housing for residents? What best practices exist to support an effective approach to addressing the need for affordable housing in the community? What policies are most effective to prevent displacement?

In order to address these topic areas related to housing, staff is proposing a framework plan which takes a comprehensive review of the City's housing policy approach, with an emphasis in key focus areas based on priorities issues which merit special attention.

The overall review would include identifying those housing issues which are currently surfacing in the community and prioritizing those which are most pressing. Issues which have broadly been identified that merit special attention include:

- Mitigating and preventing displacement of existing residents as the community redevelops
- Tenant protections

- Creating and expanding home ownership opportunities
- Fair housing policy
- Maintenance and preservation of single family housing stock
- Expanding housing options

Housing Policy Framework

In order to gather data and to identify the needs for additional housing choice in the community, staff is recommending working with a consultant to complete a housing study. A proposed scope of work for the housing study is attached to this memo. The study would include an analysis of regional trends effecting Brooklyn Center's housing, the city's existing housing stock, current rent trends, market demand and gaps analysis. The housing study is also proposed to include a tenant and home owner survey in order to ascertain whether residents are satisfied with their current housing options, and what housing choices they anticipate needing/wanting over time. The results of this analysis will assist with guiding land use and policy decisions as it pertains to housing stock and choice.

As it relates to the needs around affordable housing, policy approaches fall into one of three categories: 1) Construction of new legally-binding units; 2) Preservation of NOAH units; 3) Tenant protections

In April 2018, the City Council discussed several possible policies to address affordable housing issues. The memo from that discussion is attached to this report. Based on that discussion, Council directed staff to move forward with a Tenant Protection Ordinance, and in December 2018, the city adopted one.

Additional policies which address affordable housing topics are described below. Staff is seeking direction on which policies Council would like to move forward with, would like additional information on, or would like to wait on.

Inclusionary Housing Policy (Creation Policy) – These are a collection of policies which would either encourage or require new affordable units to be included as part of new market-rate residential development projects which receive public subsidy or other discretionary City approvals. Frequently it is in the form of a requirement that a percentage of units be affordable in a new residential development in exchange for public subsidy of the project.

- New developments such as those in the Opportunity Site would be required to include a certain number of affordable units.
- Inclusionary Housing policies ensure that new affordable units are added as market-rate units are built, thus ensuring mixed-income communities.
- Cities such as St. Louis Park and Minneapolis have found that in higher rent developments, a certain percentage of affordable units can be required without increasing the need for additional public subsidy. This is due to the higher than average market rents, which off-set the affordable units. In Brooklyn Center, as is true in communities with lower average rents, the cost of the affordable units would require additional public subsidies in order for a project to be financially feasible.
- Brooklyn Park recently adopted an Inclusionary Housing Policy. As part of their analysis they concluded that any amount of included affordable would create a financial gap in the project and require subsidy. The policy acknowledges this and projects will be looked at on a project by project basis to determine if the gap can be financed.
- Community input on the Opportunity Site has identified many community benefits and goals for the redevelopment in addition to affordable housing; affordable commercial space, a cultural center, civic space, event space, and a recreation center to name a few. All of these uses would require public subsidy in some form or another, not to mention the infrastructure needs of the site. Identifying affordable housing as a singular or primary goal of the development through an inclusionary housing policy inevitably elevates it above other community goals for the site.

NOAH Preservation Program (Preservation Policy) – A preservation program can be set up in various ways, but essentially how they work is to incentivize existing NOAH property owners into setting aside a percentage of rental units as legally binding affordable for a set period of time. The City would create a NOAH preservation fund and identify additional funding sources to grow it. Staff would work with existing property owners to provide a modest subsidy for building rehabilitation, which would then be combined with a 4D tax classification, also known as the Low Income Rental Classification Program (LIRC), to provide a property tax break, currently amounting to 40%. The result is the preservation of NOAH units through legally binding contract.

- The tax break would be proportional to the percentage of units which would be affordable, and not apply to the entire building.
- The LIRC/4D statute defines eligible properties as those which meet two conditions: the owner of the property agrees to rent and income restrictions (serving households at 60% AMI or below) and receives "financial assistance" from federal, state or local government. This presents the possibility of creating a "Local 4D" program in which qualifying properties receive the 4D tax break in return for agreeing to conditions which meet certain local government policy goals.
- The reduction in property taxes would not decrease the City's revenue from property taxes, as the funds would be distributed to all other properties; however, it would reduce that property's share of local property taxes.
- The amount of the tax break is a limiting factor as it equates to around $80/unit per year; however, the program may be an incentive for a property owner in a community where the market rents are already considered affordable, since they would not need to depress their rent rates.
- The city is estimated to have approximately $320,000 of Housing TIF #3 funds when TIF #3 decertifies at the end of 2021. These funds could be used to seed a NOAH preservation fund.
- NOAH preservation is a more cost efficient form of creating legally binding affordable units compared with new construction, and ensures families are not displaced from their homes. A NOAH preservation program, combined with efforts to support tenant protections could be highly effective at addressing community concerns about displacement. Further, staff could begin to work on setting up such a program in the near term, and begin to identify potential funding sources for it.

Fair Housing Policy (Tenant Protection Policy) - Title VIII of the Civil Rights Act establishes federal policy for providing fair housing throughout the United States. The intent of Title VIII is to assure equal housing opportunities for all citizens. Further, Cities as a recipient of federal community development funds under Title I of the Housing and Community Development Act of 1974, is obligated to certify that it will affirmatively further fair housing.

- The city of Bloomington's Fair Housing Policy is attached as an example. Many other cities within Minnesota have Fair Housing Policies that are written very similar to Bloomington's.
- At present Brooklyn Center does not have a Fair Housing Policy. It is staff's recommendation that this be addressed in the near term, and that the Housing Commission be tasked with reviewing and recommending a policy to be adopted by the City.

Review Rental Licensing through the lend of Tenant Protections (Tenant Protection Policy) - Nearly a third of the City's housing units are rental. With vacancy rates hovering near 3 percent, tenants are not in a favorable position when it comes to negotiating with landlords on lease terms or other accommodations. Nearly all of the City's multi-family residential is considered naturally occurring affordable housing (NOAH). This is primarily due to its age and condition. Brooklyn Center hasn't had new multi-family housing constructed since 1971, and so this particular housing type, like most in the City, is aging. Maintenance varies significantly depending on ownership, as does the quality of property management. Therefore, it is important to continue to monitor the City's NOAH properties through a robust rental license program. However, when the rental license program was established tenant protections was not the focus of the program. A review of the City's ordinances, policies, and procedures through the lens of tenant protections would ensure that the program is serving residents as effectively as possible.

- Community engagement strategies would be necessary to identify problems and potential solutions. Suggested engagement strategies include listening sessions with tenants and landlords; and engaging

stakeholders such as Homeline, Housing Justice Center, ACER, etc
- City staff have met with ACER, Homeline, and the Housing Justice Center and discussed some of the issues affecting Brooklyn Center residents already. In addition, the city's housing inspectors spend a significant amount of time interacting with tenants and landlords and understand the complexities of the issues. These resources can be drawn upon to further explore ways to make adjustments to the City's ordinances, policies, and procedures to ensure existing residents are provided safe, secure, stable housing and tenants are afforded protections under the law.
- Staff's recommendation is to move forward with reviewing the city's current policy and ordinance, and to begin to implement improvements. Tenant input could be incorporated into the tenant survey that is part of the housing study.

Single Family Housing Stabilization (Preservation Policy) - Approximately 86 percent of Brooklyn Center's single family housing stock is more then 40 years old. This is a significant portion of the City's housing, therefore it is important to track the condition of these older homes as they are at-risk of deferred maintenance. At the same time, well maintained older homes can be an important source of entry-level housing. When considering the type and age of housing in Brooklyn Center, the 2040 Comprehensive plan recommended the following programs:
- Housing study to assess the condition of the City's housing stock
- Home Ownership Program Assistance Program
    - Down Payment Assistance
    - Home Ownership Education
- Additional Low or No Cost Home improvement funding

Staff recommends moving forward with a review of the city's single family housing programs. The first part of which would be incorporated into the housing study.

Review of Additional Best Practices to Mitigate and Prevent Displacement - Housing Study and Impact Assessment - As was mentioned above, staff is recommending moving forward with a housing study in the near-term. Because issues around the impact of significant development on the city's existing housing, particularly around displacement and gentrification, have been raised in the community, staff is proposing to include within the housing study an impact assessment to evaluate the potential impact of the Opportunity Site in this way. The study would include a literature review of existing research on the topic of displacement and gentrification as it may pertain to Brooklyn Center, as well as case studies and best practices from other places that the community might draw from. The study, as the scope is currently proposed, would assist with providing an informed basis from which policy decisions can be made. The outcome of the study would allow us to identify additional policies and best practices which may forward the city's priorities around housing policy.

Implementation

Housing policy is both an urgent and important need in the community; however, staff capacity is also limited to address these issues in a timely manner. Some items identified above could be undertaken immediately such as the housing study and the creation of a fair housing policy. A NOAH preservation program may be a policy which could also be addressed in the near-term. Other items will take longer to address such as reviewing of the city's rental licensing ordinance.

The City of Brooklyn Park currently facilitates a housing stakeholder group with many of the same stakeholders which Brooklyn Center would very likely ask to participate in similar conversations. Rather than hold a second meeting each month, Brooklyn Park staff has suggested the two cities combine efforts with the group. This also offers the opportunity to share research and resources on topics which are likely to be of a similar nature in terms of housing issues.

It may also be valuable to create subject specific Housing Task Forces, over time, as each housing area is addressed. This can be vetting as work progresses. Not only would this allow greater community engagement, but also ensure that as various areas of focus are under review (i.e. tenant protections, single family preservation, multi-family preservation) that the right people are at the table to provide input and expertise.

Though, inevitably, task forces and committees take considerable staff time to facilitate and manage. Ensuring that any engagement that is done is intentional and on topics where input is warranted is critical.

Staff has identified 5 key areas to address over the next 18 months. Other priority areas may arise through continued engagement which would require an adjustment to this framework.

Tentative Time Line

1. Q1 2020 Fair Housing Policy
2. Q1 2020 Housing Study and Impact Assessment - Gaps analysis and identify best practices for anti-displacement
3. Q2 2020 NOAH Preservation program
4. Q4 2020 Tenant Protections
5. Q1 2021 Single Family Housing Stabilization

Next Steps

Staff recommends moving forward initially with the Housing Commission undertaking the review and drafting of a Fair Housing policy, which would then go to the City Council for final consideration. In addition, staff would recommend proceeding with the housing study and impact assessment as the initial step.

Policy Issues:

- What housing-related issues/topics do you see rising to the surface in the community?
- Are there any major elements you see needing to be addressed in the housing study in order to create a thorough baseline assessment of the City's housing stock?
- Should staff begin working with the Housing Commission on developing a Fair Housing Policy?
- Do you have any questions/concerns with the framework for a Housing Policy Plan as it has been laid out?
- Is the Council comfortable with moving forward with the housing study and gaps analysis?

Strategic Priorities and Values:

Resident Economic Stability, Safe, Secure, Stable Community

ATTACHMENTS:

Description	Upload Date	Type
Housing Fact Sheet	11/19/2019	Backup Material
April 9, 2018 - City Council Memo - Affordable Housing Policy	11/19/2019	Backup Material
Housing Study Scope of Work	11/19/2019	Backup Material
Example Housing Gaps Analysis	11/19/2019	Backup Material
Chapter 4 - Housing	6/10/2019	Backup Material
Chapter 9 - Implementation Chapter	10/22/2019	Backup Material
Fair Housing Policy Example	8/16/2019	Backup Material
Distribution of Naturally Occurring Affordable Housing Buildings in Hennepin County	11/20/2019	Backup Material

Brooklyn Center Housing Facts

11,764 total housing units in Brooklyn Center as of 2018

(*Source:* Metropolitan Council)

37% of all housing units are rental units (single family and multi-family residential)

(*Sources: Metropolitan Council; US Census; SHC)*

70% of housing units are single-family

(*Source:* Metropolitan Council; US Census; SHC)

86% of housing stock is more than 40 years old (over 10,000 units)

(*Sources:* US Census; SHC)

2019 Median Home Values:

$198,000 - Brooklyn Center

$298,400 - Hennepin County

(Source: Hennepin County Assessment Report)

35% of households are housing cost burdened, meaning they pay at least 30% of their incomes on housing

(Source: Metropolitan Council)

Housing stock fairly homogenous which results in lack of choice (e.g. most homes less than 1,500 SF)

27.6% of housing units are in multi-family residential buildings

(*Source:* Metropolitan Council; US Census; SHC)

All of the City's multi-family residential was constructed between 1960 and 1971

Since 2010, 21 single family homes, 34 senior units, and 158 assisted senior units have been constructed

93% of housing units are considered "naturally occurring affordable" with 5% of housing considered "legally binding" affordable (2017)

Median Gross Rent(2017):

Brooklyn Center - $962

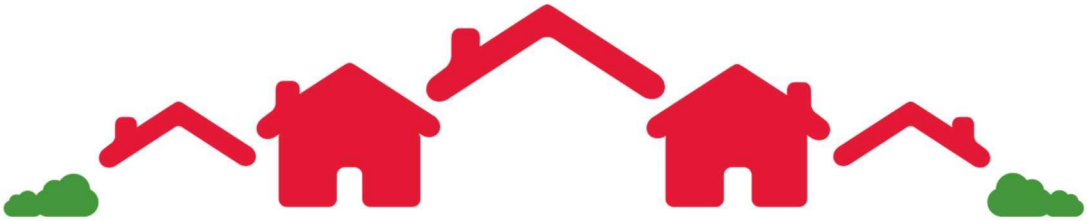
Metro Area - $1,001

(Source: 2013-2017 American Community Survey)

Metropolitan Council projects a demand of 2,258 new housing units in Brooklyn Center by 2040

One of the goals of the 2040 Comprehensive Plan is to promote a diverse housing stock that identifies ways to match the City's housing stock with its changing demographics

40% of households in Brooklyn Center have children (well above County and Metro Area)



City of Brooklyn Center | Community Development Department | www.cityofbrooklyncenter.org
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MEMORANDUM – COUNCIL WORK SESSION

DATE: April 9, 2018

TO: Curt Boganey, City Manager

FROM: Jesse Anderson, Deputy Director of Community Development

THROUGH: Meg Beekman, Community Development Director

SUBJECT: Affordable Housing Policy

Recommendation:

It is recommended that the City Council consider providing direction to staff regarding potential affordable housing policies for the City.

Background:

In May of 2017, the City Council received copies of emails forwarded by Councilmember Butler from African Career and Education Resource Inc. (ACER) requesting an opportunity to come before the City Council to discuss concerns about the need for affordable housing in Brooklyn Center. In addition Mayor Willson was in contact with a representative of Community Action Partnership of Hennepin County (CAPHC) regarding the same topic.

On July 10, 2017, by consensus the City Council directed staff to invite representatives from ACER and CAPHC to a future work session to present information and have a dialogue on the issue of affordable housing.

On August 14, 2017, the City Council received a presentation from ACER and CAPHC regarding the topic of affordable housing. At the presentation ACER and CAPHC advocated that the City consider adopting policies that would address the region's need for affordable housing, protect tenants, and help preserve naturally occurring affordable housing. The Council directed staff to bring the subject back to a future work session for discussion.

Regional Housing Trends:

The Twin Cities Metropolitan Area is currently experience record low vacancy rates. According to Marquette Advisors' midyear report in August 2017, the average vacancy rate across the Twin Cities metro was 2.4 percent. Experts agree that a balanced rental market will typically see an average vacancy rate of around 5 percent.

The impact of low vacancy rates over time has increased rents, a growing interest from outside investors, and landlords in a position to be choosier about who they rent to. This has borne out throughout the Twin Cities Metropolitan Area as rents have gone up throughout the region. The average rent at the end of July 2017 had increased 3.1-pecent year over year. In addition, the Metropolitan Council is seeing a reduction in the number of landlords accepting Section 8

vouchers. According to the Metropolitan Council, landlords are citing the increased interest for their units from non-voucher holders as the primary reason for the change.

Yet another impact of the increasing value of rental property is the growing number of investors purchasing Class B or Class C rental properties, which are renting for naturally affordable rents, making cosmetic improvements, and increasing rents so that the units are no longer affordable. According to the Minnesota Housing Partnership, the sales of apartment buildings in the metro area jumped 165 percent between 2010 and 2015. Often the change in ownership will also come with a change in policy related to criminal history, acceptance of Section 8 vouchers, or minimum income requirements, resulting in existing tenants being displaced from the property.

The region is also seeing a loss of smaller-sized rental properties (1-4-units). This is due, in part to single family properties converting back into owner-occupied as the market recovers from the recession, but also a growing number of local investors purchasing smaller properties and flipping them. While some of the proposed policies would impact single family rentals, the primary focus of affordable housing advocates and media attention has been on larger properties (40-units or greater).

Affordable housing advocates have identified potential policies designed to address these issues. The policies fall into one of three categories; 1) preservation policies designed to preserve naturally occurring affordable housing and prevent it from being flipped; 2) tenant protection policies designed to prevent or mitigate displacement; and 3) creation policies designed to create new, legally-binding, affordable housing that will replace the naturally occurring affordable housing that is being lost.

Brooklyn Center's Current Rental Housing:

According to the Metropolitan Council, the following table indicates what is considered affordable rents in the Twin Cities Metropolitan Area:

# of Bedrooms	30% AMI	50% AMI	60% AMI	80% AMI
Efficiency	$474	$791	$949	$1,265
1-Bedroom	$508	$848	$1,017	$1,356
2-Bedroom	$610	$1,017	$1,220	$1,627
3-Bedroom	$705	$1,175	$1,410	$1,880
4-Bedroom	$786	$1,311	$1,573	$2,097

*Rents include tenant-paid utilities

According to the Metropolitan Council, the following table indicates average rents in Brooklyn Center:

# of Bedrooms	Survey	5-Year Avg
Efficiency	$730	$744
1-Bedroom	$869	$801
2-Bedroom	$1,019	$925
3+ Bedroom	$1,281	$1,147

Brooklyn Center currently has 834 rental license holders. 713 of those are for single family homes. 71 of the licenses are for 2-4-unit properties. 24 are for properties with between 5 and 39 units. 27 licenses are for properties with greater than 40 units. There are approximately 4,300 rental units in the City. The average rents in Brooklyn Center are considered affordable for those making around 50 percent of the Area Median Income. Of the 11,608 total housing units (both rental and owner-occupied) in Brooklyn Center, 89.5 percent are naturally occurring affordable housing. There are currently 402 Section 8 voucher holders in the City.

Brooklyn Center currently has five apartment building that are legally-binding affordable housing, Ewing Square Townhomes (23-units), The Crest Apartments (69-units), Unity Place (112-units), Emerson Chalet Apartments (18-units), and The Sanctuary (158-units). Also, Lynwood Apartment (50-units) is currently applying for Certified Low Income Status, which would make it a legally-binding affordable property. This equates to 3.7 percent of the City's housing stock is legally-binding affordable housing.

Anecdotally, a recent phone survey of 34 Brooklyn Center landlords found a current average vacancy rate of 1.3 percent.

Rents in Brooklyn Center are currently very affordable compared to the region. Low rents may be contributing to the low vacancy rates. If the vacancy rates are in fact below 2 percent, and they remain that low over time, it would be reasonable to expect rents to increase. However, given the current low rents, even an increase in rents of 20-30 percent would result in rents still considered affordable for those making 60-80% AMI.

Affordable Policy Options:

Section 8 Ordinance (Tenant Protection) - Prohibiting discrimination against Section 8 voucher holders and other recipients of government programs. The policy would prohibit landlords from denying any tenants' application based on the applicant receiving government assistance.

Staff surveyed 34 Brooklyn Center apartments and found that 50 percent indicated that they do not accept section 8 vouchers.

Minneapolis recently adopted this ordinance, which allows applicants who feel they have been discriminated against to seek damages through the city's department of Civil Rights. The City of Minneapolis has an active lawsuit filed against them by 55 apartment owners over the legality of this ordinance. The lawsuit argues the mandate conflicts with state law and unfairly forces them to comply with requirements of federal housing voucher programs for low-income residents. It also says the law violates the Minnesota Constitution because it reduces their property values, forces landlords to enter into contracts and represents an unnecessary government intervention in their businesses. Landlords also claim that this could cause landlords to increase rent and/or application criteria as to price out Section 8 vouchers.

- Staff feels that if the ordinance is upheld by the courts, it could be a useful tool to ensure residents are not discriminated against based on their source of income; however additional review would be necessary related to the enforcement of the ordinance. Staff

recommends that the City monitor the Minneapolis lawsuit then review pending the outcome.

Notice of Intent to Sell (Preservation) – Rental property owners must give advanced notice prior to the sale of a rental property. This gives a preservation buyer an opportunity to match the purchase price. It would also give service providers additional time to relocate residents who would be displaced as a result of the sale.

Landlords would be concerned about delaying the closing of a property sale, which could have a negative effect on price. Preservation companies such as Aeon have expressed concerns that this could increase the competition for these properties, and thusly increase sales prices.

Enforcement would be difficult because the penalty would come after the sale has occurred. If the property has sold, the seller no longer has ties to the property so enforcing a citation could be challenging and may not be a deterrent. In a workgroup in St. Louis Park landlords stated that if there was a $1000.00 citation for selling without notice, they would likely still sell the property and pay the citation.

It is unclear who the seller would need to notify of their intent to sell and what would be done with that information once it was known. Who would decide what buyers could have access to the information? Who would be responsible for disseminating the information?

It is possible that this ordinance would dissuade investors, who may opt to purchase property in cities that do not have the additional requirements.

St. Louis Park is looking at an alternative ordinance related to tenant transition/protection would address the need for additional time to relocate tenants.

- Staff recommends that the city consider other options such as the tenant transition ordinance.

Tenant Transition/Protection Ordinance (Tenant Protection) – This would require a new owner of a naturally occurring affordable housing property to pay relocation benefits to tenants if the new owner increases rent, rescreens existing residents or implements non-renewals without cause within 3 months after the purchase. The ordinance has the effect of freezing lease terms for 90 days after the sale of a property. The purpose is to allow tenants three (3) months to relocate if necessary.

This ordinance wouldn't interfere with the sale of naturally occurring affordable housing, however; it would provide assistance to the tenants if necessary.

The ordinance would require new buyers to notify tenants within 30 days if substantive changes to the lease are forthcoming, giving tenants time to relocate if necessary.

St. Louis Park adopted the Tenant Protection Ordinance in March of 2018.

The policy could dissuade potential apartment buyers from buying in Brooklyn Center, who may opt to purchase a property in a city without this policy.

- Staff recommends that the City review this policy further to determine the legality of it, the enforcement mechanism, and what the specific impacts in Brooklyn Center might be.

Just-Cause Eviction (Tenant Protection) – Also known as Just-Cause Non-Renewal, this would require a landlord to provide a reason if they were going to not renew a tenant's lease that was expiring. Currently landlords must provide a just cause for eviction, which a tenant can appeal in court. There is no appeal process available to tenants who lose their housing due to non-renewal of lease.

Landlords see this as taking away a valuable management tool for dealing with problem tenants and have the unintended consequence of increasing the number of evictions filed and strengthening screening standards.

When St. Louis Park conducted their meetings with landlords and the Multi-family Housing Association, this ordinance received the strongest opposition.

The enforcement of this policy would be through the court system and would require a tenant to take legal action against their landlord via a lawsuit.

Of the 34 landlords surveyed by staff, the majority of evictions or non-renewals are the result of non-payment of rent or criminal activity.

The intent of this ordinance would be to protect tenants from being non-renewed in the event a new owner wants to empty a building in order to do a substantial renovation with the goal of increasing rents.

- Staff recommends that the City consider other options such as the tenant transition ordinance to protect tenants.

Inclusionary Housing Policy (Creation) – These are a collection of policies that could be adopted by the city which would either encourage or require new affordable units to be included as part of new market-rate residential development projects which receive public subsidy or other discretionary City approvals. Frequently it is in the form of a requirement that a percentage of units be affordable in a new residential development in exchange for public subsidy of the project.

New developments such as the Opportunity Site would be required to include a certain number of affordable units.

Inclusionary Housing policies ensure that new affordable units are added as market-rate units are built, thus ensuring mixed-income communities.

Cities such as St. Louis Park and Minneapolis have found that in higher rent developments, a certain percentage of affordable units can be required without increasing the need for additional public subsidy. This is due to the higher than average market rents, which off-set the affordable units. In Brooklyn Center, as is true in communities with lower average rents, it is likely that the cost of the affordable units would require additional public subsidies in order for a project to be financially feasible.

- If the Council would like to move forward with this police staff would recommend reviewing the feasibility of future development if an affordable housing policy is adopted.

4D Tax Breaks (Preservation) – Also known as the Low Income Rental Classification Program (LIRC), Minnesota provides a property tax break, currently amounting to 40%, to subsidized rental properties under LIRC, commonly referred to as the 4D program. There is the potential,

however, to extend 4D eligibility to certain currently unsubsidized affordable properties, without changing current law. This is because the LIRC/4D statute defines eligible properties as those which meet two conditions: the owner of the property agrees to rent and income restrictions (serving households at 60% AMI or below) and receives "financial assistance" from federal, state or local government. This presents the possibility of creating a "Local 4D" program in which qualifying properties receive the 4D tax break in return for agreeing to conditions which meet certain local government policy goals.

A government agency would need to provide a financial contribution to a rental apartment with a low income agreement placed on the property. The property could then be eligible to apply for 4D status. This would allow a landlord to make physical improvements to the property in exchange for affordable rents.

The reduction in property taxes would not decrease the City's revenue from property taxes, as the funds would be distributed to all other properties; however, it would reduce that property's share of local property taxes.

The amount of the tax break is a limiting factor as it equates to around $80/unit per year; however, the program may be an incentive for a property owner in a community where the market rents are already considered affordable, since they would not need to depress their rent rates.

Hennepin County is looking into a rehabilitation program for rental properties which would function similarly to the CDBG housing rehabilitation program, but be County funded.

The City could also look at funding a program for rental housing rehabilitation.

- Staff recommends working with the County to determine the feasibility of a County-led program. The City could also review EDA or TIF 3 Housing funds to determine the availability of funds for a city program that would provide rental housing rehab assistance in exchange for a 5-10 year affordability requirement. This could be set up as a per unit matching forgivable loan.

<u>Other Policies/Programs</u>

Identify buildings that are at-risk of being flipped. Reach out to owners of at-risk buildings and gauge their short and long-term plans. Help connect them with preservation buyers on a case-by-case basis.

Comprehensive Plan – the City is in the process of updating its Comprehensive Plan. If the preservation and/or creation of affordable housing are a priority for the City, it should be reflected in the City's Comprehensive Plan.

Education – Work with the Metropolitan Council to provide education on Section 8 voucher programs to dispel some of the negative perceptions of the program.

Policy Issues:

Does the Council believe that the information presented indicates a need for additional policy actions to address the concerns raised regarding affordable housing and the protection of tenant rights?

MEMORANDUM – COUNCIL WORK SESSION

Does the Council require additional information regarding these issues before concluding if further policy actions are necessary?

Which policies if any would the Council want brought back for further consideration?

Which policy does the council consider a higher priority?

Strategic Priorities:

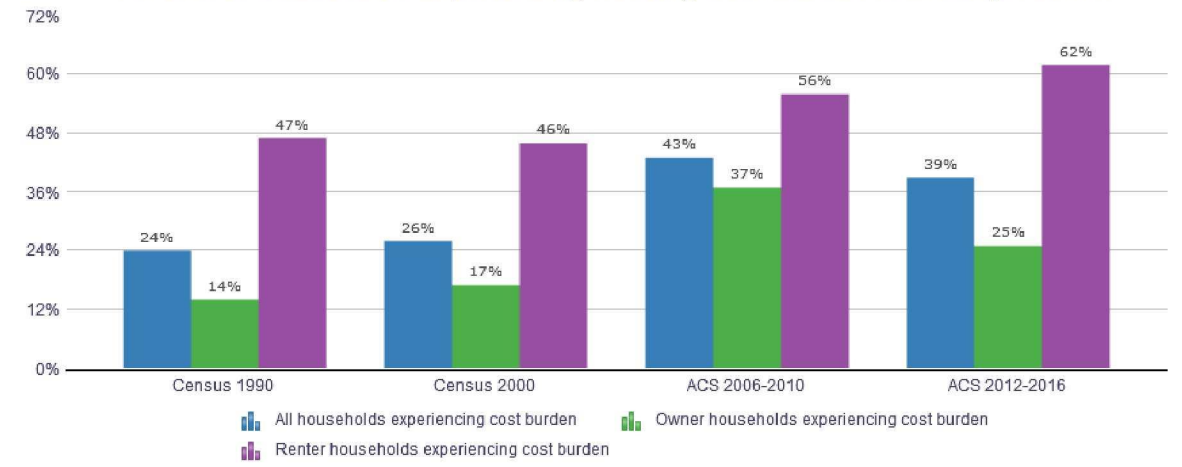
Resident Economic Stability

Attachments:
US Census Bureau Data
Metropolitan Council Land use Chart
August 14, 2017 Council Work Session Memo
August 14, 2017 Council Work Session Minutes
Housing Strategies Table Presented at Previous Work-Session
Mixed-Income Housing Policies among Neighboring Cities Table
Phone Survey of Brooklyn Center Apartments
Phone Survey of Brooklyn Center Single Family Property Management Companies:

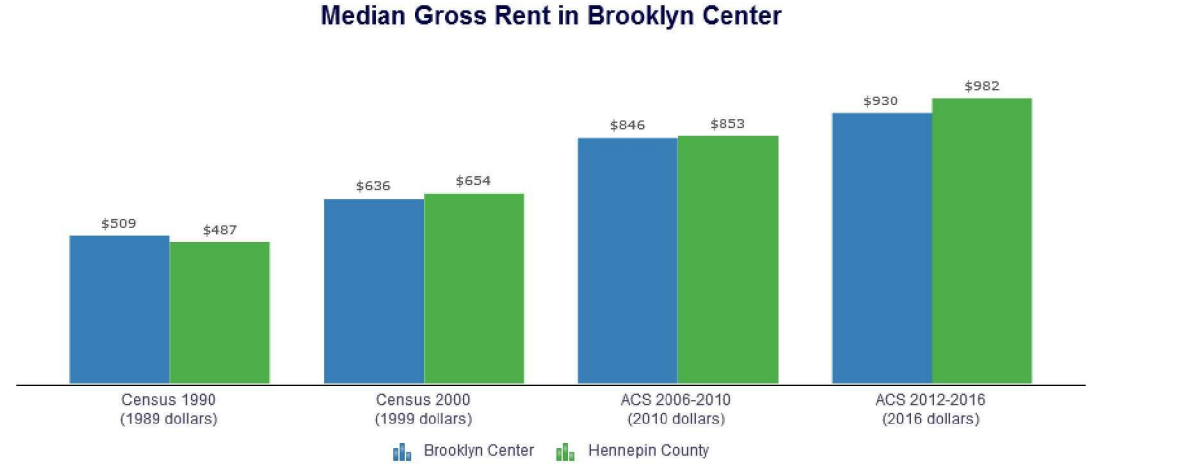
US Census Bureau Data:

Source: Certificate of Real Estate Value, Minnesota Department of Revenue.
Download chart data

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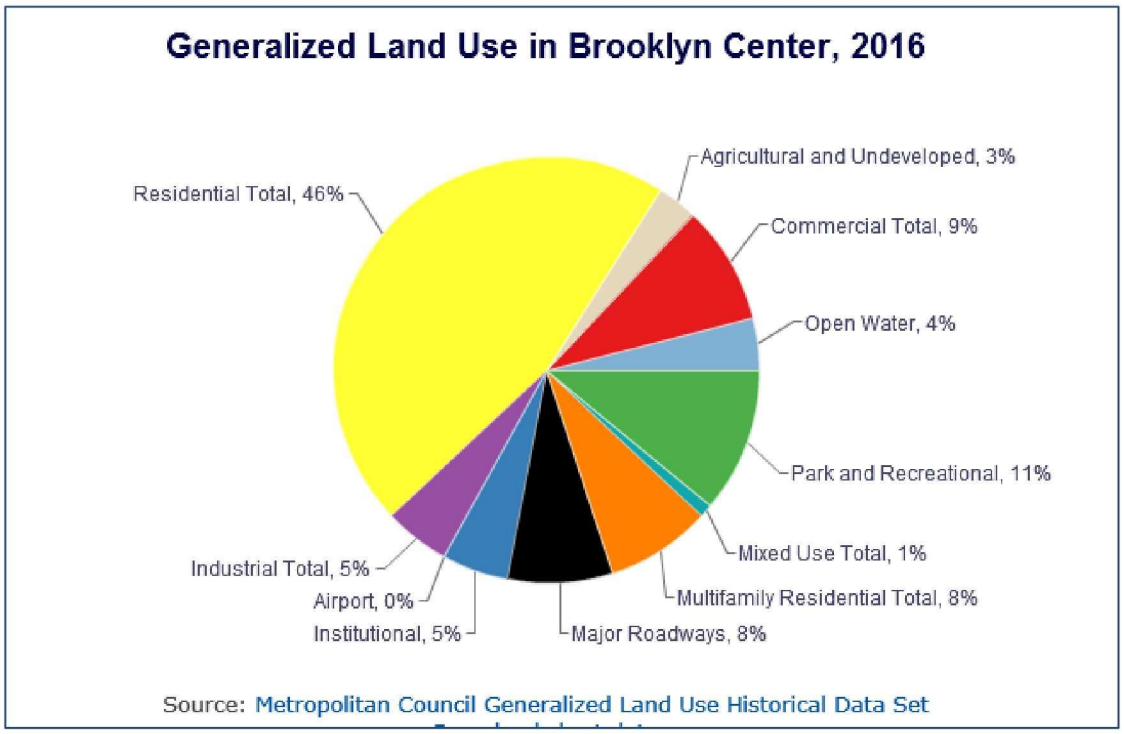


Source: U.S. Census Bureau Decennial Census and American Community Survey.
Households experience housing cost burden when their housing costs are 30% or more of their gross income. For renters, housing costs include rent and utilities; for owners, housing costs include mortgage principal and interest, property taxes, property insurance, utilities, and other fees. Use caution when comparing 1990 and 2000 data (which include only some households) to American Community Survey data (which include all households). See the metadata for more information.



Source: U.S. Census Bureau Decennial Census and American Community Survey.

Metropolitan Council Land Use Chart:



MEMORANDUM – COUNCIL WORK SESSION

DATE: August 10, 2017

TO: City Council

FROM: Curt Boganey, City Manager

SUBJECT: Affordable Housing Presentation

Recommendation:

It is recommended that the City Council receive the presentation/report and consider providing direction to staff.

Background:
In May of 2017 the City Council received copies of emails (attached) forwarded by Councilmember Butler from African Career and Education Resource Inc. (ACER) requesting an opportunity to come before the City Council to discuss concerns about the need for affordable housing in Brooklyn Center. In addition Mayor Wilson was in contact with a representative of Community Action Partnership of Hennepin County (CAPHC) regarding the same topic.

On July 10th 2017 by consensus the City Council directed staff to invite representatives from ACER and CAPHC to a future work session to present information and have a dialogue on the issue of affordable housing.

It is my understanding that these groups have collaborated in the past and will jointly present on the issue of Affordable Housing before the City Council. . As stated in the email from Executive Director, Munene the overall goal of the group is to enact or strengthen current policies that will preserve naturally occurring affordable housing, secure the rights and improve the living conditions of tenants living in affordable rental properties.

Enclosed with this report is a copy of Housing Strategies and Tools for the City Of Brooklyn Center (Exhibit A) provided by ACER and 3 Pillars of Affordable Housing Advocacy (exhibit B) provided by CAPHC. These documents represent some of the issues that will be presented to the City Council

Policy Issues:
Does the Council believe that the information presented indicate a need for additional policy actions to the address the concerns raised regarding affordable housing and the protection of tenant rights?

Does the Council require additional information regarding these issues before concluding if further policy actions are necessary?

How does the Council want staff to proceed regarding the issues raised about affordable housing and tenant rights?

Excerpt- July 10th 2017 City Council Study Session

Councilmember Butler referenced the document from African Career Education & Resource (ACER) and stated this group would like to present findings related to affordable housing and how the City can ensure that housing remains for those who need it. She asked that this topic be scheduled for a future Work Session agenda. Mayor Willson stated this is the second time the City Council has received this information, noting in the second report they correctly updated Brooklyn Park to Brooklyn Center. He stated he is not opposed to scheduling this topic for a future Work Session. Mr. Boganey asked how much time they will require. Councilmember Butler suggested 20 minutes plus time for questions. Mr. Boganey stated he will contact them to arrive at a date within the next 30 days.

The City Council consensus was to direct staff to schedule this topic for a future Work Session.

MINUTES OF THE PROCEEDINGS OF THE CITY COUNCIL/ECONOMIC DEVELOPMENT AUTHORITY OF THE CITY OF BROOKLYN CENTER IN THE COUNTY OF HENNEPIN AND THE STATE OF MINNESOTA

WORK SESSION
AUGUST 14, 2017
CITY HALL – COUNCIL CHAMBERS

CALL TO ORDER

The Brooklyn Center City Council/Economic Development Authority (EDA) met in Work Session called to order by Mayor/President Tim Willson at 7:59 p.m.

ROLL CALL

Mayor/President Tim Willson and Councilmembers/Commissioners Dan Ryan, Kris Lawrence-Anderson, April Graves, and Marquita Butler were present. Also present were City Manager Curt Boganey, Director of Business and Development Gary Eitel, City Attorney Troy Gilchrist, and Michaela Kujawa-Daniels, TimeSaver Off Site Secretarial, Inc.

AFRICAN CAREER AND EDUCATION RESOURCE, INC. (ACER) AFFORDABLE HOUSING – CITY MANAGER

Denise Butler, ACER Project Manager, Nelima Sitati Munene, ACER Executive Director, and Christine Hart with Community Action Partnership of Hennepin County Community Development provided a presentation on the background and purpose of this item.

Councilmember/Commissioner Ryan stated in the *Star Tribune* newspaper, there was an article on the issue of landlords deciding not to take Section 8 anymore and noted it is now in litigation. He stated in some of these cases they may need to wait to see how the items in litigation play out before they can decide how to proceed and help with these issues.

Mayor/President Willson asked what the State Legislature has indicated they are looking to do regarding the suggested local ordinances. Ms. Hart stated cities are still moving forward with these ordinances and then hoping the State makes some changes.

Councilmember/Commissioner Graves stated she believes there are some items they are already working on but there are a few she believes they could look at.

Mayor/President Willson stated he agrees with Councilmember/Commissioner Graves and also would like to explore and continue conversations on these issues. He stated at the Mayor's conference recently, they discussed the same issues and at a City level, they are being asked to look at the issues because it is closer to home and affecting their communities and then hopefully the state will follow suit.

Mr. Boganey stated the three policies that are being proposed are not new and have been used in other places. He asked how they choose these options and from their research, asked if it is their opinion that these are the most effective tools to address these issues being raised.

Councilmember/Commissioner Ryan stated he wished they had been here earlier this evening during the presentation by Brooklyn Alliance for Youth. He noted they discussed how to lift people out of poverty and make changes.

Mayor/President Willson asked if they would like to come back and speak further another time. Ms. Hart stated they would like to do that. Mr. Boganey noted he will add this to the agenda in the near future.

DISCUSSION REGARDING A LETTER OF INTENT WITH EBERT CONSTRUCTION FOR THE COMMERICAL DEVELOPMENT OF APPROXIMATELY 2 ACRES OF THE NORTHERN PORTION OF LOT 1, BLOCK 1, NORTHBROOK CENTER 2ND ADDITION (FOUR STORY, 112,000 SF COMMERICAL STORAGE BUILDING – 57TH AND LOGAN AVENUES NORTH) – MR. EITEL

Mr. Eitel Provided a presentation on this item with background and history.

Councilmember/Commissioner Ryan stated the change in the configuration of the roadway makes this site somewhat disadvantaged. He stated due to the problems they have had with this site he feels this would be something he agrees with.

Mr. Eitel stated this is a good site for this building in his opinion, brings income and not a lot of foot traffic, it is a win/win scenario, and noted it's a good-looking building.

It was the consensus of the EDA/City Council to move forward with this plan.

ADJOURNMENT

Councilmember/Commissioner Ryan moved and Councilmember/Commissioner Graves seconded adjournment of the City Council/Economic Development Authority Work Session at 9:47 p.m.

Motion passed unanimously.

Housing Strategies Table Presented at Previous Work-Session

HOUSING STRATEGIES & TOOLS FOR THE CITY OF BROOKLYN CENTER

Tools	Description	Opportunities	Challenges	Hennepin County Cities Considering
Identification of buildings; Document the problem	There should be an organized effort to track the most significant examples of this trend as well as identify buildings as soon as they come on the market (if possible before that). The City can also do a housing study that will identify the housing inventory and at-risk properties.	Brooklyn Center is at a great risk given the high percentage of naturally occurring affordable housing (NOAH). Identifying the multi-family housing in Brooklyn Center and documenting the problem gives the City more knowledge and ability to craft a strategic, outcome-oriented approach.		A number of cities have been doing housing studies and research on their housing inventory, particularly with the upcoming Comprehensive Plans.
Notice Period	The City must be given advanced notice prior to the sale of any building.	A Notice Period will give the City more to approach a preservation buyer to rehab the property and prevent displacement. In addition, the City can give service providers advanced notice in order to support tenants.	Developers will push back stating that it is restraining their ability to get the best price (i.e. buyers will lower the price if the market fluctuates in the 90 day time period.) Also, there could be a potential for the price to rise if there is a bidding war between a for-profit and a not for profit developer.	St. Louis Park, Golden Valley, Minneapolis, St. Paul, Bloomington, Richfield
Help preservation buyers to buy at risk buildings	Several of our non-profit housing providers are actively competing in the market for these properties, but they are disadvantaged in competing against for-profit purchasers on price and timing with the complex financial process. The City can help notify preservation buyers when they know properties will be up for sale. (e.g. Seasons Park).	Preservation buyers will keep the rents affordable while enhancing the property.	Preservation buyers often need at least a 90 day notice prior to the property being listed on the market in order to put together a competitive bid.	Many cities have relationships with preservation buyers, and there is frequent communication.

Right of First Refusal	When owners offer their buildings for sale, they would be required to notify tenants and the designated unit of government. Tenants or the government unit would then have a defined period of time to match the essential terms of the offer (price, timeline, etc.). If they are able to do so, they have the right to purchase the building themselves.	Prevents tenant displacement and can help a preservation buyer be competitive.	It can be hard to anticipate where these purchase opportunities will materialize, making it difficult to know where to push for local ordinances. Could get complicated determining what the offer's "essential terms" are.	Minnesota has a ROFR for manufactured home parks.
Local programs offering rehab financing in return for affordability commitments	Many cities, like Brooklyn Cente, have a supply of aging complexes that have deferred maintenance. Many managers of these complexes cite the costs of improvements as a reason to either 1) not make improvements or 2) increase the rents once improvements are made. Municipalities could offer rehab financing (low interest loans, forgivable grants) with commitments to maintain affordability over a set period of time. This could be done with CDBG dollars or in conjunction with Brooklyn Park's current Rental Rehab Program.	Preserves affordable housing units in the City as well as makes the property safe housing for residents.	Administration of the financing (could be done in conjunction with a local nonprofit), funds for the financing.	Bloomington- using their HRA levy money to put $50,000 every year for a NOAH fund to preserve developments. It has been proposed to
4d Property Tax Program	This is essentially a tax credit given to housing providers who receive a government subsidy, and in exchange provide a percentage of their units at affordable levels (60%/50% AMI) for a set period of time. It has been suggested to staff in Brooklyn Center and we would like to see this move forward.	Increases the number of new affordable housing units in the City.	Providing the pot of money for developers to tap into; the program is voluntary.	This is a program Richfield had when it was funded at the state level. That funding has dried up, and it seems that most people think 4D has gone away. However, the statute allows for "local subsidies."

Prohibition of Section 8 Discrimination	Changes to business practices in Brooklyn Park has resulted in a number of apartment properties not accepting Housing Choice Vouchers: (We are in the process of compiling the list of properties and will update this document and share it with you) This ordinance would say that properties cannot exclude applicants simply because they use a rent subsidy.	Voucher holders would not lose housing every time a building changes policies and practices. There would also more housing options available to voucher holders.	Oftentimes the challenge will be for the HRA to lessen the administrative burden on landlords participating in the HCV program. The challenge is minimal for the City.	St. Louis Park, Minneapolis, Suggested to Golden Valley, Bloomington, Eden Prairie and Richfield.
Just Cause Eviction	Just Cause Eviction protects tenants from eviction for improper reason as well as prevents involuntary displacement through lease non-renewals or notices to vacate. This would allow landlords to evict a tenant only for certain reasons, such as failure to pay rent or for violation of the lease terms. As an example, what we saw at Crossroads in Richfield could also happen in Brooklyn Center, where the new screening criteria was the reason many tenants' leases to not be renewed. Just Cause would allow these renters to continue living there until they break a condition of their new lease. It can be tied in with rental licensing.	Prevents involuntary displacement and protects tenants from eviction without a proper reason.		St. Louis Park, Minneapolis, Suggested to Golden Valley, Bloomington and Eden Prairie, suggested to Richfield.

Incentives to address landlord concerns about renting to certain groups of tenants	Risk Mitigation Fund is oftentimes associated with the Housing Choice Voucher program. This Fund can be created as a response to the extremely low vacancy rate and the disparity between cost of living and wages. It serves as a damage fund to supplement costs the security deposit does not fulfill. It also has been offered as short-term vacancy reimbursement.	Incentivizes landlords to participate in voucher programs, providing voucher holders with more access to housing options. Provides insurance to landlords for any monetary losses from potential damage to property.	Funding the RMF; perpetuating stigma that voucher holders cause more damage (no evidence to support this)	Minneapolis HRA, Metro HRA, Dakota County CDA; many models across Minnesota.
Inclusionary Housing	This policy would ensure that with every development that happens, there would be an inclusion of affordable housing. It also can be applied to rehabbed developments.	Increases the number of new affordable housing units in the City.	Only applies to new construction, therefore not addressing the need to preserve and maintain NOAH	St. Louis Park, Edina, Minnetonka, Golden Valley, Eden Prairie, Minneapolis, Richfield is considering and others have shown interest.
Increasing local government leverage through zoning	Brooklyn Center could structure its zoning so as to prevent an owner engaging in conversion actions from doing so before obtaining the city's zoning related approval.	Provides the City of Brooklyn Center with more leverage to intervene.		Minneapolis. Has been presented to Richfield.
Rental assistance	51% of Brooklyn Center households are cost burdened (ACS 2015). Rental assistance would lessen the burden by supplementing income, so housing costs are no more than 30% of income.	Residents would be able to afford housing costs without sacrificing other basic needs.	It is costly and unsustainable. As rent increases, rental assistance is insufficient and cannot serve as many households.	Hennepin County & a number of cities
Comp Plan: Include strong language and solutions regarding affordable housing	As Brooklyn Center completes its Comprehensive Plan, it is encouraged that the Plan has detailed solutions with strong language around the preservation of naturally occurring affordable housing. This plan will guide the City's housing efforts in the next ten years.	Strong language can positively guide the City's housing efforts in the next ten years.		A number of Hennepin County cities

Mixed-Income Housing Policies among Neighboring Cities

City	Policy/Program Type	Affordability Requirements	Affordability Period	Opt-out (alternative) options	Enforcement Tool	Other Notes
St. Louis Park (2015)	City financial assistance for new developments creating at least 10 multi-family units or renovation of an existing multi-family development with at least 10 units.	18% of total units in the development required at 60% AMI or 10% of units required affordable at 50% AMI. Families may remain in the dwelling unit as long as the income does not exceed 120% AMI.	25 year minimum (considering an increase).	Subject to City Council approval: ○ Dedication of existing units ○ Offsite construction near public transit ○ Participation in construction of affordable units by another developer within the City	Affordable Housing Performance Agreement between City and Developer prior to Zoning Compliance Permit being issued.	Implemented 2015 – 6/7 new developments triggered policy with 1,073 units and 281 affordable units produced. No development has used an opt-out option. Units must be located within the development and distributed throughout the building unless approved by City Council.
Edina (2015)	Re-zoning or Comprehensive Plan Amendment for all new multi-family development of 20 or more units.	10% of all rentable area at 50% AMI or 20% of all rentable area at 60% AMI.	15 year minimum.	Dedication of existing units equal to 110%, must be equivalent quality. New construction at a different site. Participation in construction of affordable units by another developer within the City.	Land use restrictive covenant. PUD ordinance states development must consider affordability.	City will consider incentives for developments with affordable housing including: Density bonuses, parking reductions, TIF, deferred low interest loans from the Edina Foundation, and Tax Abatement.
Golden Valley (policy approved in 2017; ordinance in coming months)	Market rate residential development with 10 or more units and receive: ○ Conditional Use Permit (ord.) ○ Planned Unit Development ○ Zoning Map Amendment (ord.) ○ Comprehensive Plan Amendment ○ Or Financial Assistance	15% of total project units at 60% AMI or 10% of project units at 50% AMI. Families may remain in the dwelling unit as long as the income does not exceed 120% AMI.	20 year minimum.	Equal or greater amount dedication of existing units.	Affordable Housing Performance Agreement. Mix of policy and ordinance.	City will consider incentives including: Minimum in 33% reduction in required parking spaces Minimum of 10% density bonus
Brooklyn Park	New market rate residential development with 10 or more units and receive: ○ Planned Development Overlay (ord. required) ○ Zoning Map Amendment (ord. required) ○ Comprehensive Plan Amendment Or Financial Assistance	15% of units at 60% AMI or 10% of units at 50%AMI or 5% of units at 30%AMI	20 year minimum.	Consider an alternative proposed by developer.	Affordable Housing Performance Agreement. Mix of policy and ordinance.	Units must be located within the development and distributed throughout the building unless approved by City Council.
Minneapolis (2002)	City-assisted housing projects of 10 or more units. City-assistance includes TIF, condemnation, land buy downs, issuance of bonds to finance project, pass-through funding, and other forms of	Varies based on funding source but generally is either 20% of units at 60% AMI or 20% of units at 50% AMI (AHTF)	15 year minimum.	None.		Only 1-2 projects have taken advantage of the incentive program since 2002. Currently engaging a consultant to develop an effective system.

	direct subsidy. Density bonus and parking reduction incentive					
Saint Paul (2014)	City/HRA assisted rentals and homeownership. Rental development in selected zones – density bonus incentive	Rentals – 30% of units affordable to households earning 60% AMI, of which at least one third will be affordable to 50% AMI, and at least one third will affordable to 30% AMI.	Rental - 10 year minimum .		Development Agreement	Voluntary/incentive density bonus is not being used so policy is currently being revised.
Minnetonka (2004)	City Assistance Voluntary/incentive based for all developments.	Rentals – 10% of units at 50% AMI for all developments, 20% of units at 50% AMI if using TIF funding.	30 year minimum.	Considered on a case by case basis.	Development Agreement.	Produced over 500 affordable units since 2004.
Eden Prairie	City Assistance Using a voluntary/incentive based approach for all developments; exploring adopting a policy.	City subsidy – 20% of units at 50% AMI. Voluntary/incentive – starts at 10% of units at 50% AMI.				
Woodbury (2012)	Voluntary/incentive based – density bonus policy	20% of units at 80% AMI or negotiated.	15 year minimum.			
Chaska	All developments that need City approval	30% of units at 80% AMI.				
Forest Lake (2014)	Voluntary/incentive based – density bonus policy	Negotiable				15% density bonus, flexible parking requirements.

Phone Survey of Brooklyn Center Apartments:

Apartment Name	number of Units	number of vacant units	Rent for a studio	Rent for a 1 bedroom	Rent for a 2 bedroom	Rent for a 3 bedroom	Rent for a 4 bedroom	Do you accept section 8	Has rent increased over the past 2years?	How much has rent increased?	Most common reason for Eviction or non-renewal
4819 Azealia	12	0		750	800			no new	yes	$15-50	non-renewal
5207 Xerxes	12	0	0	Ave: $750	Ave $850			Yes	yes	8%	Disturbance
5240 Drew	10	0			845-950			yes	no		police calls for service
The Avenue	36	0	755	929	1075			no	yes	5% each month	non-payment
Beard Ave	24	0		$895	1 fl-$1025, 2-3 fl $1075			Yes (Typically don't meet criteria)	yes	100 - 2bd - 1bd 75	smoke in units, police calls (pattern)
Brookside Manor	90	0			garden - $750 2-3 floor $800			yes	yes	$20	police calls, disturbance, non-payment
Carrington Dr	128	0	$735	$835-855	$945-975			no	yes	$50	disturbance, illegal activity, cleanliness, non-payment
The Crest	122	3 for end of march		$755	$935			yes	yes	50	non-payment, crime free addendum
Crossings - 6201 Lilac - 55+	81	4 (0 in past few years)	1181-1275 (1bd + den	1081	1190-1750			No (inherited)	yes	2-5%	rarely - non-payment
Crossings - 6125 Lilac - 55+	65			1150							
Earle Brown Farm	120	1		845-920	1010-190			No new ones	yes	3% increase	disturbance, non-payment
Emerson Chalet	18	0		737	870			yes	no		non-payment, 3 strikes
Gateway	252	3	775	850-875-895	995-1045			no	yes	50	late payment, police calls, unit maintenance
Granite City	72	0	849	949	1139			yes	yes	34-55	smoking
Granite Peaks	54	0	849	949	1139			no	yes	34-55	non-payment
Humboldt Courts	36	1	750		900-995			no	yes	75-95	non-payment
Lynwood - mark	50	0		895-925	1050-1190			yes	Yes	2-4%	non-payment of rent
Melrose Gates	217	0		919-949	1129-1159	1159-1189 2bd+1.5ba	1209-1249 2bd+2ba	no	yes	100	non-payment
River Glen	128	0		900	975-1000	1250		yes	yes	50-75	non-payment/late rent
Riverwood Estates	84	2		929	999-1050			no	yes	40	lease violation
Ryan Lake	22	1		800	800-1000			yes	yes	75	non-payment
Summerset	36	3		700	800-850	1150-1200		yes	yes	$50	non-payment, lease violations
Twin Lake North	276	3		950+	1105-1225+			yes	yes	5%	non-payment, behavior
Unity Place	112	2			904-909	970		yes	yes	30	non-payment
Victoria Townhomes	48	4				1340-1400		no	yes	40-60	tenant not renew

Phone Survey of Brooklyn Center Single Family Property Management Companies:

Management Agency	number of Units	number of vacant units	Rent for a studio	Rent for a 1 bedroom	Rent for a 2 bedroom	Rent for a 3 bedroom	Rent for a 4 bedroom	Rent for a 5 bedroom	Do you accept section 8	Has rent increased over the past 2years?	How much has rent increased?	Most common reason for Eviction or non-renewal
Prosperous	40	0			1050	1250	1450	1550	yes	yes	2-3%	non-payment
Urban homes	2					1300	1400	1500	Yes			NA
Juliana Koi	2	1				1350			no	yes	50	NA
Kathleen Freitag	4	0				1235-1325	1410-1450		no	no		non-payment; destruction of property
Tyang	1	0				1150			no	no		NA
Michelle Nyarecha	1	0				1170-1250			yes	no		non-payment; police violations
Nazeen	2	0			1000	1200			no	yes	5%	NA
Tracy Hinkemyer	7						1350-2000		no	no		NA
Dan tan	4	0			850-950				yes	no		non-payment drugs, noise

Proposed Scope of Work for Housing Study and Gaps Analysis

Understand Existing Conditions and Trends. Use Hennepin County and the Broader Twin Cities MSA as comparison points where that makes sense. Any overview of regional housing trends as well as forecasted regional housing demand will provide context to both the issues faced in Brooklyn Center as well as the market gaps that will surface. This includes attention to:

- Housing units by type, tenure, year built, senior/general occupancy, formal affordability status (Costar)
- Rent levels and trends, for recently built apartment buildings, and pre-2000 apartment buildings (Costar)
- Household housing costs and trends (these are measures of the affordability of Brooklyn Center housing, regardless of affordability status of the development) (Census, ACS)
    - Reported housing cost
    - Reported cost as a percentage of household income
    - Cost-burdened households
- Development trends (Costar, Brooklyn Park, Metropolitan Council)

Analysis of Likely Impact.

- Review of the literature on the impact of major area improvements on property values and rents—including local case studies such as Bottineau Housing Gaps Analysis —and apply the findings to Brooklyn Center's context. The goal would be to estimate the impact on rents due to the proposed development improvements, above what is happening due to general city-wide market trends, and to estimate how distant from the development improvements the impact extends.
- Conduct best practices research to include recent research and studies locally, including the work done by CURA and LISC on the topics of gentrification and displacement. Be sure to incorporate work that has local context.

Survey of residents. A survey should be conducted to augment data related to cost-burdened households. Work with the City to conduct a survey of renters in the community. work with the city to identify appropriate questions. Questions may include:

- Are you living in your desired area of Brooklyn Center? If not, what are your barriers to living somewhere else?
- What drew you to live in this rental property?
- Do you share rent with a partner or roommate?
- What percentage of your gross annual salary (before taxes are taken out) do you pay for rent?
- Do you anticipate your salary increasing steadily over the next 5 (or 10) years?
- Has your rent increased over the last 2 years? 5 years? By how much?
- Do you live in a studio, 1-br, 2-br, 3-br, or other?
- How would you rate you're the level of service you experience from your landlord/property manager? Has it increased or decreased in the last two years?

Best practices research. Look at actions cities have taken, locally and nationally, to mitigate the impact on residential housing costs that stem from area improvements. Goal will be to identify strategies and best practices that are available and could be employed in Brooklyn Center either by the City, or by its development partners as identified in the City/developer development agreements. (Such provisions can be, but need not be, referred to as a community benefits agreement.)

BOTTINEAU COMMUNITY WORKS

STATION AREA HOUSING GAPS ANALYSIS

June 2018











Prepared by

PERKINS+WILL

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Consulting Services

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consulting + planning

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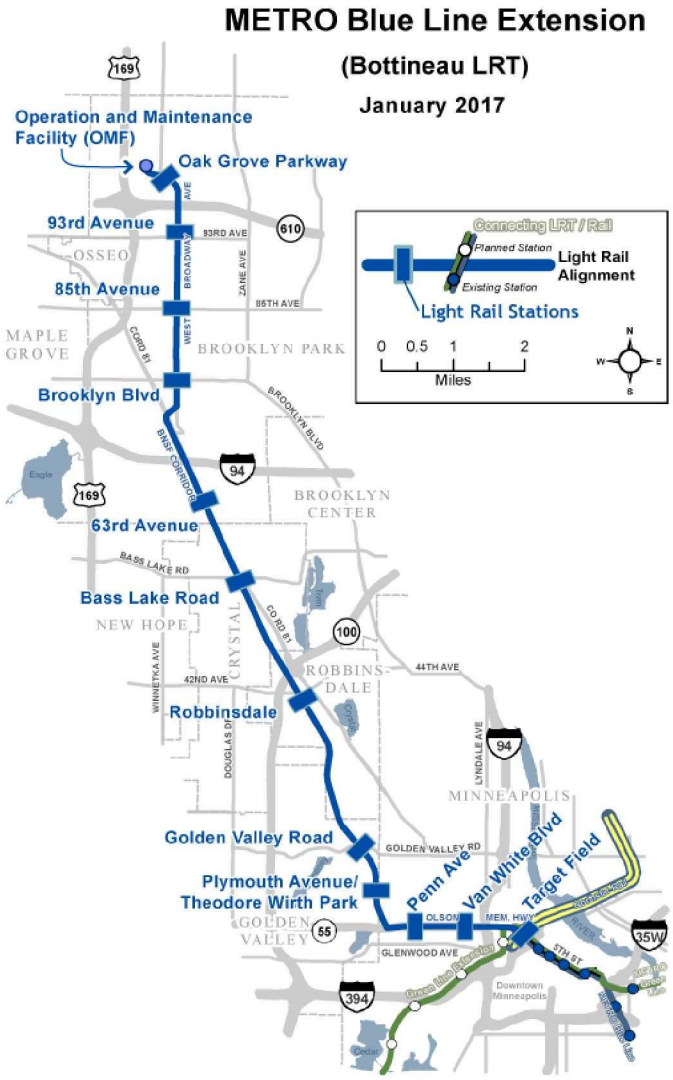
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INTRODUCTION

Purpose

The Bottineau Community Works Housing Gaps Analysis evaluates the existing and near term supply of housing along the Bottineau Corridor and compares it to important demographic and economic trends to determine whether there are critical gaps in the supply of housing. The METRO Blue Line Extension is a planned 13-mile light rail transit (LRT) line that will connect downtown Minneapolis to the communities of northwestern Hennepin County, including the neighborhoods of north Minneapolis, and the cities of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. The LRT will terminate near the Brooklyn Park campus of Target Corporation.

The METRO Blue Line Extension will be transformative by vastly increasing the mobility of people who live and work along the Corridor today, but also increasing the Corridor's accessibility to the entire region. As a result, demand for housing along the Corridor will increase substantially. Therefore, one of the main purposes of this study is to determine not only where existing housing gaps need to be addressed but also understand how future growth pressures may exacerbate those gaps. This second point means using this study to inform appropriate policy responses at the city level (i.e., zoning) in order to position each of the LRT station areas along the Corridor to be able to close any future housing gaps once the transit line is operational.



Source: Metropolitan Council

Report Format

This report is broken into seven major sections or chapters. The first two sections address characteristics of Bottineau Corridor's housing stock and household base. These sections mostly consist of data

from the US Census and other relevant secondary sources. It should provide the reader with a solid foundation of objective data with which to assess each station area's current housing situation. The third section is a brief review of the socio-economic trends affecting the demand for housing through 2040.

The fourth through sixth sections step beyond the quantitative analysis presented in the first three sections by providing the reader with qualitative data about the housing stock. It includes a summary of findings from a literature review of LRT impacts on housing costs, interviews with residential real estate agents, and interviews with community stakeholders regarding important housing issues and concerns.

The concluding section of the report builds upon the previous six sections. This is the gap analysis, which is an assessment of the types of housing needed in each station area in order to provide a full continuum of housing choice for its residents in a transit-supportive environment.

Data Resources

The majority of data presented in this report is secondary data from the US Census, including the decennial censuses from 2000 and 2010, and the American Community Survey (ACS), which is a rolling 1-, 3-, and 5-year survey of a statistically significant sample of the US population. For this study, the 2011-2015 American Community Survey was used for many variables.

In addition to the US Census, other data sources included each city along the Corridor, Hennepin County, Esri, CoStar, Minneapolis Area Association of Realtors, Twin Cities Senior Housing Guide, Housing Link, and apartment websites. Although these sources generally augmented the US Census data, in many cases they were valuable in either filling in holes not covered by or to corroborate the Census data.

Although these sources are judged to be reliable, it is impossible to authenticate all data. The analyst does not guarantee the data and assumes no liability for any errors in fact, analysis, or judgment. The secondary data used in this study are the most recent available at the time of the report preparation.

The objective of this report is to gather, analyze, and present as many housing components as reasonably possible within the time constraints agreed upon. The conclusions contained in this report are based on the best judgments of the analysts; Perkins+Will and its project partners make no guarantees or assurances that the projections or conclusions will be realized as stated. It is Perkins+Will's function to provide our best effort in data aggregation, and to express opinions based on our evaluation.

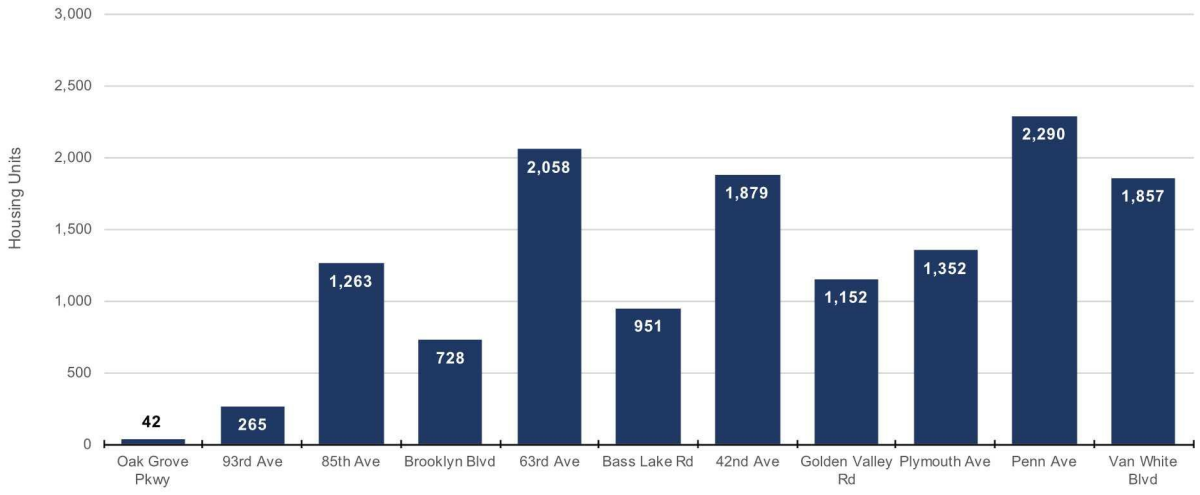
CHARACTERISTICS OF THE HOUSING STOCK

Total Housing Units

The amount of housing varies significantly from station area to station area. As of data from 2016, the station with the least amount of housing within ½-mile of a station is 93rd Avenue with 265 units and the most is Penn Avenue with nearly 2,300 units. This variation in the number of units is due to a number of reasons. For example, the Oak Grove Parkway station area is mostly vacant and undeveloped. Other station areas are dominated by non-residential land uses; the Brooklyn Boulevard and Bass Lake Road station areas contain large shopping centers; 93rd Avenue has significant industrial and office uses; and the Golden Valley Road and Plymouth Avenue station areas are dominated by Theodore Wirth Park.

Generally, though, the number of housing units within a ½-mile radius of a given station tends to decrease from south to north along the Corridor largely because older areas of the Corridor (in the south) were originally developed at higher densities compared to newer areas of the Corridor (in the north).

Figure 1: Total Housing Units by Station Area (1/2-Mile Radius)[1]



Source: US Census, ACS 2011-2015 Estimate

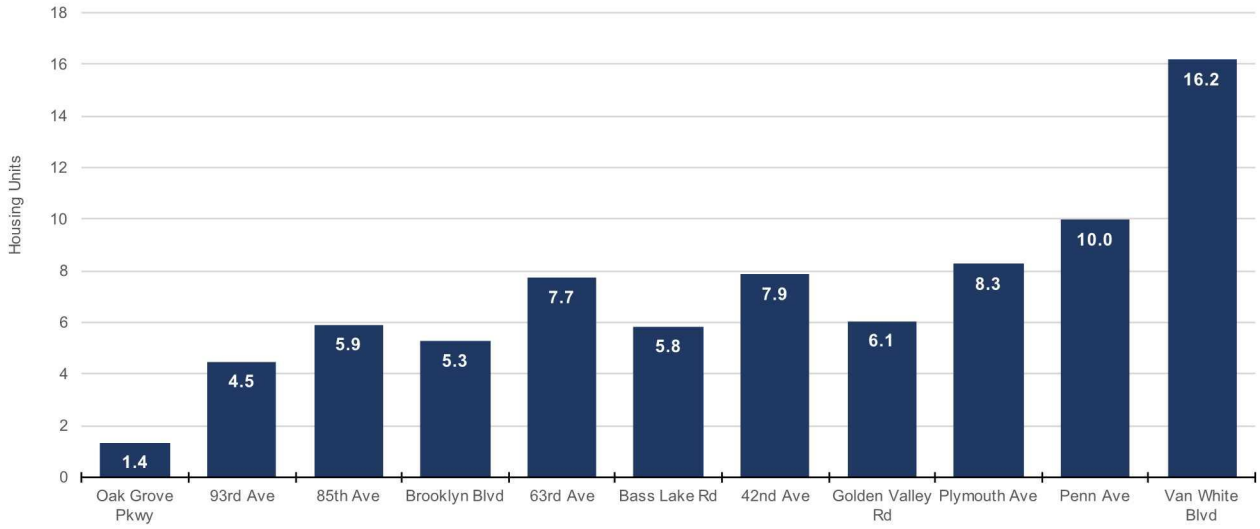
1. The 42nd Ave Station Area noted on all figures has been renamed to "Robbinsdale Station Area" or "Robbinsdale" station. The Station name change has been updated and noted within the text, tables and maps of this report.

Housing Unit Density

The density gradient is more obvious when non-residential land uses are subtracted out of the ½-mile radius. Figure 2 shows how density of housing per acre starts high in the Van White Boulevard station area and then decreases rapidly once the station areas are outside of the city of Minneapolis. Most station areas have a residential density of between five and eight units per acre.

For comparison purposes, density along the Green Line in Saint Paul between Lexington Avenue and Rice Street ranges between 10 and 14 units per residential acre. Many newer multifamily developments located along either the Blue or Green Lines often have more than 60 units per acre.

Figure 2: Housing Units per Acre of Residential Land (1/2-Mile Radius)



Source: Met Council; SHC; Perkins+Will

Structure Type

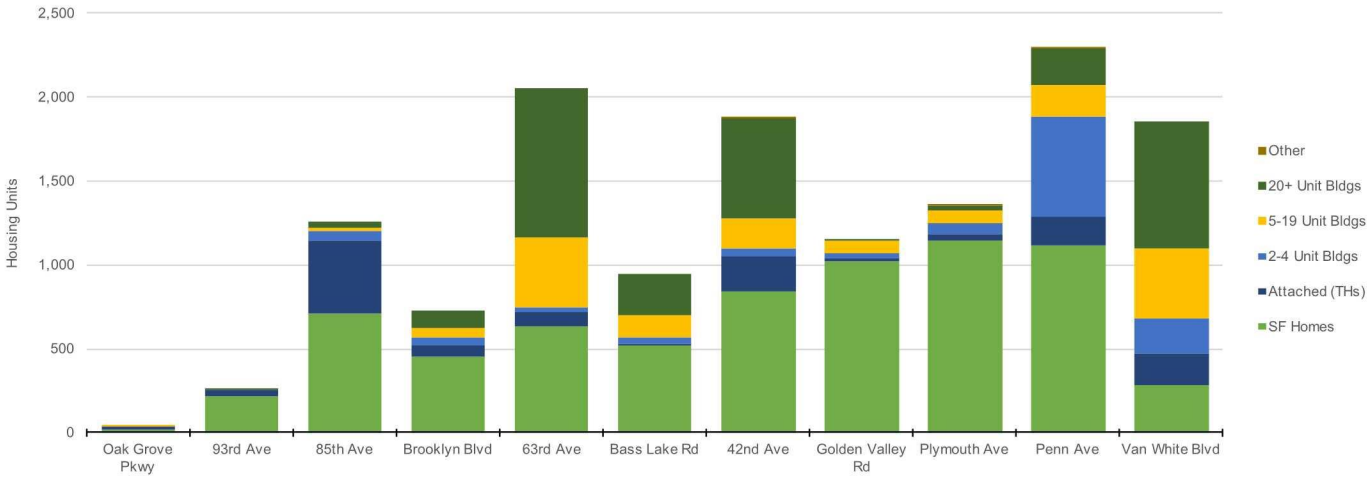
Housing is not monolithic. It often comes in a variety of shapes, sizes, and structure types. The number of housing units in a given building is a basic way to differentiate housing types.

There is a great deal of variety among the station areas along the Bottineau Corridor. In several station areas, larger multifamily buildings account for a significant proportion of units, especially in the 63rd Avenue, Robbinsdale, and Van White Boulevard station areas.

The presence of large multifamily buildings is also correlated with a higher density of units. The Penn Avenue station area, however, is able to achieve the highest overall density despite having more units in

smaller multifamily buildings compared to larger multifamily buildings. Other station areas, however, can often have a dominant housing type, such as Golden Valley Road and Plymouth Avenue, where nearly all of the units are detached, single-family homes.

Figure 3: Housing Units by Structure Size (1/2-Mile Radius)



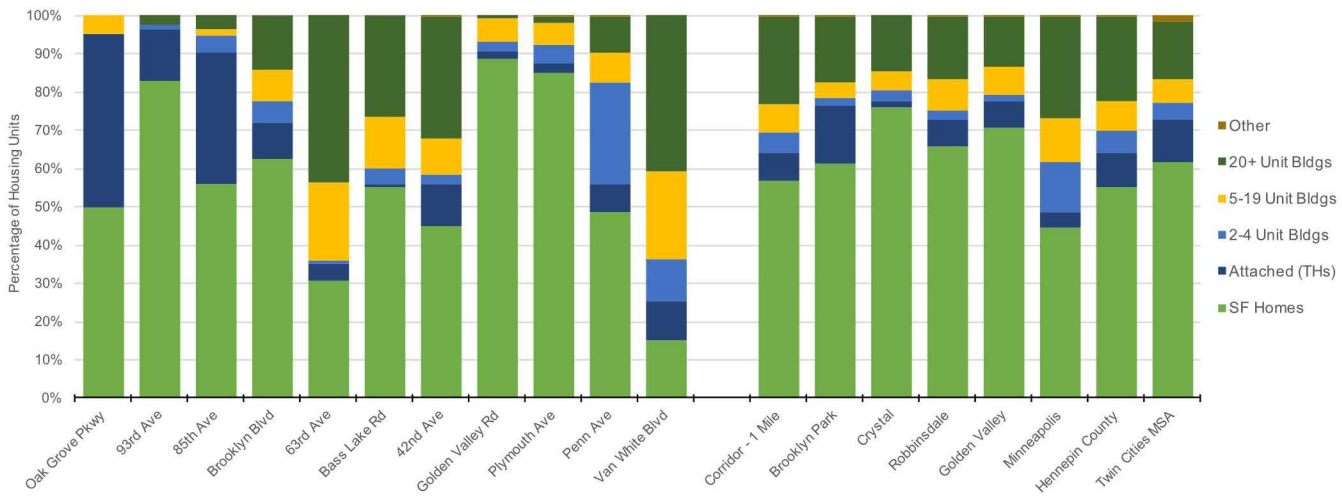
Source: US Census, ACS 2011-2015 Estimate

Although the detached, single-family house is synonymous with the concept of the American dream, there is no ideal structure type for housing. So many factors influence our housing needs that it is best to assume that a range of housing choices will not only meet the broadest range of needs but also be able to easily respond to changing market and demographic conditions.

Figure 4 compares the distribution of the housing types not only among the station areas but also to the Corridor[2], each city along the Corridor, Hennepin County, and the Twin Cities metropolitan statistical area[3]. Although there is a lot of variety in the housing structure types from station area to station area, the Corridor as a whole has a very similar distribution of housing structures compared to the Metro Area. Although the Corridor-wide profile reflects the general historical pattern of building less dense homes in more recently developed areas, it underscores the fact that policy changes will likely be needed to promote/support transit supportive housing development in the station areas.

2. In most cases, and especially when comparing geographies, the Bottineau Corridor is defined as a 1-mile buffer surrounding the planned LRT route.
3. There are a variety of ways to define metropolitan areas. In the Twin Cities, there are two common definitions. The first is the seven core counties that are under the purview of the Metropolitan Council. The second is defined by the US Census and is based on commuter travel sheds. For the Minneapolis-St. Paul region, the Census currently defines the metropolitan area as a 16-county region that also includes portions of Western Wisconsin. This is known as the MSA or Metropolitan Statistical Area. Due to various data sources, this report references both definitions. Because any "metro area" statistics referred to in this report are primarily used as basis to compare a station area or the Bottineau Corridor to a much larger geographic area in order to establish a "norm" or baseline, the authors of this report are comfortable using the two definitions as the availability of data dictates.

Figure 4: Distribution of Housing by Units in Structure (1/2-Mile Radius)



Source: US Census, ACS 2011-2015 Estimate

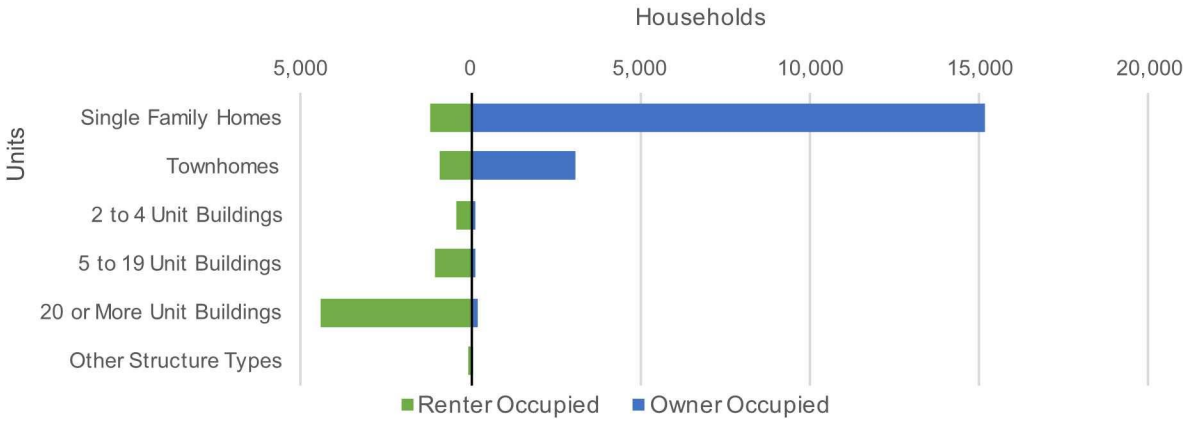
Household Tenure by Structure Type

The type of housing structure is strongly correlated with whether an occupant owns or rents the unit they are living in, also referred to as household tenure. Figure 5 is a series of charts that break down the number of housing units by structure size and type of tenure (i.e., own vs. rent) for each city along the Bottineau Corridor, Hennepin County, and the Twin Cities metro area.

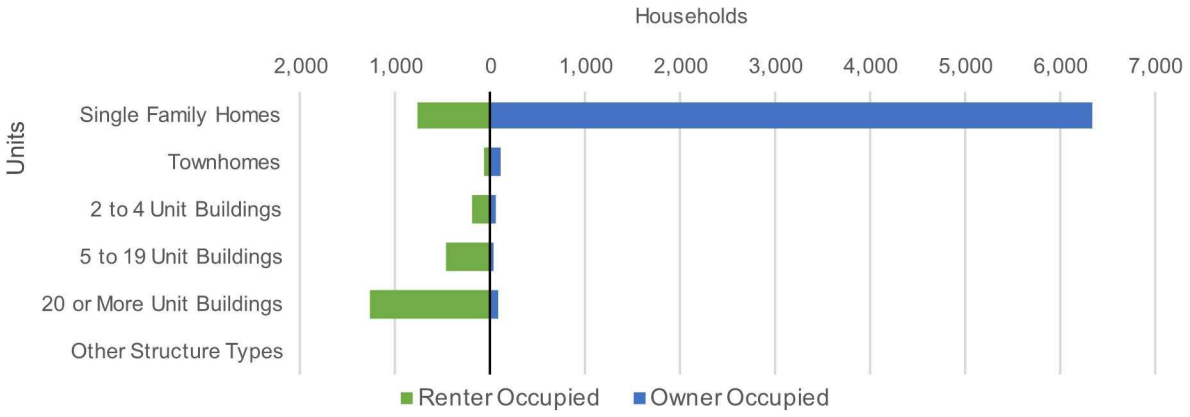
It corroborates the fact that the vast majority of owned housing are single-family homes. However, single-family homes represent a significant portion of rented housing as well. Small to medium size structures are generally rented, though outside the Corridor it is more common to find owned units in such structures. Attached or townhome-style housing is more commonly owned, but rented forms are prominent as well.

Figure 5: Rented vs Owned Housing by Units in Structure

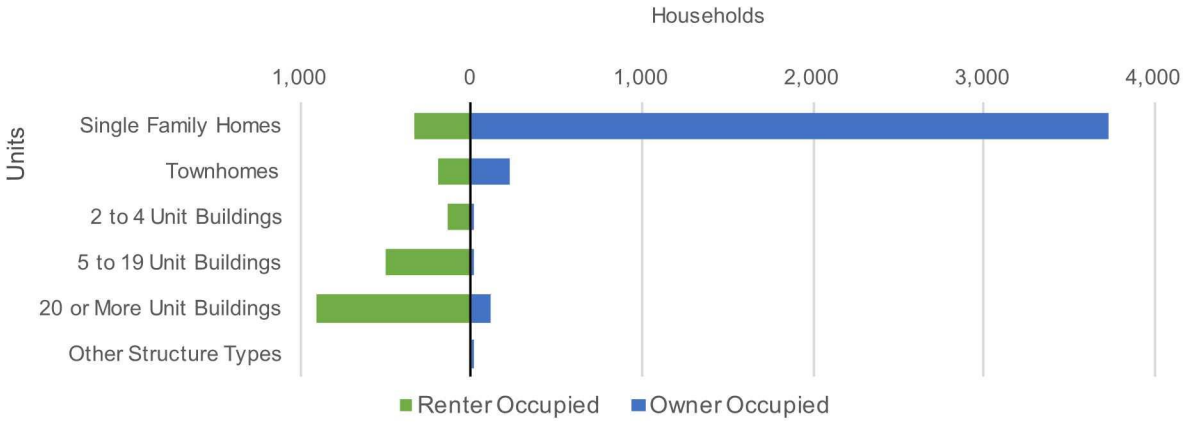
CITY OF BROOKLYN PARK



CITY OF CRYSTAL

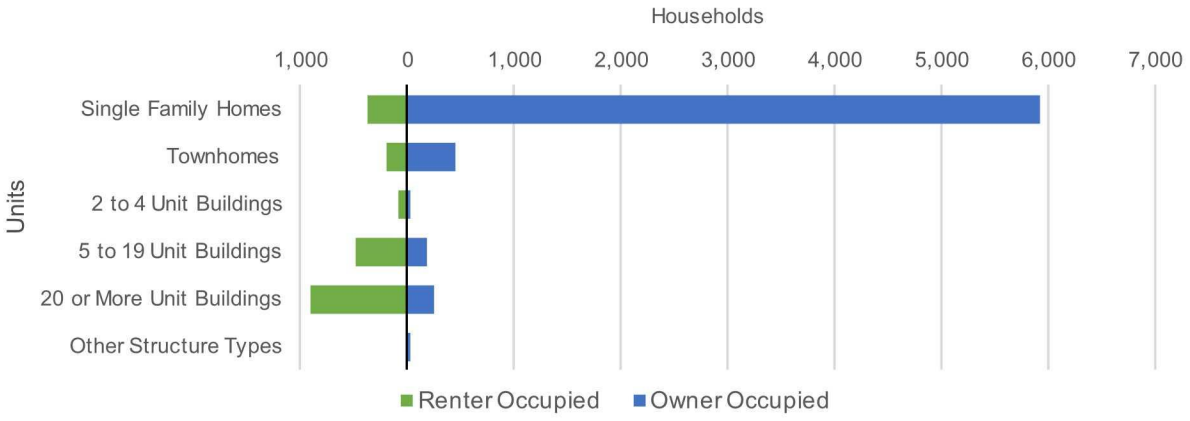


CITY OF ROBBINSDALE

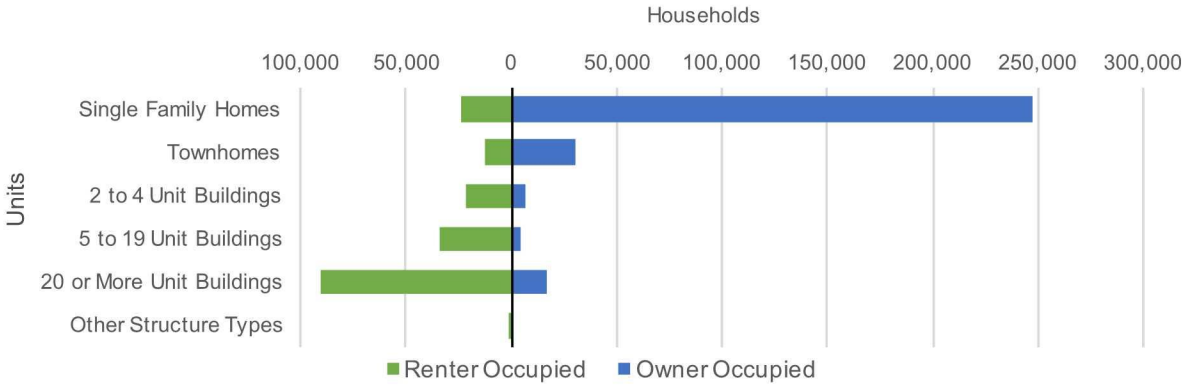


Sources: US Census; Tangible Consulting Services

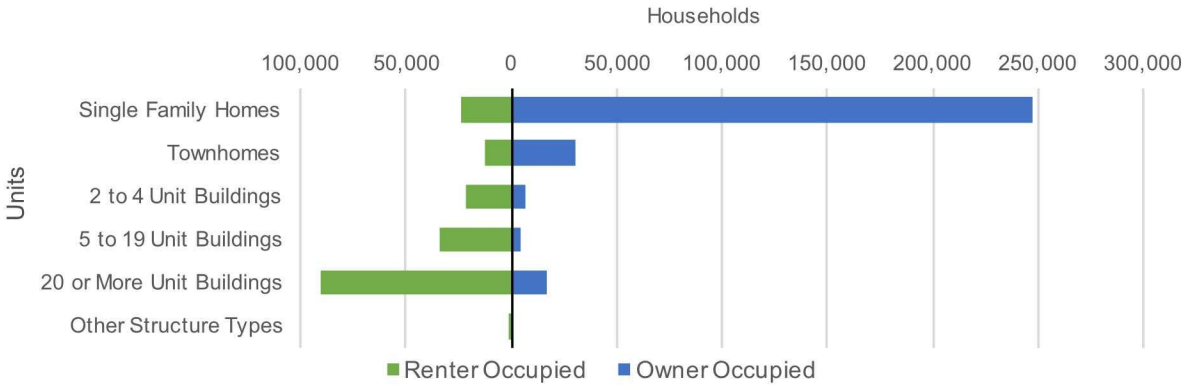
CITY OF GOLDEN VALLEY



HENNEPIN COUNTY



TWIN CITIES MSA



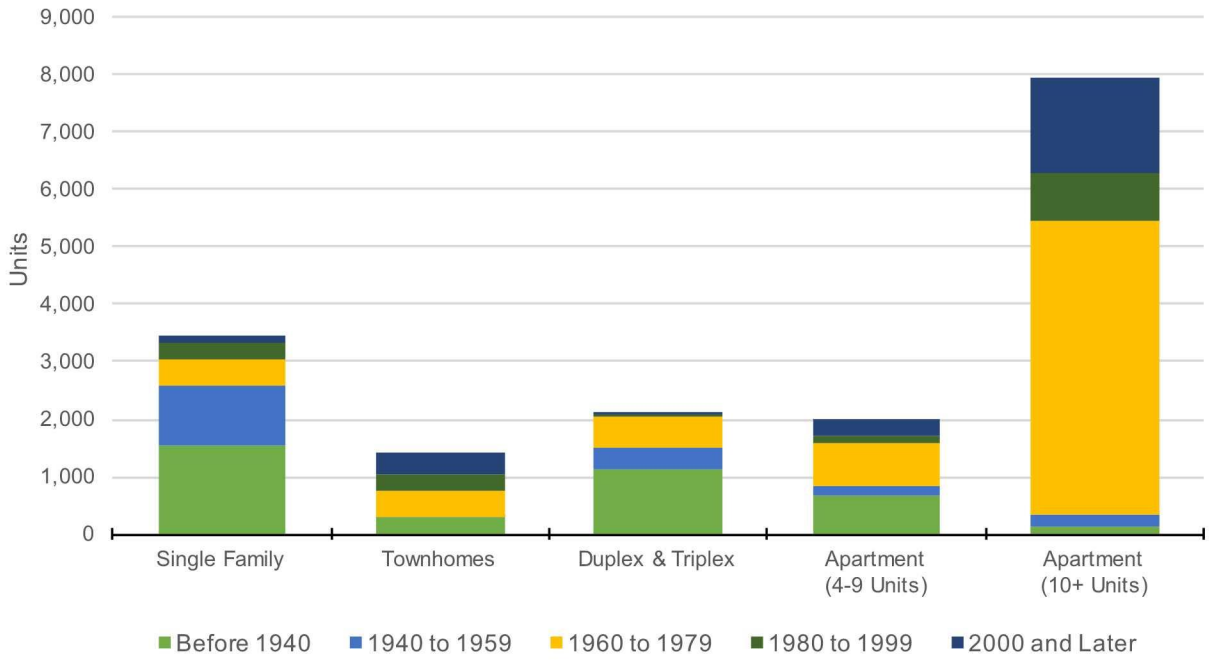
Sources: US Census; Tangible Consulting Services

Figures 6 and 7 present data on the number of rental units by structure size and the year built. Rented housing tends to have shorter-term occupants compared to owner-occupied housing and, therefore, is more susceptible to wear and tear. The age of the units can be an important indicator of the likely condition of this portion of the housing stock.

In Figure 6, which includes data for the entire Bottineau Corridor, the majority of rental housing is in larger multifamily buildings (10 or more units). Within this category, most buildings were built between 1960 and 1979, which means they are now old enough to require major maintenance projects to keep them habitable, such as new roofs, windows, and critical mechanical systems (i.e., furnace, hot water heater, etc.).

Among the small structure types, the rental housing stock is even older. For example, among the single-family and duplex/triplex categories, the overwhelming majority of the rental units are more than 50 years old.

Figure 6: Rental Housing by Units in Structure and Year Built (1-Mile Corridor)



Sources: CoStar; Tangible Consulting Services

Figure 7 on the following two pages is a series of charts that highlights the age and size of rental properties within one mile of each station area. The age and type of rental housing differs significantly from station area to station area. In the Brooklyn Boulevard and 63rd Avenue station areas, there is very little variety of rental housing types. Almost all of the rental housing is in large buildings built between 1960 and 1979. Single-family or attached housing dominates the rental housing stock in the 93rd Avenue, 85th Avenue, Golden Valley Road, and Plymouth Avenue station areas.

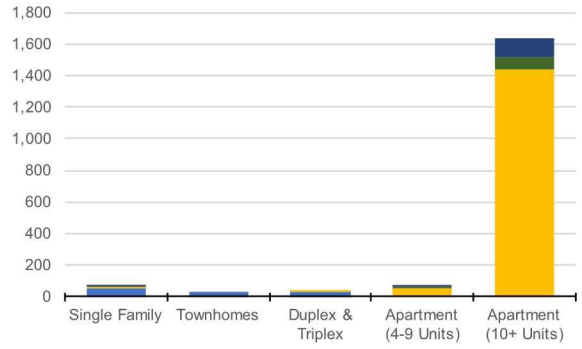
It is important to note that there are very few rental units that have been built within the last 20 years throughout the Corridor. Only in the Oak Grove Parkway (due to a new development) and the Van White Boulevard station areas are there any significant amounts of newer rental housing.

Figure 7: Rental Housing by Units in Structure and Year Built (1-Mile Radius)

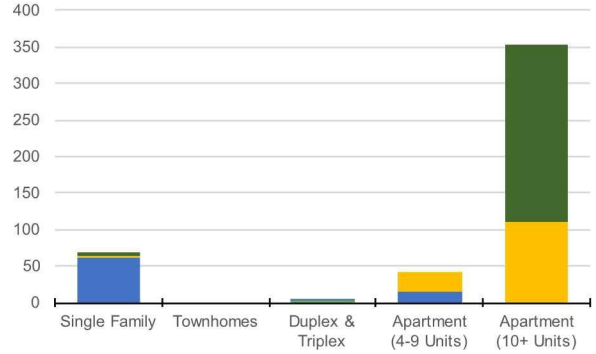


Sources: CoStar; Tangible Consulting Services

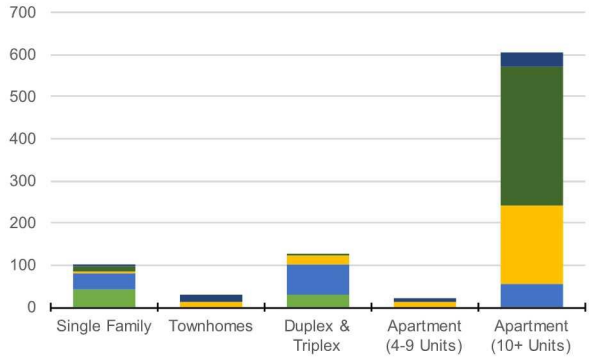
63RD AVENUE



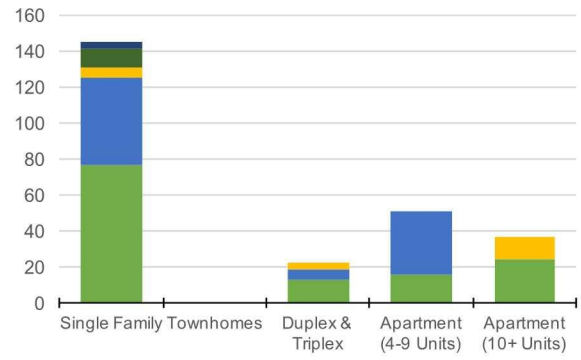
BASS LAKE ROAD



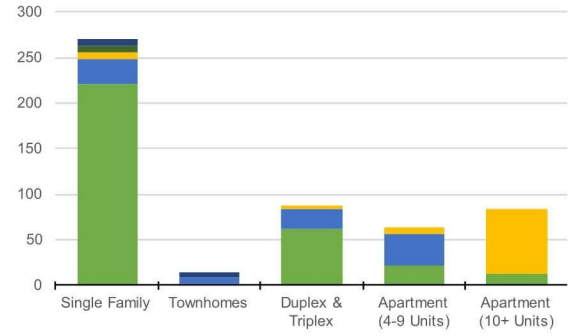
ROBBINSDALE



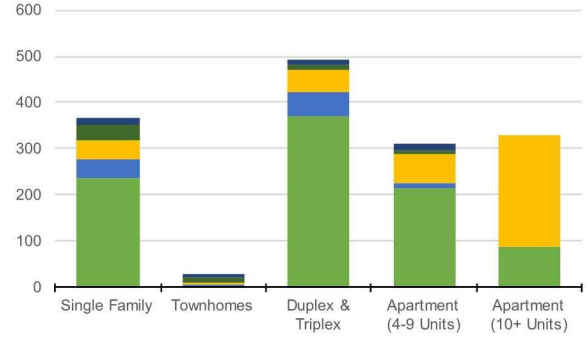
GOLDEN VALLEY ROAD



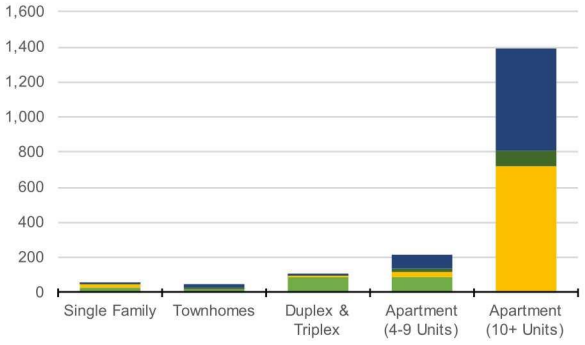
PLYMOUTH AVENUE



PENN AVENUE



VAN WHITE BOULEVARD





Sources: CoStar; Tangible Consulting Services

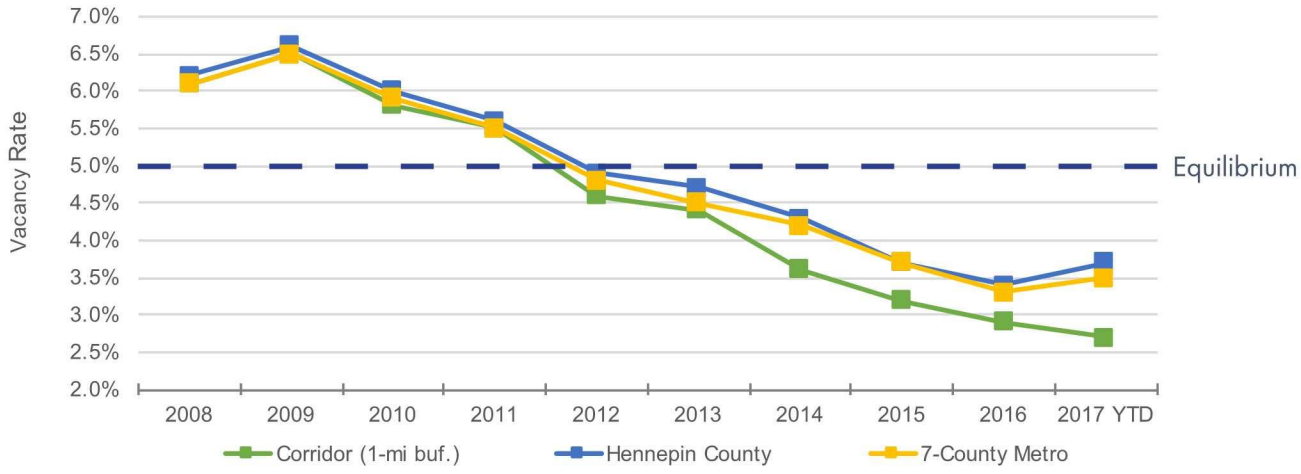
Vacancy Trends

Figure 8 presents data on the general availability of market rate rental housing within the Bottineau Corridor and the broader metro area. The rental market is extremely tight everywhere with very little available units throughout the Corridor or the metro area.

The current vacancy rate is just above 2.5% in the Corridor. This is well below what is generally accepted among housing experts as market equilibrium, the point at which supply is high enough to accommodate most households in need of housing, but not so high that land lords are unable to maintain their properties due to low revenues caused by excessive numbers of vacant units.

This is an extremely low rate of vacancy. Furthermore, the vacancy rate has been low for many years. The impact of persistently low vacancy is that many households that want to relocate to the area are unable to do so due to a lack of availability. It also means landlords are in a position to raise rents, sometimes excessively. In many cases, this results in the need to combine households, either because of inability to keep up with rising rents or a simple lack of housing options. In either case, it can often result in rapid wear and tear on units not designed for such occupancy conditions.

Figure 8: Market Rate Apartments – Average Vacancy Rate

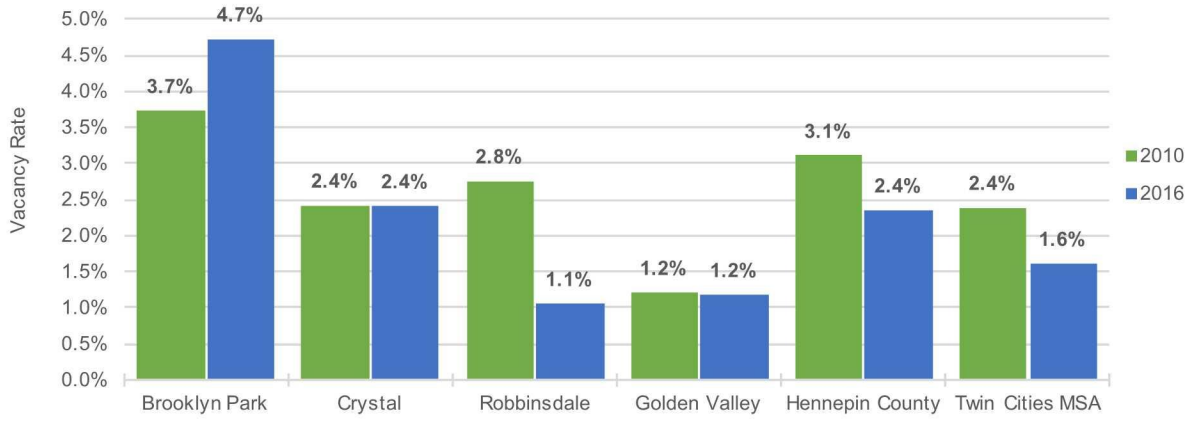


Sources: CoStar; Perkins+Will

Vacancy data for owner-occupied units is less reliably tracked compared to rental housing. Nevertheless, Figure 9 displays data on the vacancy rate of owned housing from the US Census for each City along the Corridor, Hennepin County, and the Twin Cities metro area. The figure compares the vacancy rate of 2010 (the height of the for-sale housing bust) and 2016.

Throughout the region, even owned housing has experienced a decline in vacant units since the beginning of the decade. This is a testament of how the improved economy of the region is creating demand for all types of housing. In Robbinsdale and Golden Valley the vacancy of owned housing is extremely low. In Crystal the rate is on par with the County. The exception is Brooklyn Park. One possible explanation for the shown increase is that Brooklyn Park is the only city along the corridor with significant tracts of vacant land available for traditional subdivision development. During the housing bust, new housing construction dramatically declined, which meant homes newly constructed and not yet occupied were rare. Now with the improved economy, Brooklyn Park has a number of active housing subdivisions.

Figure 9: Estimated Vacancy of Owned Housing (2010 and 2016)



Source: US Census, ACS 2012-2016 Estimate

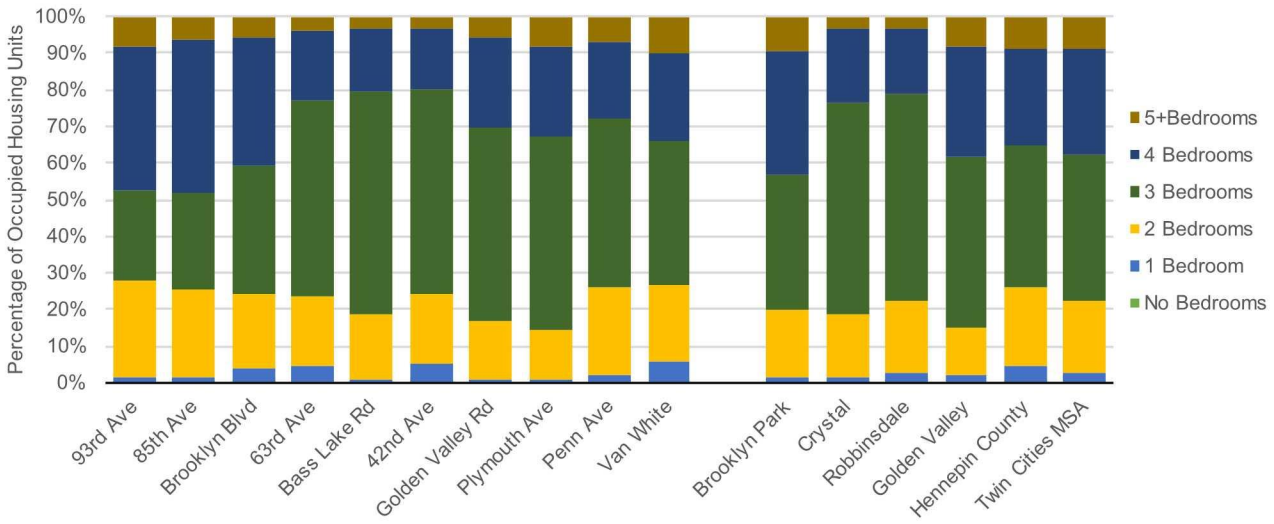
Bedroom Analysis

The size of individual housing units is important to understand because it is correlated with housing cost and impacts the types of choices households have depending on where they are in their lifecycle. Younger and older households, for example, tend to be smaller and have lower incomes. Therefore, they tend to demand smaller unit types, such as studio, one-, or two-bedroom units. Families with several children and multiple wage earners not only have more people per household but also have higher incomes compared to older and younger households.

Figures 10 and 11 display the percentage of housing units in each station area according to the number of bedrooms. Data for owned and rented housing is presented separately because so much of the owner-occupied housing stock is dominated by detached, single-family homes. For comparison purposes, data is also presented for each city along the Corridor, Hennepin County, and the Twin Cities metro area.

Owner-occupied housing, regardless of station area, does not have significant percentage of units with two or fewer bedrooms. This is consistent with Hennepin County and the Metro Area. The lack of smaller unit sizes among the owned housing stock is a reflection of lifecycle conditions as noted above. However, it can be a barrier to those who want to access homeownership. The other important finding from Table 10 is that the station areas with the newest housing tend to have a much larger proportion of units with four or more bedrooms.

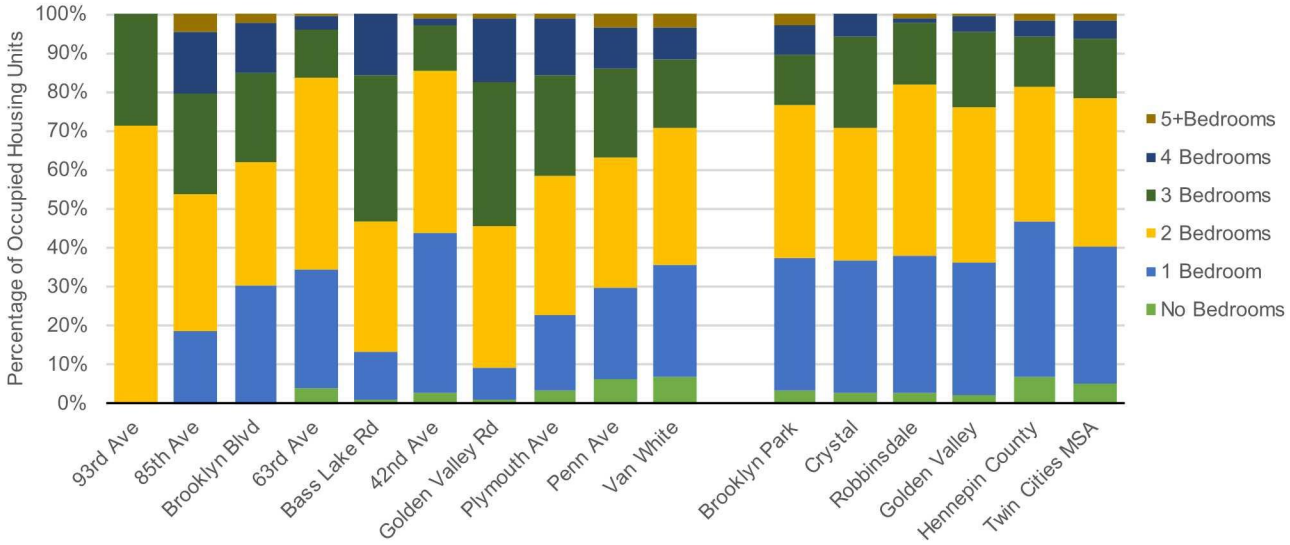
Figure 10: Bedrooms per Housing Unit - Owner-Occupied Housing (1/2-Mile Radius)



Sources: U.S. Census Bureau, ACS 2011-2015 Estimate;Tangible Consulting Services

In Figure 11 the percentage of units with more bedrooms is correlated with the presence of rented single-family homes. For example, the Bass Lake Road and Golden Valley Road station areas have more than 50% of their rental housing stock containing three or more bedrooms. These are station areas with a lot of rented single-family homes.

Figure 11: Bedroom per Housing Unit – Renter-Occupied Housing (1/2-Mile Radius)

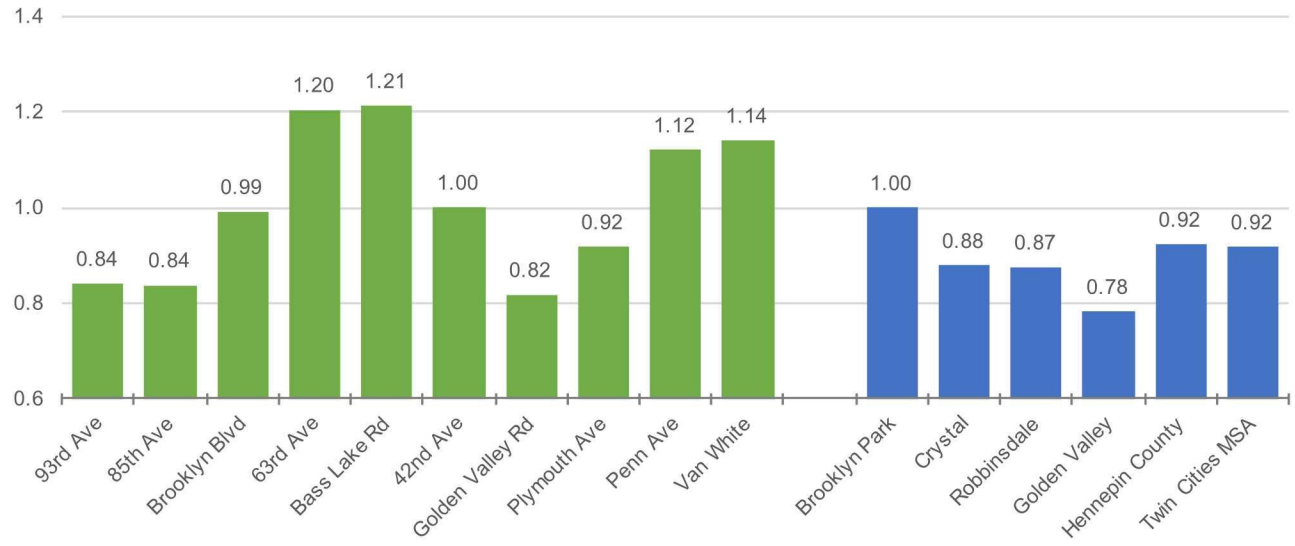


Sources: U.S. Census Bureau, ACS 2011-2015 Estimate;Tangible Consulting Services

Data from Figures 10 and 11 were further analyzed to generate Table 12 that show the number of persons per bedroom in each station area. The data include both owner- and renter-occupied data. High rates of person per bedroom can signal not only a mismatch between housing need and supply, but also the potential for excessive wear and tear on the housing stock.

Across the metro area, the average number of persons per bedroom is 0.92. In areas with an older population, the number of persons per bedroom can be quite low due to empty-nest situations. However, in areas well above the metro area rate is evidence of the lack of supply for larger unit sizes. In particular, the 63rd Avenue, Bass Lake Road, Penn Avenue, and Van White Boulevard station areas have rates well above the metro area rate.

Figure 12: Persons per Bedroom (1/2-Mile Radius)



Sources: U.S. Census Bureau, ACS 2011-2015 Estimate;Tangible Consulting Services

Housing Costs

The cost of housing has profound impact on the ability to afford and access adequate housing. This section provides data from a number of sources and perspectives to better understand the current situation with respect to housing costs in the Bottineau Corridor and within each station area.

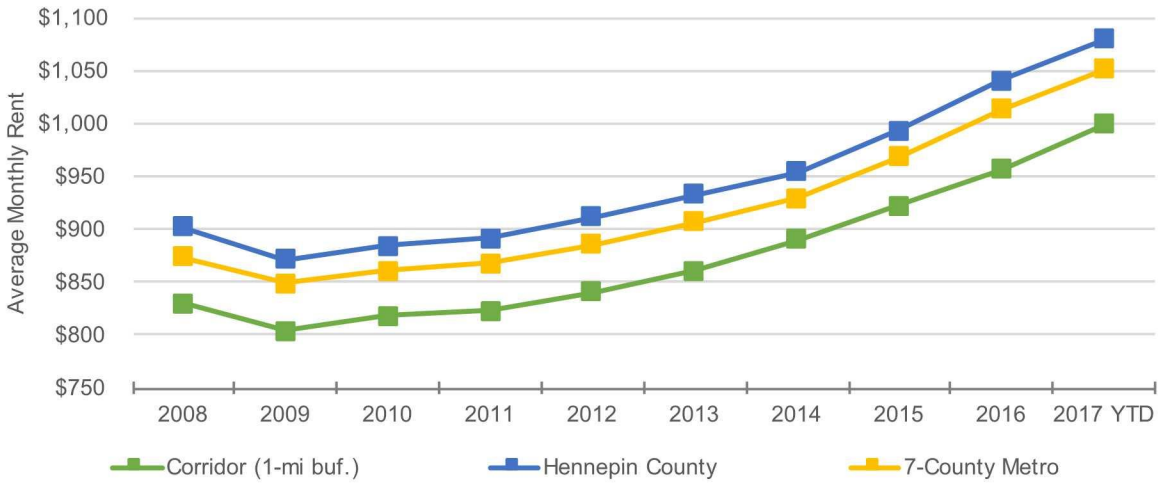
Pricing Trends: Market Rate Rental Housing

As noted previously, the vacancy rate for market rate apartments has been persistently low for many years. This has resulted in sharp increases in the average monthly asking rent. Figure 13 presents this data for buildings more than 20 years old[4]. Although the average asking rent in the Bottineau Corridor is about 7-8% lower when compared to the metro area average, it nevertheless has experienced an increase of roughly $200 since 2009, which is a 25% increase.

4. Because there are so few newer rental units in the Bottineau Corridor, it is important to compare data for older properties instead of all properties. Many of the newest rental properties being built today in the Twin Cities metro area are luxury product with pricing significantly above the average. Therefore, to include these newer properties in the analysis would skew the results.

For those with lower incomes who are unable to access income-restricted or rent-controlled housing this is a significant increase that undoubtedly has squeezed a number of households out of the market and into dire arrangements. Moreover, since 2012, the annual change has been increasing at a more rapid rate.

Figure 13: Average Monthly Asking Rent – Market Rate Apartments More than 20 Years Old

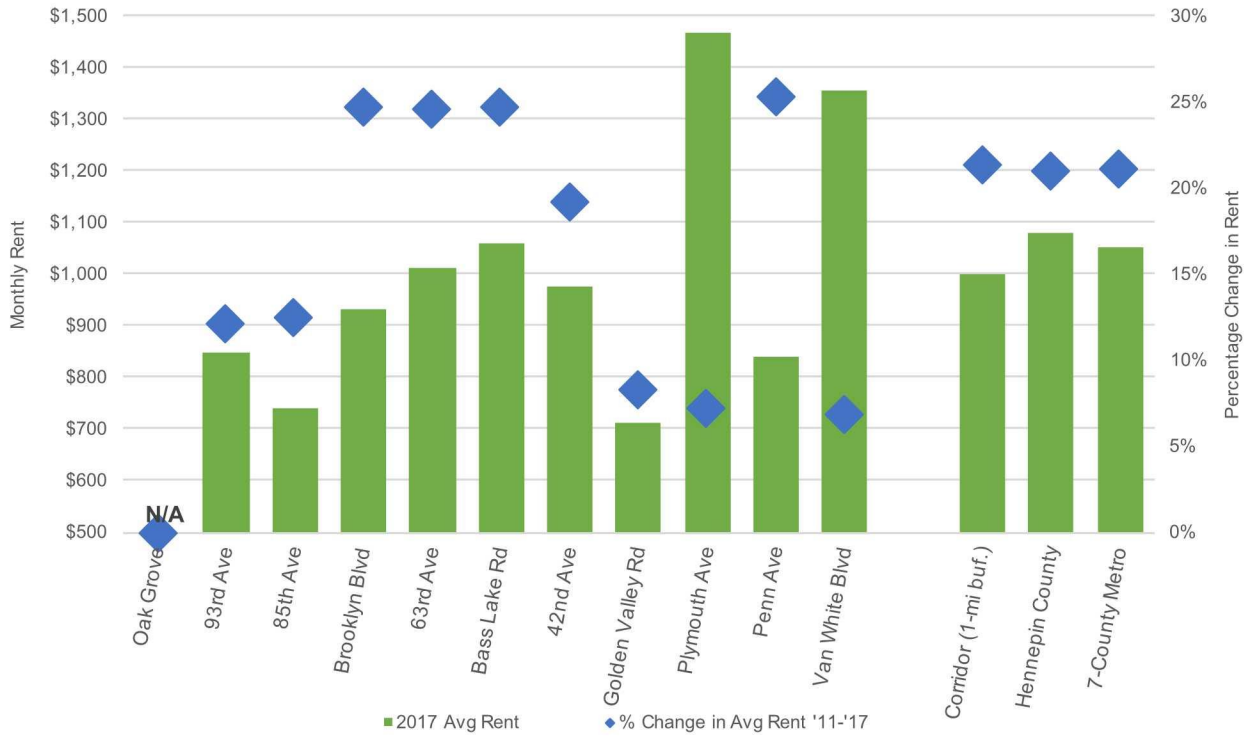


Sources: CoStar; Perkins+Will

Figure 14 presents apartment rent trends within ½-mile of each station area. According to the figure, most station areas have an average asking rent well below the County and metro area average asking rent. The Plymouth Avenue and Van White Boulevard station areas are the exceptions. This is due to upscale properties at the periphery of these station areas (one overlooks Wirth Park and another is in the rapidly growing North Loop area).

Despite overall lower average rents, several of the station areas have experienced rent increases since 2011 that have exceeded the County or metro area rate of rent growth. This indicates how overall economic conditions can have an outsized impact on area with more affordably priced housing and lower incomes.

Figure 14: Average Monthly Asking Rent and Percentage Change – Market Rate Apartments More than 20 Years Old (1/2-Mile Radius)



Sources: CoStar; Perkins+Will

Pricing Trends: For-Sale Housing

Figure 15 presents a dense set of information characterizing the nature of the for-sale housing market in each station area (1/2-mile radius). It shows the most recent median sales price, the rate of change in the median sales since before the housing bust (2005), the volume of sales in 2017, and the median age of homes sold. Most of the station areas when compared to the metro area have a lower median sales price and have yet to return to their pre-bust pricing (as noted by the dashed line in the graph). The lower median sales price is somewhat reflected in the age of the for-sale housing stock. Several of the station areas have a median age well below that of the metro area.

The Van White Boulevard and 93rd Avenue station areas have a higher median sales price than the metro area, which can be explained somewhat by their newer housing stock. However, neither station area has been able to attain their pre-bust pricing. The Penn Avenue station area is the only area whose median sales price has substantially exceeded its pre-bust levels.

Home pricing can be influenced by the number of sales in a given area. The fewer the number of sales, the more the median sales price can wildly fluctuate. The station areas with the most number of recorded home sales in 2017 are Robbinsdale and 85th Avenue.

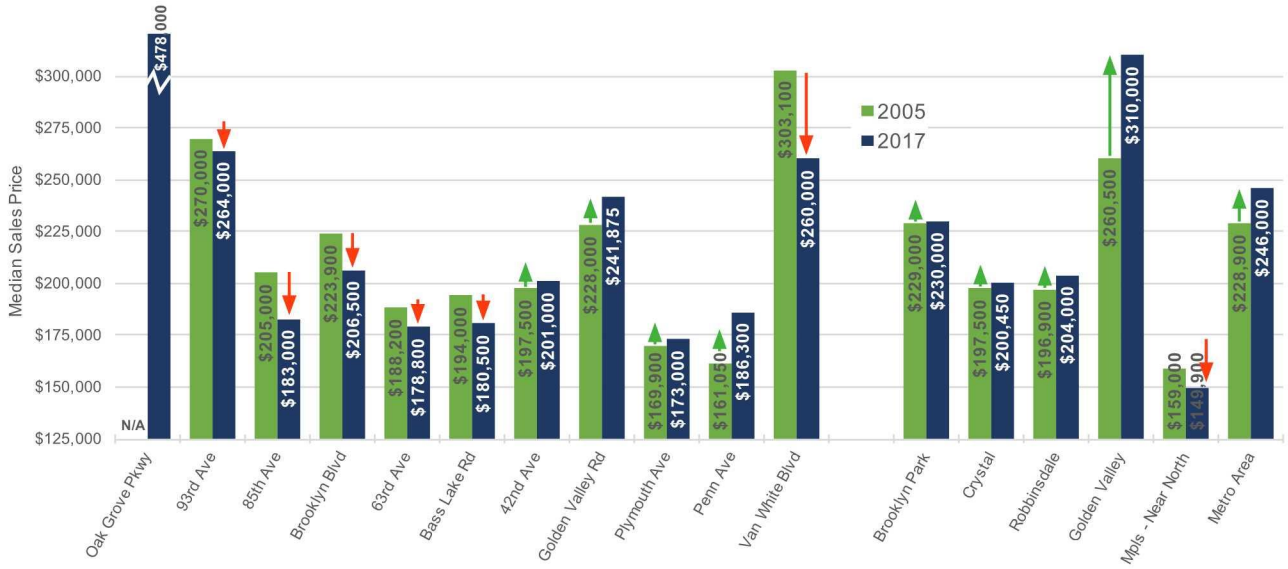
Figure 15: Home Sales Statistics by Station Area (1/2-mile radius), Corridor City, and Twin Cities Metro Area



Source: Minneapolis Association of Realtors, Multiple Listing Service

Figure 16 presents data that focuses on the change in the Median Sales from 2005 (pre-bust) to 2017. Homes located closer to downtown Minneapolis have been able to rebound from the bust more successfully than those located further out. The only exception is the Van White Boulevard station area. However, data for this station area is heavily impacted by a large, upscale condominium building that opened just prior to the housing bust that was saddled with many foreclosures. Therefore, statistically speaking it has a much deeper hole to climb out of compared to other station areas.

Figure 16: Median Home Sales Price (1/2-Mile Radius)



Source: Minneapolis Association of Realtors, Multiple Listing Service

Affordability

A survey of all rental housing properties with 10 or more units was conducted for an area within one mile of the planned LRT line. Information on individual properties, such as age of building, asking rents, unit mix (i.e., proportion of units that have one, two, or three bedrooms), unit square footages, and the presence of any restrictions (e.g., income or age requirements), were collected and analyzed in support of the gaps analysis.

Figure 17 presents data on the number of existing rental units that are affordable[5] to households at varying income levels. The income levels are set by the US Department of Housing and Urban Development (HUD) and benchmarked against the Twin Cities' area median income (AMI), which was $90,400 in 2017. The income categories used to determine affordability levels area defined as follows: Extremely Low Income (30% of AMI or less); Very Low Income (31% to 50% of AMI); and Low Income (51% to 80% of AMI). Corresponding to these income levels are HUD rent tables that identify the amount of rent that would be considered affordable at each income level according to unit size (i.e., number of bedrooms). These rent tables were used to analyze the affordability of rental units captured in the housing survey.

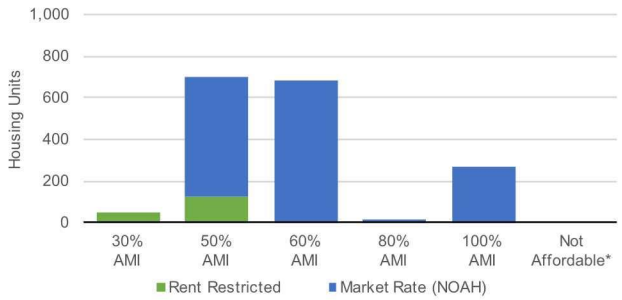
Based on the above definitions, Figure 17 breaks out units that have some level of rent or income restriction versus those that have no restrictions (i.e., market rate). In the case of market rate units that meet some level of affordability, these are commonly referred to as naturally occurring affordable housing (NOAH).

5. Affordability, as defined here, is based on the assumption that housing costs should not be more than 30% of gross income to allow for other household needs, such as food, clothing, transportation, and healthcare. For example, if monthly housing costs (i.e., gross rent) are $750 per month this would translate to an annual cost ($750 x 12 months) of $9,000. Therefore, if a household should be spending no more than 30% of their income on housing, they would need an annual income of at least $30,000 to afford such a rent.

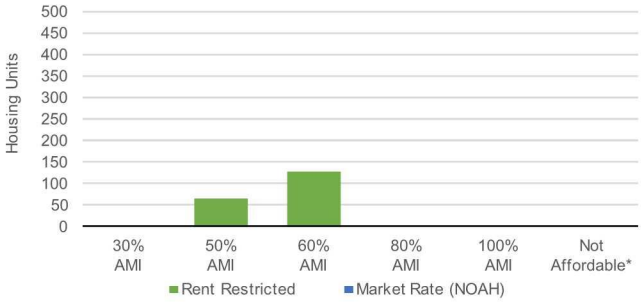
All of the rental housing along the Bottineau Corridor meets some level of affordability with over 80% of the units affordable to households with incomes at or below 60% of AMI. In Brooklyn Park and Robbinsdale very few of the rental units have a restriction. Almost all of the rental housing are naturally occurring affordable housing or NOAH. In Crystal and Minneapolis, the inverse is true in which all or the vast majority of units are restricted with very little NOAH. Not surprisingly, the restricted units tend to concentrate below 60% of AMI, meanwhile the NOAH units are mostly above 50% of AMI.

Figure 17: Affordability of Rental Units Based on Income Levels (in Buildings with 10+ Units)

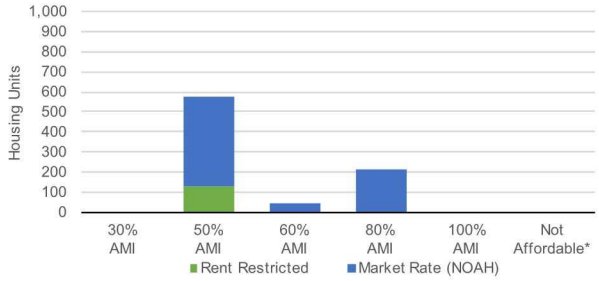
BROOKLYN PARK (WITHIN 1-MILE OF CORRIDOR)



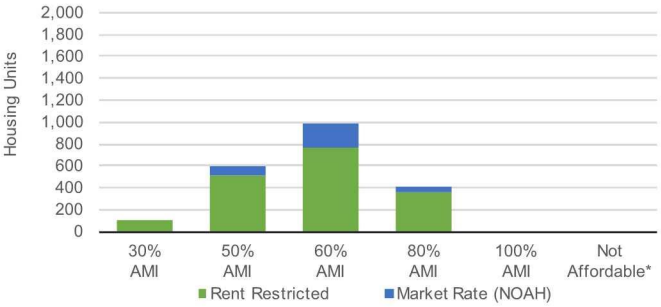
CRYSTAL (WITHIN 1 MILE OF CORRIDOR)



ROBBINSDALE (WITHIN 1 MILE OF CORRIDOR)



MINNEAPOLIS (WITHIN 1 MILE OF CORRIDOR)



CORRIDOR-WIDE (1-MILE BUFFER)



Sources: CoStar; Tangible Consulting Services

Naturally Occurring Affordable Housing (NOAH)

A simple definition for NOAH is any housing unit that meets some definition of affordability without any restriction on who can live there (other than what a landlord is legally allowed to screen). In most areas, the vast majority of what would be considered affordably priced housing does not have a restriction. Prices are generally set by the market place and what a landlord can achieve in a competitive environment. However, due to the condition of a property, the presence (or lack thereof) of essential unit features, its location, or a glut of available units, many times housing can be priced to be affordable to many households "naturally" or without public subsidy.

When markets function under ideal conditions for both renters and landlords, property owners invest in their properties to keep them marketable yet sufficient competition means they are unable to raise prices beyond what the market can comfortably bear. However, NOAH is very susceptible to rapidly changing market conditions. If household growth outpaces housing supply or wage increases are unfairly distributed, landlords of NOAH properties may be able to raise rents to the point that segments of the market are often left unable to afford rent increases.

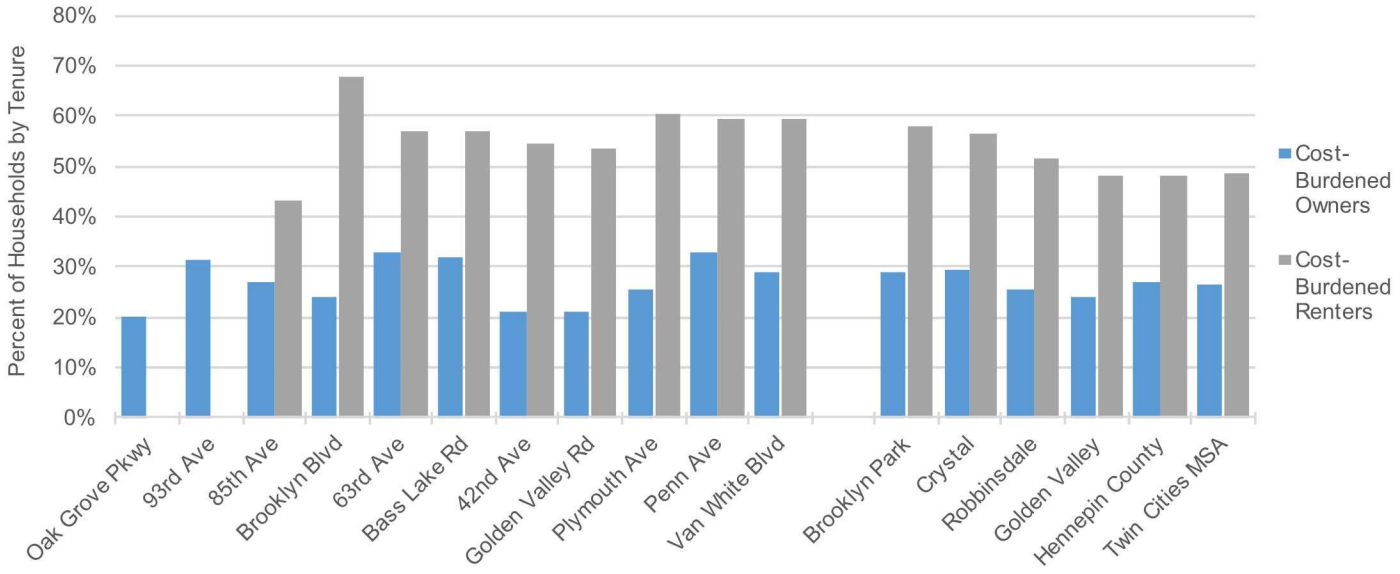
Cost Burden

Although many households may be living in housing that meets some definition of affordability, this does not mean that the cost of housing is not a burden (i.e., paying more than 30% of income toward housing costs). Figure 18 presents data on the proportion of owner- and renter-occupied households that are cost burdened for each station area, each city along the Corridor, Hennepin County, and the Twin Cities metro area.

From the figure, many of the renters living along the Corridor are more cost burdened than compared to other renters across in the County or across the metro area. This is despite the fact that housing in the Corridor tends to be more "affordable." Renters in the Brooklyn Boulevard station area are especially burdened with nearly 70% meeting the definition.

The figure also shows the cost burden for owner-occupied households. Although the prevalence of being cost burdened is not as high among homeowners, in some station areas nearly one-third of these households would be considered cost burdened.

Figure 18: Cost Burdened Households by Tenure (1/2-Mile Radius)



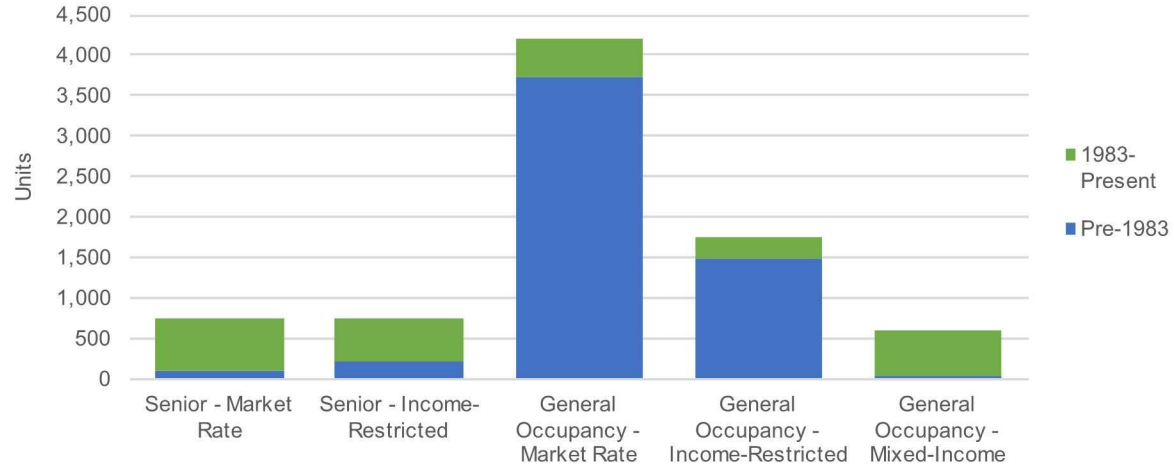
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

Restricted Housing

Figure 19 displays data on the number of rental units according to the type of restriction (i.e., income-restricted or age-restricted) or lack of restriction (i.e., general-occupancy). Also indicated in the figure is the whether the units have been built since 1983 or are older. Figure 20 is a companion chart showing the same data for the Twin Cities metro area.

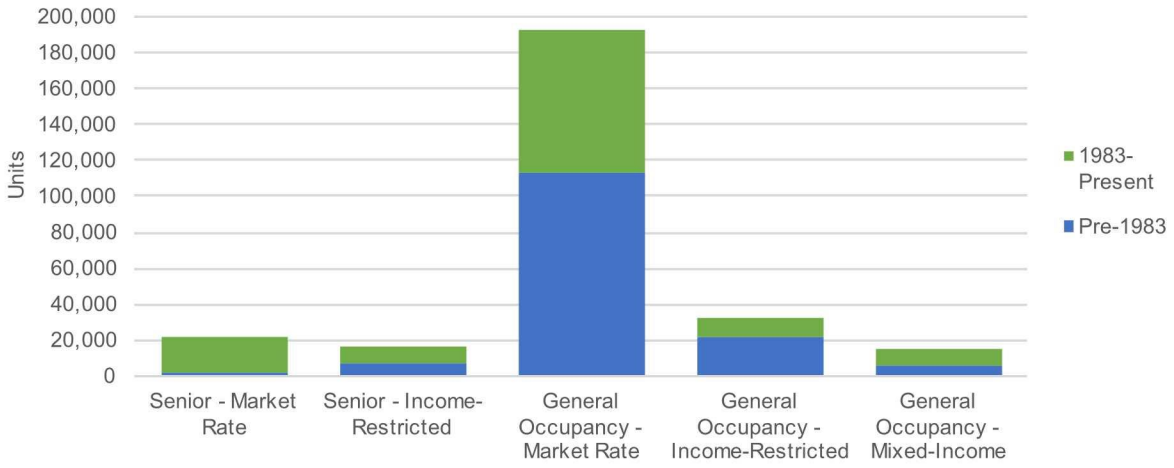
Nearly 50% of the rental units in the Corridor have some type of restriction. Of these, more than half have been built since 1983. The vast majority of general-occupancy rental units without any restrictions were built before 1983 and are more than 35 years old. This is in contrast to other parts of the metro area in which a much higher proportion of general-occupancy rental units have been built since 1983.

Figure 19: Restricted Rental Housing (1-Mile Corridor)



Source: CoStar; Tangible Consulting Services; Perkins+Will

Figure 20: Restricted Rental Housing (Twin Cities MSA)



Source: CoStar; Tangible Consulting Services; Perkins+Will

Many income-restricted properties are funded through multiple sources. Furthermore, many funding sources have an expiration date in which the owners of the properties are no longer required to restrict tenancy to their properties based on income. This is one of the most common ways in which communities can lose housing that is affordable to lower-income households. Based on data from HousingLink.Org and Hennepin County, Table 1 lists each of the income-restricted properties in the Corridor with an expiration date associated with the restriction. In total, just over 2,000 units exist within a mile of the LRT line. Roughly 200 of the units are set to expire within the next five years and unless the property owner decides to reapply to a funding program that supports the restriction, these units are at risk of being priced according to market forces and, thus, may lose their affordability.

Table 1: Income-Restricted Properties in which Restrictions are Set to Expire

Name	Address	City	Station Area	#Units	Expiration Year
Park Haven	6917 76th Ave N	Brooklyn Park	Brooklyn Blvd	176	2033
Autumn Ridge	8500 63rd Ave N	Brooklyn Park	63rd Ave	366	2037
Kentucky Lane Apts	6910 54th Ave N	Crystal	Bass Lake Rd	67	2030
Cavanagh Senior Apts	5401 51st Ave N	Crystal	Bass Lake Rd	130	2044
Bass Lake Court Townhomes	7300 Bass Lake Rd	New Hope	Bass Lake Rd	60	2019
Bridgeway Apartments	3755 Hubbard Ave N	Robbinsdale	Robbinsdale	45	2047
Copperfield Hill - The Manor	4200 40th Ave N	Robbinsdale	Robbinsdale	150	2024
The Commons at Penn Ave	2211 Golden Valley Rd	Minneapolis	Golden Valley Rd	47	2046
St. Anne's Senior Housing	2323 26th Ave N	Minneapolis	Golden Valley Rd	61	2037
Gateway Lofts	2623 W Broadway Ave	Minneapolis	Golden Valley Rd	46	2040
Broadway Flats	2505 Penn Ave N	Minneapolis	Golden Valley Rd	102	2047
Lindquist Apartments	1931 W Broadway Ave	Minneapolis	Golden Valley Rd/ Plymouth Rd	21	2034
West Broadway Crescent	2022-1926 W Broadway Ave	Minneapolis	Golden Valley Rd/ Plymouth Rd	54	2045
Ripley Gardens	301 Penn Ave N	Minneapolis	Plymouth Rd/Penn Ave	52	2026
Homewoods	1239 Sheridan Ave N	Minneapolis	Penn Ave/Van White	35	2024
	1618 Glenwood Ave N	Minneapolis	Penn Ave/Van White	12	2029
Park Plaza Apts	525 Humboldt Ave N	Minneapolis	Van White/Penn Ave	134	2021
	610 Logan Ave N	Minneapolis	Van White/Penn Ave	12	2040
Heritage Park Apts	1000 Olson Memorial Hwy	Minneapolis	Van White/Penn Ave	440	2033
Total Units				**2,010**	
Units Set to Expire within 5 Years				*194*	

Sources: HousingLink.Org; Hennepin County

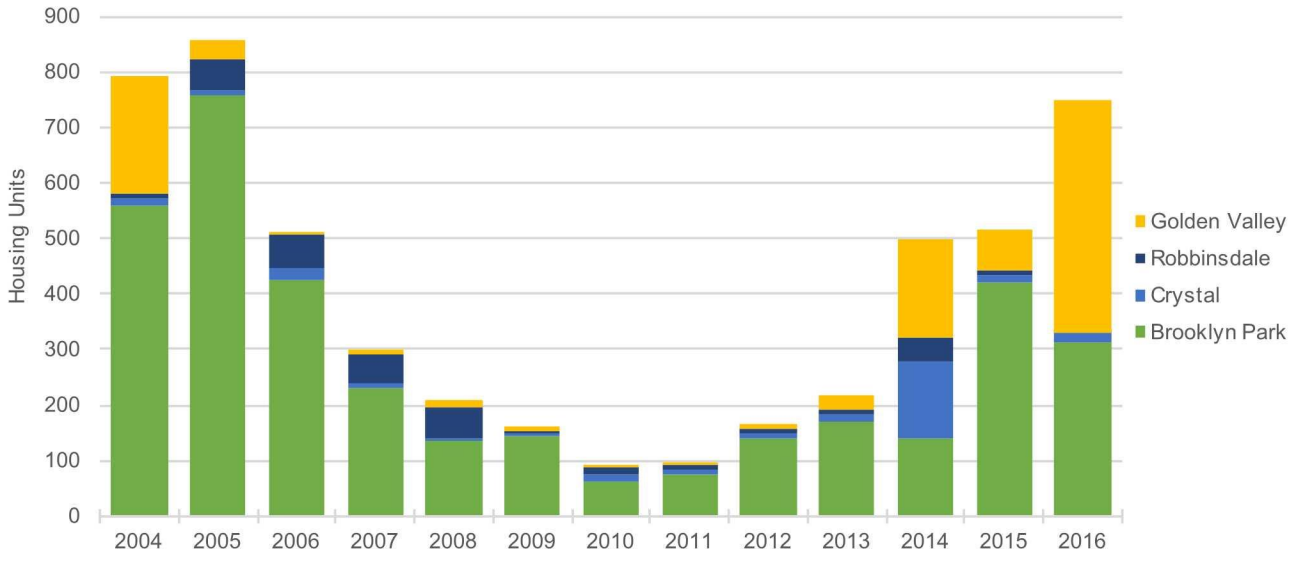
Development Trends

Housing production is an important strategy for maintaining an adequate and healthy stock of housing. New construction replaces obsolete or poorly maintained units. It adds to the supply and meets demand driven by growth. It also introduces new types of housing that meets the needs of ever evolving demographic and economic conditions.

Figure 21 displays the number of new housing units constructed in Golden Valley, Robbinsdale, Crystal, and Brooklyn Park from 2004 to 2016. Figure 22 presents the breakdown of those units by structure type. Data for Minneapolis is not included in Figures 21 and 22 for two reasons: 1) data specific to the portion of Minneapolis within or near the Bottineau Corridor is not readily available; and 2) Minneapolis is sufficiently large that including city-wide data would have skewed the numbers and not provided meaningful conclusions.

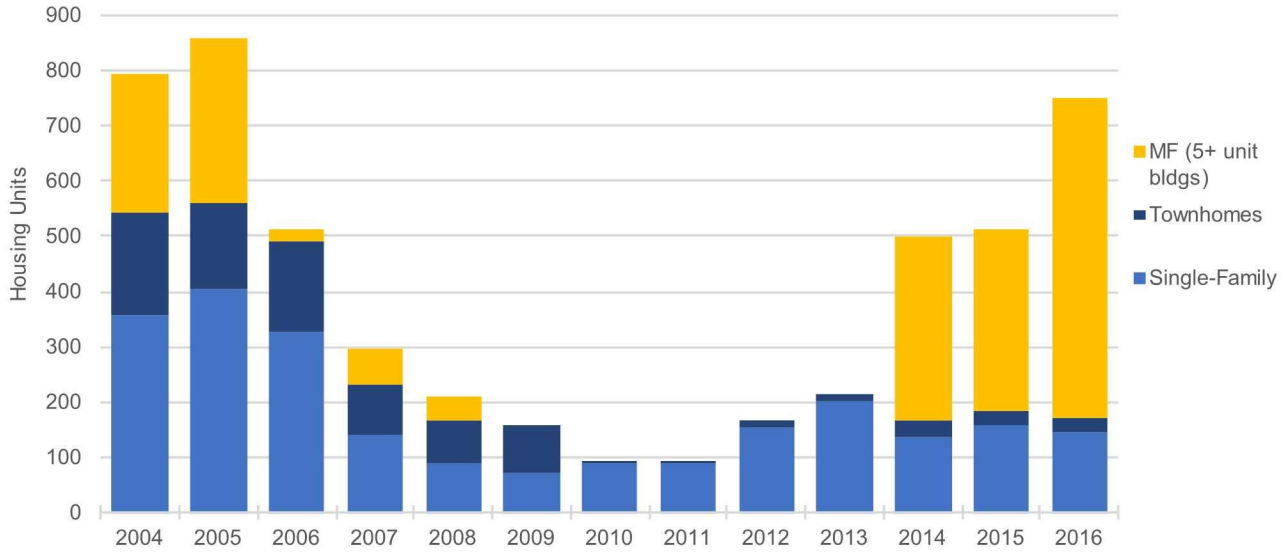
From the Figures 21 and 22, it is evident how much the housing bust from the late 2000s slowed new construction. At the bust's nadir, less than 100 new units were constructed annually compared to 850 units during the peak in 2005. Although not quite to the pre-bust levels, housing construction is adding significant numbers to the housing stock of Corridor communities.
Pre-bust, Brooklyn Park was capturing the majority of housing development. Post-bust, Golden Valley has begun to add significant numbers of new units as well. Although much of this recent development is in the form of larger multifamily buildings, very little of it has been occurring in or near the station areas.

Figure 21: Total Housing Units Permitted for Construction in Golden Valley, Robbinsdale, Crystal, and Brooklyn Park from 2004 to 2016



Source: Metropolitan Council

Figure 22: The Structure Type of Housing Units Permitted for Construction in Golden Valley, Robbinsdale, Crystal, and Brooklyn Park from 2004 to 2016



Source: Metropolitan Council

As previously noted, there has not been a significant amount of multifamily development within 1-mile of the Bottineau Corridor for over 30 years. As the LRT project gets closer to fruition and the market for new rental housing strengthens in suburban areas, there is evidence of new development occurring in the Corridor. In Brooklyn Park, Doran Development opened the first new multifamily project in decades in 2016 and is currently constructing a second phase. There are also two proposals for new multifamily projects in Robbinsdale, which would be the first such development in several decades as well.

Although the LRT line is likely a number of years from being operational, it is valuable to compare what level of activity is occurring in the other LRT corridors. Table 2 highlights the number of units currently under construction or have reached some level of approvals to consider them likely developments according to CoStar, a nationally-based provider of commercial real estate information. The existing Green Line in St. Paul and the planned extension into the western suburbs both have well over 2,000 units of housing under development. In contrast, the Blue Line extension has approximately 550 units in development.

Table 2: Multifamily Units under Development along Metro Area LRT Corridors

LRT Line*	Units Under Construction	Units Proposed**	Total Units in Development
Blue Line Ext	202	347	**549**
Blue Line	53	830	**883**
Green Line Ext	51	2,522	**2,573**
Green Line	841	1,403	**2,244**

** Excludes Downtown Minneapolis*

*** According to CoStar, these are the number proposed units in each corridor that have reached some level of approvals to consider them likely developments. In most cases, this means the proposed project has received approvals from a city. However, it can also be influenced by the track record of the developer.*

Source: CoStar

DEMOGRAPHIC CHARACTERISTICS

Median Age

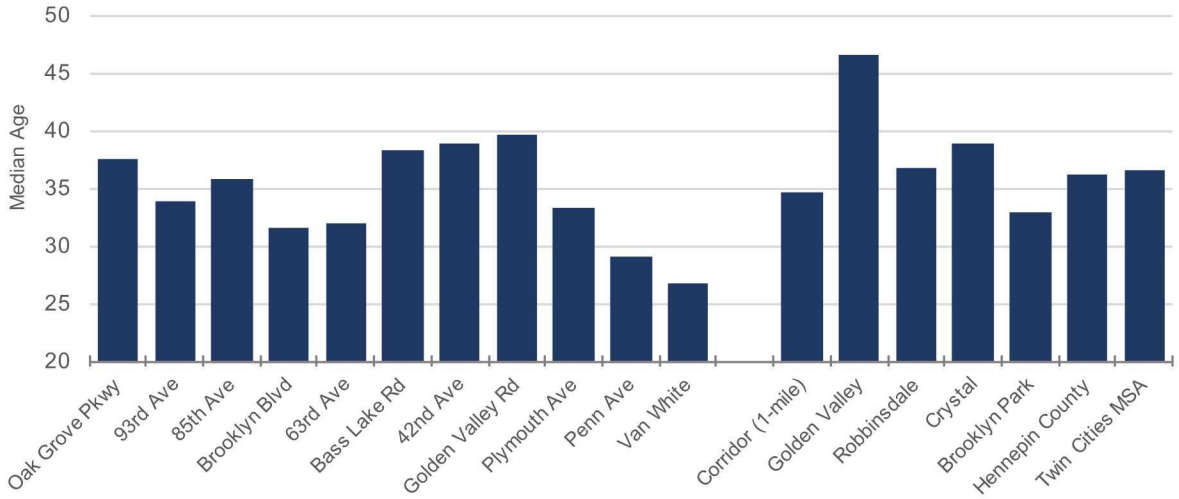
The age profile of the population has a direct impact on housing needs. Figure 23 depicts the current median age of the population in each station area, in each community along the Corridor, Hennepin County, and the Twin Cities metro area. Figure 24 depicts the recent and anticipated future trend with respect to aging.

Overall, the Corridor is younger than the metro area or Hennepin County. The population in the Van White Boulevard, Penn Avenue, Brooklyn Boulevard, and 63rd Avenue station areas are especially youthful with a median age well below the metro area median.

Balancing out some of the more youthful station areas are the Golden Valley Road, Robbinsdale, and Bass Lake Road station areas which are older than the metro area median. The Robbinsdale and Bass Lake Road station areas have multiple senior housing properties which explain the older median in these areas. For the Golden Valley Road station area, the higher median age likely has to do with a more expensive, owner-occupied housing stock relative to nearby neighborhoods, which is a barrier to entry for younger households.

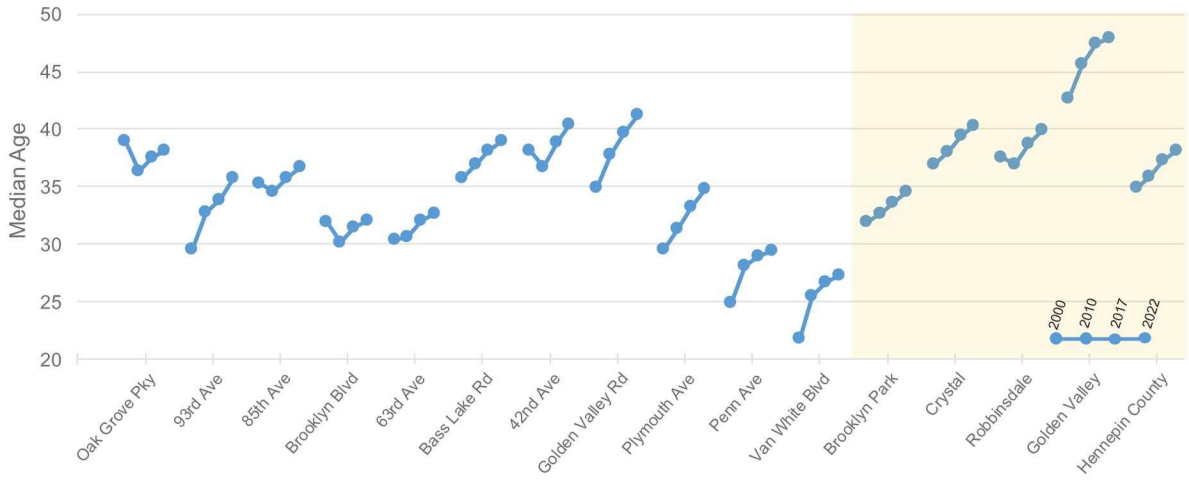
Although several station areas experienced a drop in the median age from 2000 to 2010, despite continued aging of the County as a whole, all of the stations are expected to increase their median age in the foreseeable future. An aging population within the station areas will increase demand for certain types of housing and decrease demand for other types.

Figure 23: Median Age of Station Areas (1/2-Mile Radius)



Sources: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri;Tangible Consulting Services

Figure 24: Aging Trends of Station Areas 2000-2022 (1/2-Mile Radius)



Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

Household Tenure (owners and renters)

Housing tenure is important to track because it provides insight into the potential to respond to a changing age profile or shocks to the economy, such as a recession. For example, many older households often transition out of homeownership into rental housing as they require more assistance with activities of daily living.

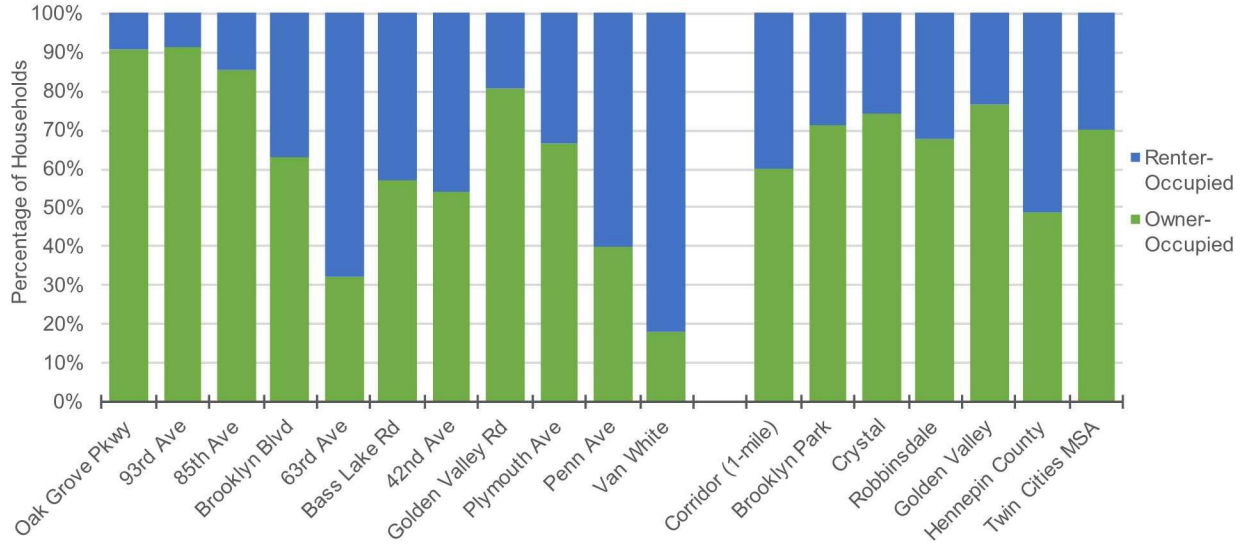
Figure 25 presents data on the breakdown between owners and renters while Figure 26 presents data on recent and anticipated changes in the homeownership rate. There is wide variation in tenure from station area to station area. Some station areas, such as those at the north end of the Corridor, mostly consist of households that own their housing. Other station areas, such as 63rd Avenue and Van White Boulevard, mostly consist of renters.

The recent and future trend, regardless of the station area, is toward lower levels of homeownership. Evidence appears to be growing that younger age groups are not embracing homeownership the way previous generations did. First, mortgage standards have returned to more stringent levels where the barrier to entry is much higher due to substantially larger down payments that are required on the part of mortgagors.

Second, with housing no longer seen as a "safe" investment due to the housing bust the nest egg that so many previous generations created through homeownership is no longer seen as attainable. Third, many younger households are now saddled with tremendous student debt and qualifying for, much less affording, a mortgage is much more difficult than compared to previous generations. Finally, with an increasingly digital-based economy, gone are the expectations that one works for a single employer for most of their career. Therefore, homeownership can be viewed as reducing employment flexibility which further depresses demand for for-sale housing. As a result, younger households are starting to choose rental housing as a preferred arrangement rather than a temporary situation prior to homeownership.

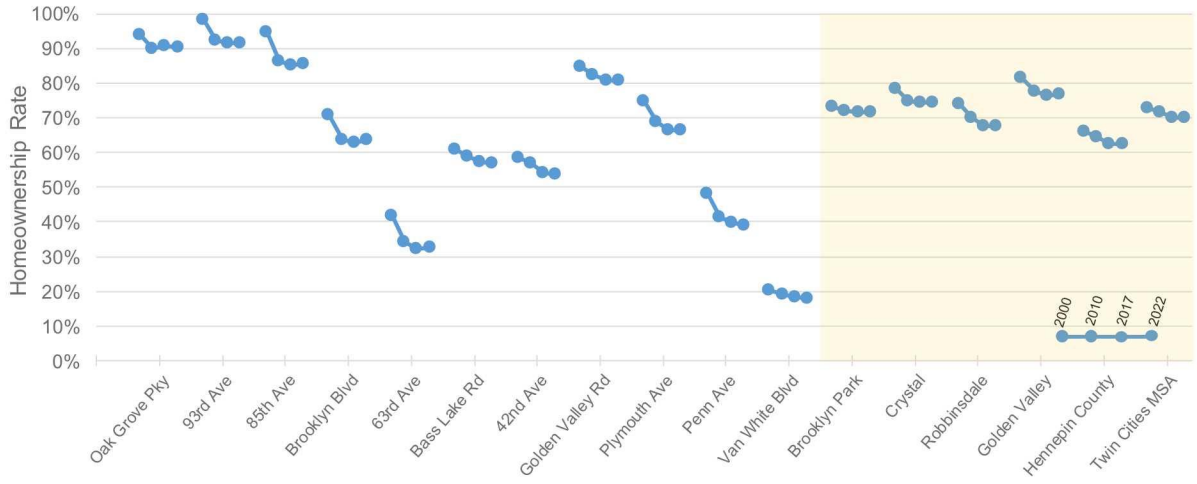
If these trends persist or become deeply established, the demand for rental housing could remain high for many years. These trends, however, are difficult to predict because of the large impact Federal policies have on homeownership. For instance, if the Federal government revamps Fannie Mae and Freddie Mac, the two big institutions that help support homeownership, in a way that help loosen lending standards, homeownership may again regain its value to younger generations. Conversely, given the recent changes to the mortgage interest deduction allowed through the Federal tax code, this may have a profound impact on the rental market.

Figure 25: Household Tenure by Station Area (1/2-Mile Radius)



Source: U.S. Census Bureau, ACS 2011-2015 Estimate

Figure 26: Homeownership Rate 2000-2022 (1/2-Mile Radius)



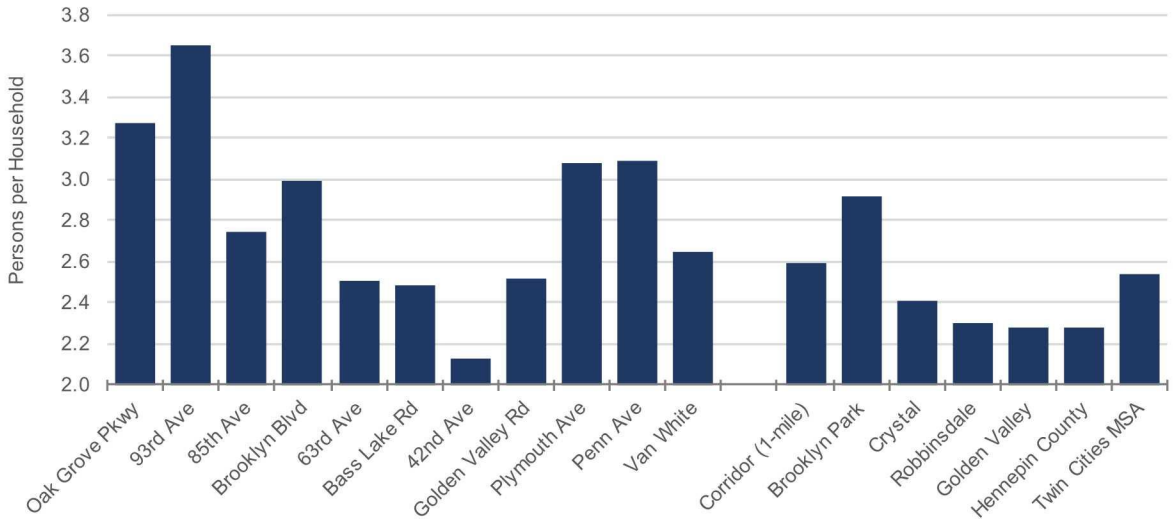
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

Household Size

Figures 27 and 28 present data on household size. Household size has a direct impact on the types of housing needed. Furthermore, data on household size can reveal where the housing stock may be most stressed in meeting the needs of a changing demographic. Within the Corridor, station areas with larger multifamily properties tend to attract smaller households. Conversely, station areas with a higher proportion of single-family homes tend to attract larger households.

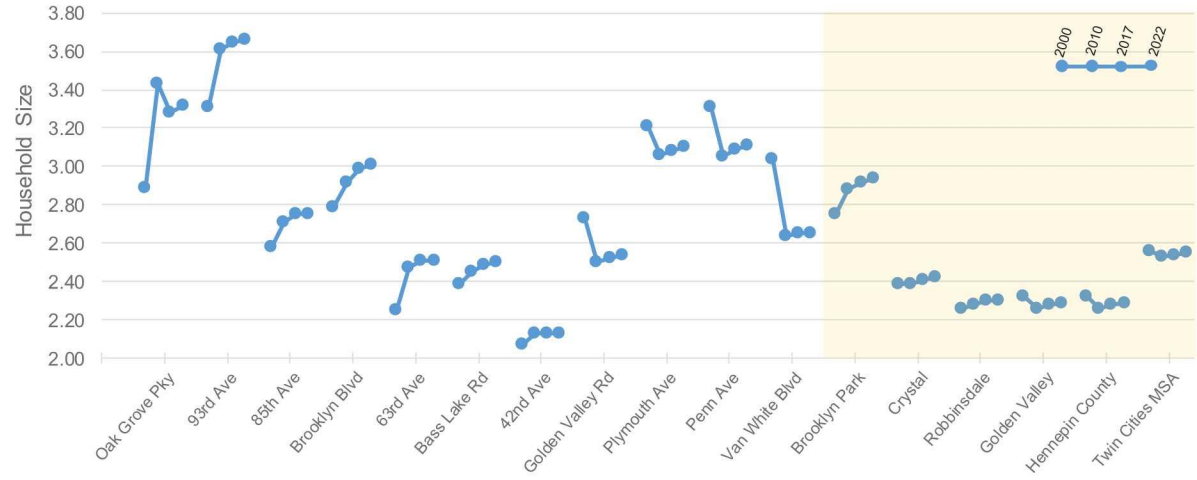
Exceptions are station areas where the aging of the population has yet to result in a turnover to younger households (e.g., Golden Valley Road) or areas with a high number of larger apartment units that can support families (e.g., Van White Boulevard).

Figure 27: Average Household Size by Station Area (1/2-Mile Radius)



Sources: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri;Tangible Consulting Services; Perkins+Will

Figure 28: Household Size Trends 2000-2022 (1/2-Mile Radius)



Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

Household Type

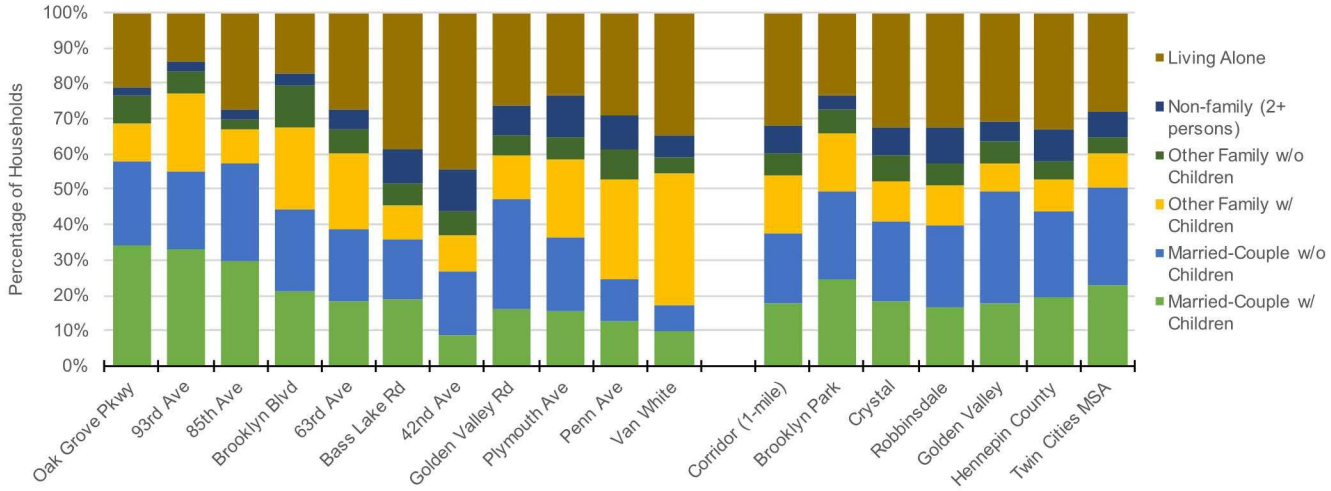
Related to household size is household type. Changes in household type can place pressure on the types of rental units needed in a community. For example, increasing numbers of renter households with children will place greater demand for units with three or more bedrooms, not to mention amenities such as play areas and accessibility to nearby schools.

Household structure throughout the Corridor is generally similar to the Metro Area and Hennepin County – though the Corridor tends to have slightly more non-traditional families and persons living alone.

Within station areas, though, there is significant variation of household types. The Oak Grove Parkway and 93rd Avenue station areas have a high percentage of married couples with families. The Robbinsdale station area has a high percentage of persons living alone. The Van White Boulevard, Penn Avenue, Brooklyn Boulevard, and 63rd Avenue station areas have higher percentages of non-traditional families with children.

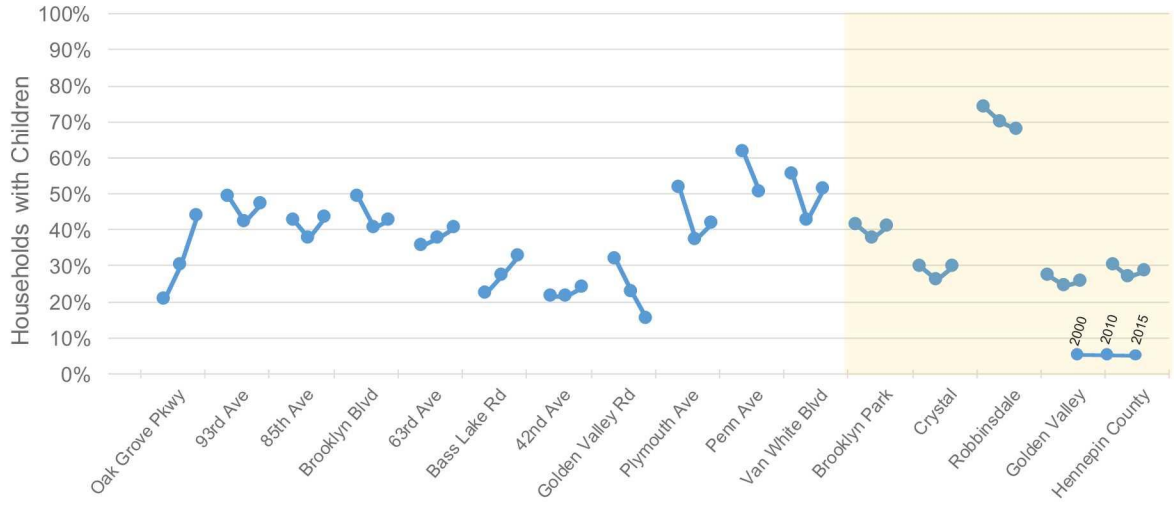
Recent trends indicate that the proportion of households with children is increasing across the metro area and within most of the station areas. Single-person households, which have different housing needs than households with children, are starting to stabilize after a large increase between 2000 and 2010.

Figure 29: Household Type by Station Area (1/2-Mile Radius)



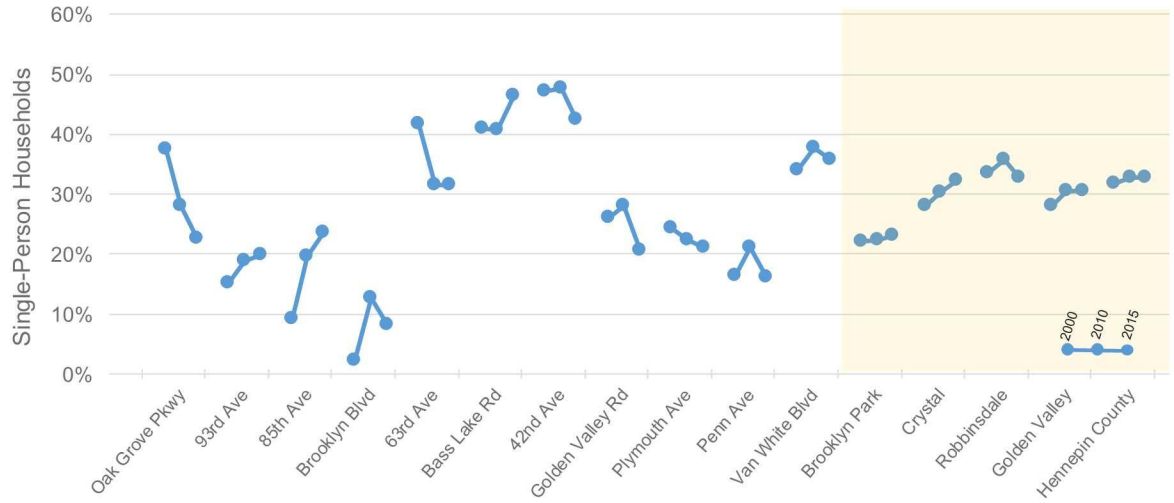
Sources: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri;Tangible Consulting Services

Figure 30: Households with Children 2000-2015 (1/2-Mile Radius)



Sources: U.S. Census Bureau; Tangible Consulting Services; Perkins+Will

Figure 31: Single-Person Households 2000-2015 (1/2-Mile Radius)



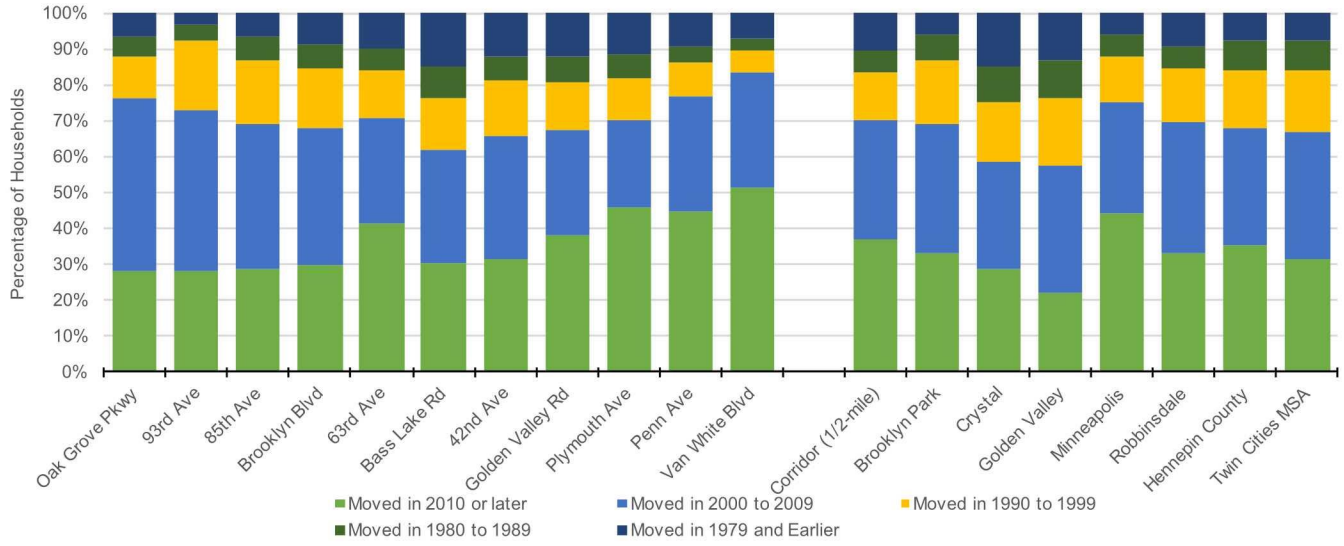
Sources: U.S. Census Bureau; Tangible Consulting Services; Perkins+Will

Length of Residence

Length of residence indicates how much turnover there is in the housing stock. Frequent turnover can result in greater wear and tear on the housing stock. It can also be an indicator of community involvement and participation among residents since it is often difficult to get involved in community issues and concerns when your residence is short term.

Longer-term residencies tend to be more associated with owner-occupied housing. This is generally due to the fact that younger and older households, which have a propensity to rent, do so because their expectation is for shorter-term residencies. Also, being more affordable, rental housing tends to accommodate households with financial and/or employment situations that are tenuous, which may precipitate a shorter-term residency.

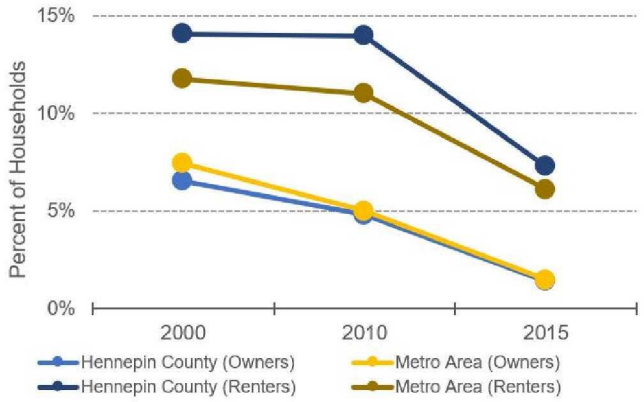
Figure 32: Year Householder Moved into Dwelling Unit by Station Area (1/2-Mile Radius)



Sources: US Census, ACS 2011-2015 Estimate; Esri

Figure 33 presents data for Hennepin County and the Twin Cities metro area showing the difference in the percentage of households that moved into their housing unit within the past year between 2010 and 2015. Regardless of whether the unit is owner- or renter-occupied, the trend has been toward far less movement among households in the last six years. This indicates how a tight housing market can not only displace households due to rising rents or other landlord driven circumstances, but that it can cause households to remain in the same home despite changing life circumstances and the inability to find housing that better meets their needs.

Figure 33: Households that Moved into Dwelling Unit within the Last Year

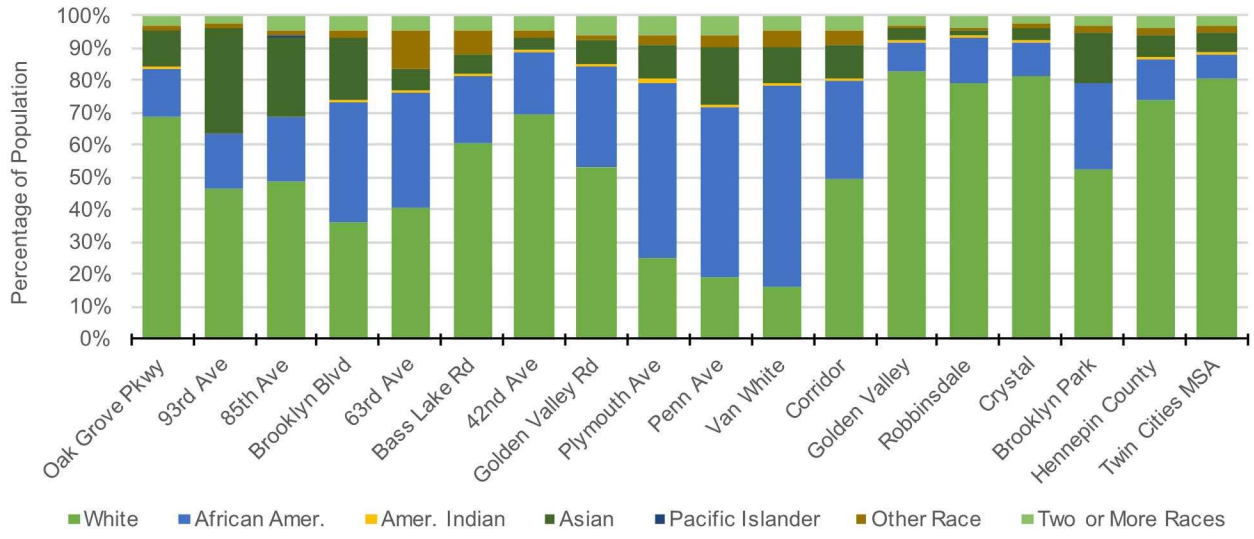


Sources: US Census; Perkins+Will

Race and Ethnicity

Figures 34 and 35 present data on the race/ethnicity and Hispanic origin of station area residents. Racial and ethnic diversity is very high throughout the Corridor. The number of people of color in the station areas is well above the Metro Area rate. African Americans are an important part of the population base throughout the Corridor. Asian Americans are a significant component to the population in the southern and northern station areas.

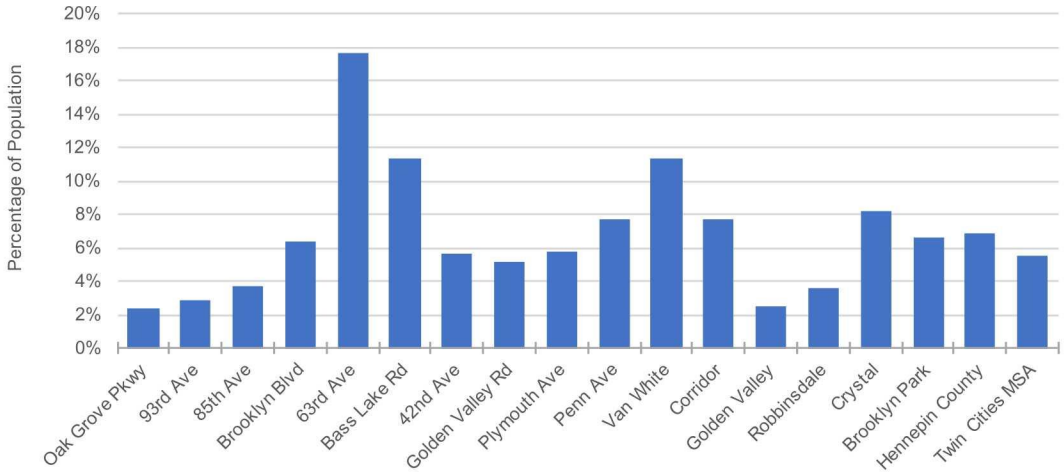
Figure 34: Race and Ethnicity by Station Area (1/2-Mile Radius)



Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

The Hispanic population, which can be of any race, are prominent throughout the Corridor as well. Concentrations of Hispanic persons are in the Van White Boulevard, Bass Lake Road, and 63rd Avenue station areas.

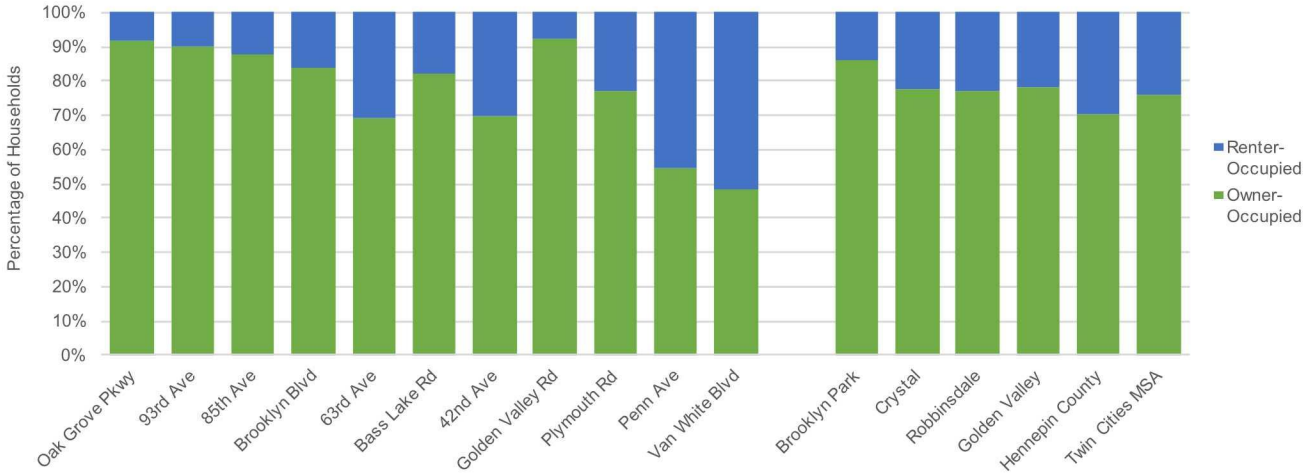
Figure 35: Hispanic Origin by Station Area (1/2-Mile Radius)



Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

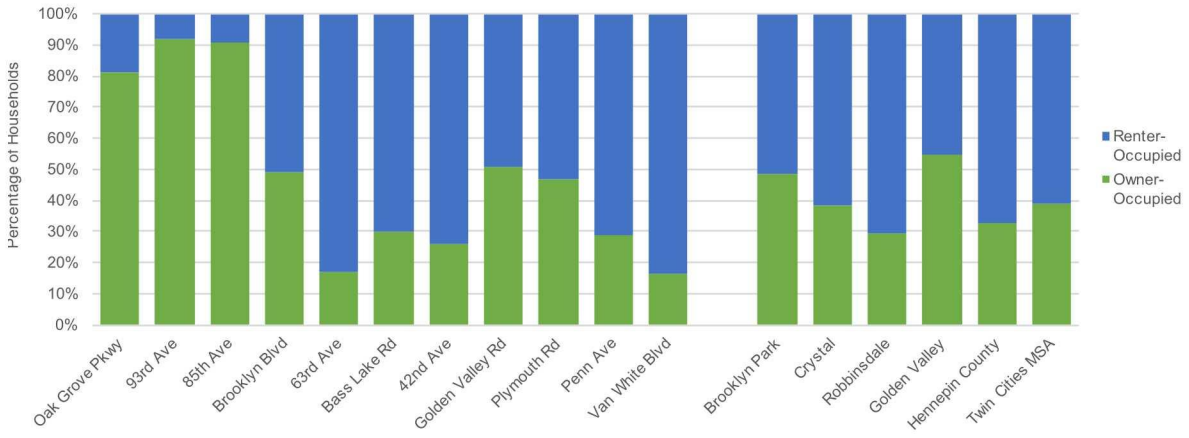
Critical housing gaps are often correlated with race or ethnicity. Figures 36 and 37 highlight the stark differences in the rate of homeownership throughout the corridor between white households and households of color. Only in station areas where there is an almost complete lack of rental housing (e.g., Oak Grove Parkway, 93rd Avenue, and 85th Avenue) is the homeownership rate between whites and persons of color relatively similar. Otherwise, white households have a rate of homeownership that is typically twice -- sometimes three times -- the rate of households of color. This underscores how housing gaps that fall along race and ethnic lines may not be overcome by simply building more housing, but addressing other issues, such as homeownership assistance, fair housing policies, and similar strategies aimed at equity and equal access to resources.

Figure 36: Household Tenure by Station Area for White Households (1/2-Mile Radius)



Source: U.S. Census Bureau, ACS 2012-2016 Estimate

Figure 37: Household Tenure by Station Area for Households of Color (1/2-Mile Radius)



Source: U.S. Census Bureau, ACS 2012-2016 Estimate

Household Income

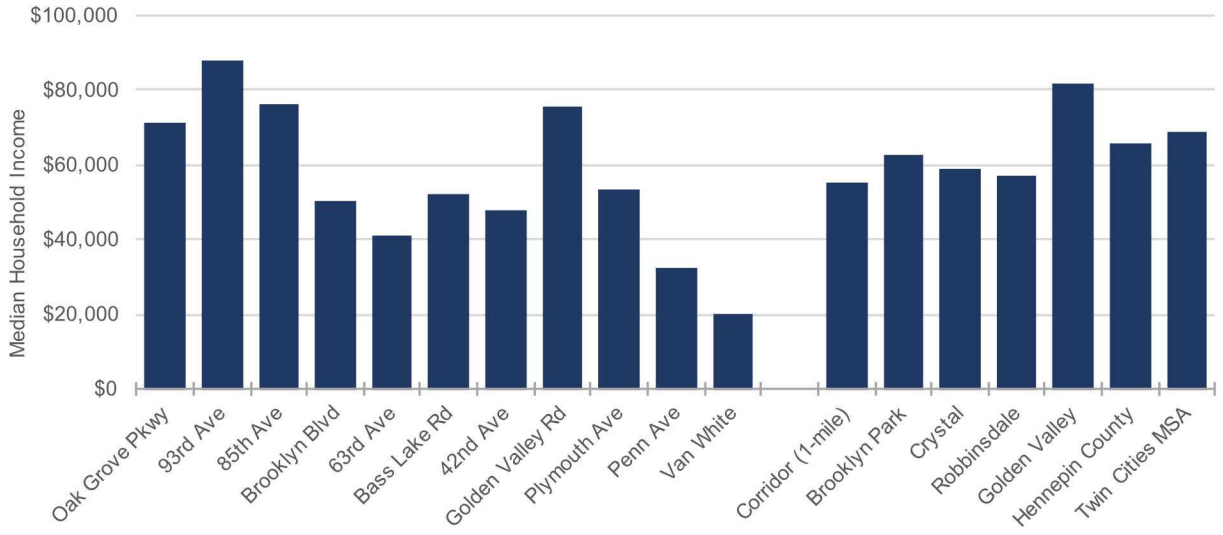
Household income is important to track because it is strongly correlated with age and also directly affects the spending power of area residents and their ability to afford housing. Figures 36 and 37 display data on median household incomes for each station area, the Corridor, each city along the Corridor, Hennepin County, and the Twin Cities metro area.

Except for the Golden Valley Road station area, all of the station areas from Brooklyn Boulevard and southward have median incomes well below the metro area median. Stations at the northern end of the Corridor where the housing consists mostly of newer, larger, owned single-family homes have median incomes above the metro area median.

In terms of income trends, there is a great deal of variation throughout the Corridor. By and large, it appears that income trends tend to correlate with whether households are getting younger or much older (i.e., entering retirement).

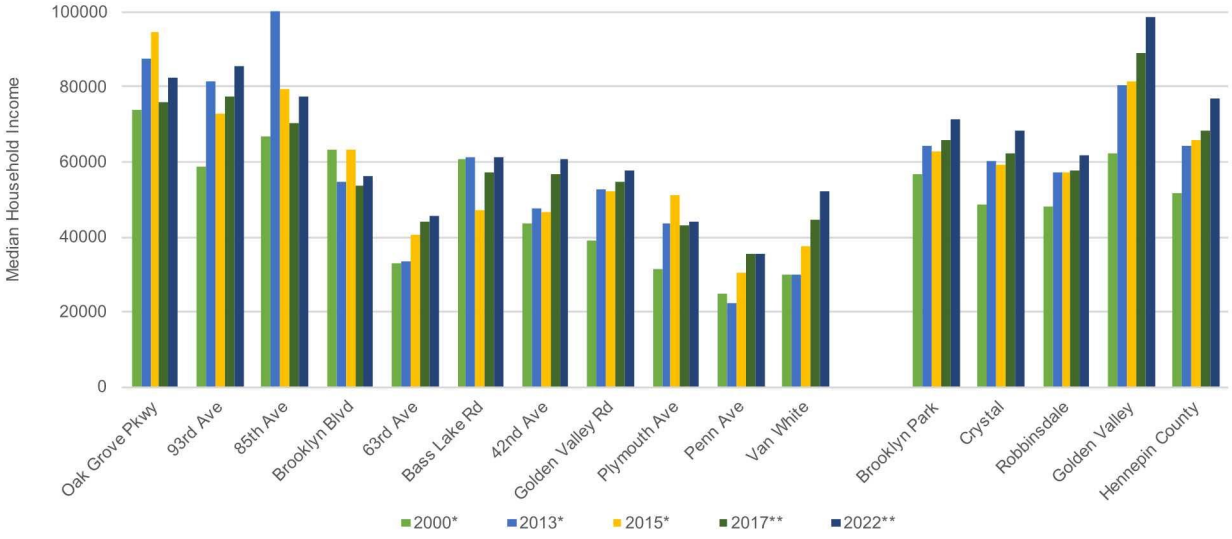
Because homeownership often has a significant financial barrier to entry, rental housing tends to have a larger proportion of lower-income households, though many middle- and higher-income households choose to rent as well. Furthermore, households at the two ends of the age spectrum, younger and older households, often prefer renting because it provides greater flexibility and requires less maintenance. Yet, these same households also have lower incomes because of limited earning potential (i.e., little work experience or retirement).

Figure 38: Median Household Income by Station Area (1/2-Mile Radius)



Sources: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri; Tangible Consulting Services

Figure 39: Median Household Income Trends 2000-2022 (1/2-Mile Radius)



*Sources: * US Census; ** Esri; Tangible Consulting Services*

SOCIO-ECONOMIC FORECASTS

Previous sections addressed the current and recent demographic situation for each station area and communities along the Bottineau Corridor. This section presents data of several types of forecasts that provide insight into the potential increase in demand for housing due to population, household, and employment growth.

Population and Household Forecast

Table 3 presents data on the forecasted population and household growth of each community along the Bottineau Corridor as well as Hennepin County and the Twin Cities Metro Area. With the exception of a small portion of Brooklyn Park, the communities along the Bottineau Corridor are fully developed, which helps explain why their forecasted growth rates do not equal that of the entire Metro Area. The Metro Area figures include both fully developed communities as well as those communities with large tracts of vacant land that can accommodate large scale residential construction. Communities with significant amounts of new residential construction are typically the ones that experience the largest population increases.

Table 3: Population and Household Forecasts for Corridor Communities, Hennepin County, & Twin Cities Metro Area

			Forecast			Numeric Change			Percentage Change		
Community	2000	2010	2020	2030	2040	2010s	2020s	2030s	2010s	2020s	2030s
POPULATION											
Brooklyn Park	67,388	75,781	86,700	91,800	97,900	10,919	5,100	6,100	14.4%	5.9%	6.6%
Crystal	22,698	22,151	22,700	23,200	23,800	549	500	600	2.5%	2.2%	2.6%
Robbinsdale	14,123	13,953	14,750	15,100	15,300	797	350	200	5.7%	2.4%	1.3%
Golden Valley	20,281	20,371	21,300	22,000	22,900	929	700	900	4.6%	3.3%	4.1%
Corridor Communities	*124,490*	*132,256*	*145,450*	*152,100*	*159,900*	*13,194*	*6,650*	*7,800*	*10.0%*	*4.6%*	*5.1%*
Minneapolis	382,618	382,578	423,300	439,100	459,200	40,722	15,800	20,100	10.6%	3.7%	4.6%
Hennepin County	1,116,200	1,152,425	1,255,520	1,330,480	1,407,640	103,095	74,960	77,160	8.9%	6.0%	5.8%
7-County Metro Area	2,642,056	2,849,567	3,160,000	3,459,000	3,738,000	310,433	299,000	279,000	10.9%	9.5%	8.1%
HOUSEHOLDS											
Brooklyn Park	24,432	26,229	30,000	32,200	34,300	3,771	2,200	2,100	14.4%	7.3%	6.5%
Crystal	9,389	9,183	9,500	9,600	9,700	317	100	100	3.5%	1.1%	1.0%
Robbinsdale	6,097	6,032	6,300	6,600	6,800	268	300	200	4.4%	4.8%	3.0%
Golden Valley	8,449	8,816	9,300	9,600	9,800	484	300	200	5.5%	3.2%	2.1%
Corridor Communities	*48,367*	*50,260*	*55,100*	*58,000*	*60,600*	*4,840*	*2,900*	*2,600*	*9.6%*	*5.3%*	*4.5%*
Minneapolis	162,352	163,540	183,800	194,000	204,000	20,260	10,200	10,000	12.4%	5.5%	5.2%
Hennepin County	456,129	475,913	528,090	566,560	600,930	52,177	38,470	34,370	11.0%	7.3%	6.1%
7-County Metro Area	1,021,454	1,117,749	1,264,000	1,402,000	1,537,000	146,251	138,000	135,000	13.1%	10.9%	9.6%

Sources: US Census; Metropolitan Council; Perkins+Will

Although the Bottineau Corridor is mostly developed, the Metropolitan Council expects an important amount of household growth to occur over the next 20-25 years due to redevelopment opportunities of older, underutilized parcels. According to the table, the communities along the Corridor, excluding Minneapolis, can anticipate roughly 3,000 new households each decade.

In order to accommodate this new household growth, substantial amounts of new multifamily housing will need to be built because the economic feasibility of replacing non-residential uses with single-family housing is very challenging without substantial public support and subsidy.

Employment Forecast

Employment growth in and near the Bottineau Corridor will be a key driver of housing demand in the coming decades. According to Table 4, the communities along the Bottineau Corridor are anticipated to add nearly 6000 jobs in the 2020s and 2030s. Even if a small proportion of those new workers want to live along the Corridor it will place a great deal of demand on the local housing supply. If a range of new product types at varying price points is not added to the housing stock, this will result in significant increases in housing costs.

Table 4: Employment Forecasts for Corridor Communities, Hennepin County, and Twin Cities Metro Area

			Forecast			Numeric Change			Percentage Change		
Community	2000	2010	2020	2030	2040	2010s	2020s	2030s	2010s	2020s	2030s
EMPLOYMENT											
Brooklyn Park	23,692	24,084	32,100	36,100	40,200	8,016	4,000	4,100	33.3%	12.5%	11.4%
Crystal	5,638	3,929	4,400	4,640	4,900	471	240	260	12.0%	5.5%	5.6%
Robbinsdale	7,109	6,858	7,000	7,100	7,200	142	100	100	2.1%	1.4%	1.4%
Golden Valley	30,142	33,194	36,000	37,500	38,900	2,806	1,500	1,400	8.5%	4.2%	3.7%
Corridor Communities	*66,581*	*68,065*	*79,500*	*85,340*	*91,200*	*11,435*	*5,840*	*5,860*	*16.8%*	*7.3%*	*6.9%*
Minneapolis	308,127	281,732	315,300	332,400	350,000	33,568	17,100	17,600	11.9%	5.4%	5.3%
Hennepin County	877,346	805,089	924,710	981,800	1,038,140	119,621	57,090	56,340	14.9%	6.2%	5.7%
7-County Metro Area	1,606,263	1,543,872	1,828,000	1,910,000	2,039,000	284,128	82,000	129,000	18.4%	4.5%	6.8%

Sources: US Census; Metropolitan Council; Perkins+Will

Population Projections by Age Group

As presented previously, it is important to understand the age breakdown of the population because there is a strong correlation between one's age and the type of housing desired. Although long range age forecasts are not available at the municipal level, the Minnesota State Demographer recently released projections for Hennepin County, which are presented in Table 5.

According to the table, the age groups under 25 and over 65 will grow substantially through 2030. Therefore, macro demographic trends suggest numeric growth will increase demand for both larger unit types that can accommodate families while at the same time smaller unit styles focused on aging adults wanting to downsize.

Table 5: Hennepin County Population Forecast by Age Group

Population Age	2010	2020	2030	2040	Numeric Change			Percent Change		
					2010s	2020s	2030s	2010s	2020s	2030s
Under 18 Years	261,596	300,118	321,408	334,524	38,522	21,290	13,116	14.7%	7.1%	4.1%
18 to 24 years	113,300	112,122	137,640	149,718	-1,178	25,518	12,078	-1.0%	22.8%	8.8%
25 to 34 years	187,523	198,711	212,434	247,227	11,188	13,723	34,793	6.0%	6.9%	16.4%
35 to 44 years	154,304	169,184	155,538	163,307	14,880	-13,646	7,769	9.6%	-8.1%	5.0%
45 to 54 years	171,130	160,088	176,320	158,642	-11,042	16,232	-17,678	-6.5%	10.1%	-10.0%
55 to 64 years	133,758	165,602	161,777	175,103	31,844	-3,825	13,326	23.8%	-2.3%	8.2%
65 to 74 years	66,516	117,183	145,800	139,920	50,667	28,617	-5,880	76.2%	24.4%	-4.0%
75 to 84 years	42,476	42,104	68,109	82,280	-372	26,005	14,171	-0.9%	61.8%	20.8%
85 years and over	21,822	29,259	28,306	47,670	7,437	-953	19,364	34.1%	-3.3%	68.4%
Total Population	**1,152,425**	**1,294,371**	**1,407,332**	**1,498,391**	**141,946**	**112,961**	**91,059**	**12.3%**	**8.7%**	**6.5%**

Source: Minnesota State Demographer

IMPACTS OF NEW LRT SERVICE

The planned light rail transit (LRT) in the Bottineau Corridor will provide significantly enhanced transit service for residents and workers near the stations. Access to faster, high-frequency transit will reduce travel costs (in both time and money) and provide transportation flexibility. The result will be greater demand to live and work near a station.

Research and experience show that there are a range of additional impacts that can result from new transit service, such as:

- Property values tend to increase near transit stations, benefiting homeowners and other property owners.
- Station areas may attract new housing and commercial development that would otherwise not occur.
- Commercial businesses may benefit from increased visibility and sales.
- Investment in existing property tends to increase.
- In certain locations the impact on the area is multiplied by the emergence of broader place-making changes, which transform the market context, character and vibrancy of an area, inviting subsequent development and area changes.
- Value increases in station areas, and the increased attractiveness of the location for rental households, leads to rent increases in existing rental properties.

In order to better understand the potential impact of new LRT service on Blue Line communities, and especially on those living near future station areas, we did additional research on the impacts of new transit service—specifically its impact on property values, property investment, new development, and rent levels.

The Impact of New LRT Service on Property Values and Property Investment

A number of studies have explored the relationship between new LRT transit service, and increases in surrounding property values. Such studies have been conducted in contexts across the country, looking at the question from a range of perspectives.

Given that the existing Blue Line and Green Line transit lines offer the closest comparison to the future Blue Line extension, the impacts of those lines are particularly relevant. Fortunately, there have been prominent studies by the Center for Transit Studies (CTS) which have specifically looked at property value impacts from the Hiawatha Light Rail Line (now the Blue Line). Key findings from those reports are summarized below.

The Hiawatha Line: Impacts on Land Use and Residential Housing Value (CTS, 2010)

This study used property sale records for a period of time before the opening of the Hiawatha (Blue) Line, and after the opening of the Hiawatha Line. It compared the change in sale prices for properties within a half mile of the station to the change in sale prices for properties further distant from the stations. Trends in sale prices were examined for both single family homes and multifamily residential properties.

The researchers also looked at whether area investment increased due to the new transit service. They did this by comparing property expenditures, as represented by 2000 to 2007 building permit records, between the period before 2004 and the period after 2004.

Key findings of the study included the following:

- Before light rail service began in 2004, single family homes in the half mile station area radius sold for an average of 16% lower than homes in the broader area. After 2004, single family homes in the station area sold for an average of 4% higher than homes in the broader area. The value premium that station area homes achieved compared with more distant homes equates to around $5,000 per home.

- The increases in home value were significantly diminished for homes on the east side of Hiawatha Avenue. Those homes faced two barriers to accessing the station area—the difficulty of crossing the arterial corridor, and the visual barrier of a set of older industrial properties between the residential neighborhoods and Hiawatha Avenue.

- Property sale records showed that multifamily properties increased in value as well, due to the new transit service. The gain in value, after the opening of the transit service, was an estimated $15,755 per multifamily property.

- The new transit service prompted additional investment in new home construction and home improvement.

- There was an increase of 187% in the number of new single family homes constructed in the station areas.

    » The aggregate home improvement permit value was 50% higher in the station areas than it was for the comparison area for the 2000 – 2007 period.

Impacts of the Hiawatha Light Rail Line on Commercial and Industrial Property Values in Minneapolis (CTS, 2010)

This study utilized property sale records from before and after the opening of the Hiawatha (Blue) Line to assess the impact of new LRT service on commercial property values. It found a clear positive impact on property values, which extended out to almost a mile from the station locations.

The value appreciation that resulted from the new transit service varied according to the proximity to the station. The closer the property was to the station, the greater the resulting appreciation in property value. The study estimated that, for the average commercial property that is 400 meters (around 1,300 feet) from the station, its value would increase by $6,500 for each meter it was closer to the station.

The Impact of New LRT Service on Attracting New Development

There is a growing literature that looks at the development that occurs in areas near new transit stations. Questions asked in these studies include:

- Why does development occur in some instances, and not in others?

- What steps can be taken to increase the likelihood that new development will be attracted to a station area?

A 2011 study by the Center for Transit Oriented Development (Rails to Real Estate: Development Patterns along Three New Transit Lines, CTOD, 2011) was influential in understanding these dynamics. Moreover, one of the study's three focus areas included the Hiawatha (Blue) Line, which has particular relevance to this housing gaps analysis.

The study documented real estate development patterns in the areas around transit lines in Minneapolis, Denver, and Charlotte. The researchers reviewed development records, and interviewed city planners and developers in each area. The report makes qualitative findings concerning the development that occurred, and why.

Key findings from the report are as follows:

- Development has occurred on all three lines that may otherwise not have occurred.

- The character of development near the stations is shaped by its location, tending to be higher density and more pedestrian oriented than development in other locations.

- Developers (and their equity partners) are attracted to station area locations because they are viewed as having the potential to achieve faster absorption rates, higher occupancy rates, and higher sale prices or rents.

- Transit station areas in and close to existing employment centers and downtowns are most attractive to developers.

- Locations where there are major opportunities for infill development on vacant or lightly developed land are most attractive.

- Public actions to surmount barriers and improve the area context can be key to attracting development.

The Impact of New LRT Service on Rent Levels in Existing Rental Properties

New transit service makes an area more desirable, for both property owners and renters. Because of that, rents can go up with the arrival of the service. That's relevant in the Bottineau Corridor because communities want to understand how the new transit service might impact renter households in the station areas. There seems, however, to have been less research on the impact of transit service on rent levels than there has been on the impact on property values. Researchers contacted at the University of Minnesota's Center for Transit Studies were not aware of either local or national research that explores that relationship. And our own internet search didn't turn up any useful research.

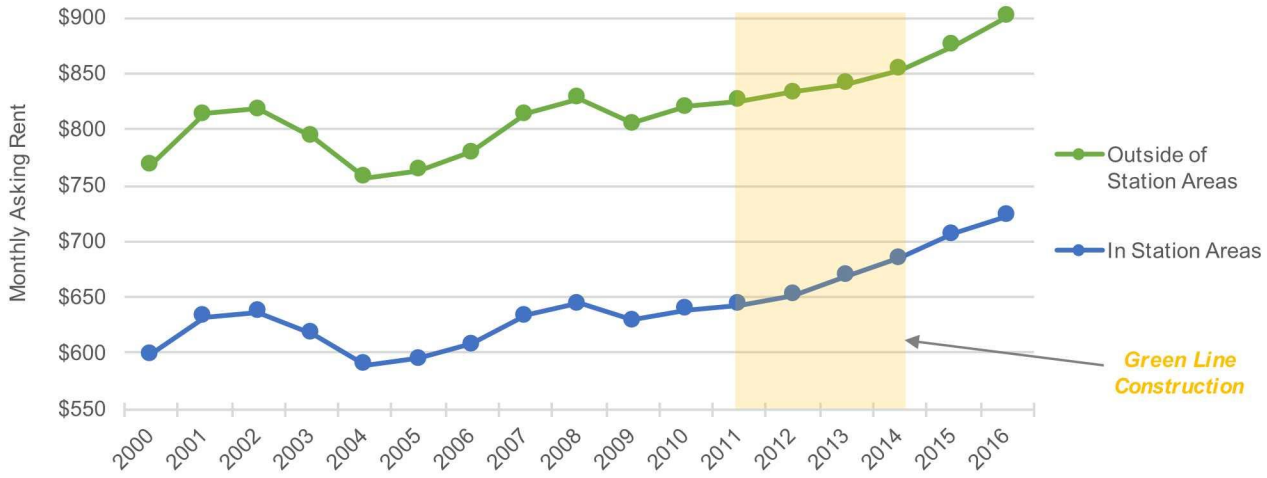
There is a local organization that has done some work in this area. Twin Cities LISC (Local Initiatives Support Coalition) has been working with Minneapolis and St. Paul neighborhoods to set goals and monitor change relative to development in the Green Line station areas. The initiative is called "The Big Picture Project." Their 2016 progress report included a light analysis of rent changes in the corridor. It found a 44% rent increase in the Green Line corridor between 2011 and 2015 compared with a 22% rent increase across Minneapolis and St. Paul. The analysis was based on advertised rent listings, which limits the validity of the findings because new apartment developments are likely to be overrepresented in advertised rent listings. For our purposes, the rent levels in new apartment buildings are less interesting than how rents change for tenants of existing apartment buildings.

Given the limitations of existing research, we decided it would be beneficial to look at the question ourselves. We were in a good position to assess the rent impacts of new transit service for two reasons: 1) the Green Line provides a great context for the analysis, since there is an abundance of rental properties in the neighborhoods between the two downtowns; and 2) CoStar data offers a record of rents in most of the large apartment buildings in those neighborhoods, going back to 2000. That allowed us to build a record of rent changes over time, before and after the start of the Green Line service.

Using the CoStar platform, we selected all multifamily properties in the CoStar-defined multifamily submarkets between Highway 280 and St. Paul's Capitol Area. The selected geography excluded multifamily properties in the two downtowns and the area around the University of Minnesota, which are presumably subject to a more complex market context. From that list, we chose developments built before 2000 that had not been the subject of a major renovation since 2000. We eliminated affordable housing developments, which would be restricted in their ability to raise rents.

The preceding steps yielded an inventory of 376 properties in housing submarkets along the transit corridor. Those properties were divided into 114 properties (station area properties) that are located within a half mile of a Green Line station, and 262 properties (control group) that are not. Figure 38 shows that average rents in the station area properties are lower than the average rents in the control group; and they remain lower over the period of study.

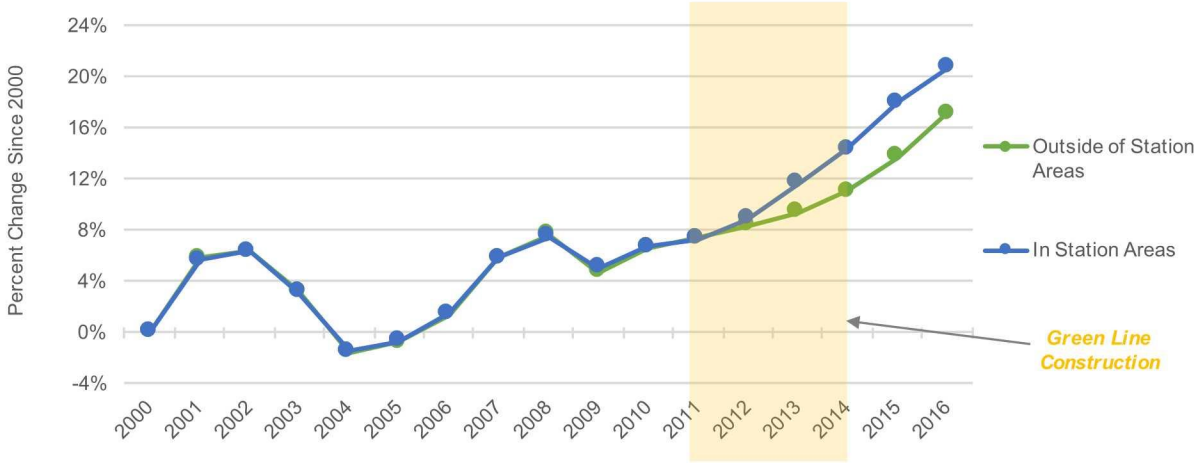
Figure 40: Average Asking Rent Central Corridor (Green Line LRT) Submarkets



Source: Tangible Consulting Services; CoStar

However, when one focuses not on the rent level, but on how rents changed over time, an interesting pattern emerges. The rent changes were almost identical between the two groups until around 2012. But starting in 2012, the average rent in the station area properties increased more than it did in for control group properties. The simplest explanation is that starting in 2012 the new transit service was cause for charging a rent premium in station area apartment buildings.

Figure 41: Rent Growth from 2000 Central Corridor (Green Line LRT) Submarkets



Source: Tangible Consulting Services; CoStar

The analysis indicates that the rent premium associated with the new transit service is around $20 per month for properties located within a half mile of a station compared to those located between a half mile and one mile from a station. This suggests that rent increase due to proximity to LRT service are likely to be higher for properties closer to the stations.

REAL ESTATE EXPERT INTERVIEWS

In addition to analyzing quantitative housing data, interviews with residential real estate agents and multifamily developers were conducted to better understand the current and future housing needs along the Bottineau Corridor and within each station area.

Residential Real Estate Agents

Although residential real estate agents typically focus on the buying and selling of detached, single-family homes, which are not usually considered TOD, the prevalence of this housing type and the frequency of sales means that many agents often have a very good understanding of the ever changing housing needs of home buyers and homeowners in a given area. The following is a list real estate agents that primarily work along the Bottineau Corridor and were willing to share their insights and perspectives on the for-sale housing market:

- Tom Slupske, RE/MAX Results
- Emily Green, Sandy Green Realty
- Becky O'Brien, RE/MAX Results
- Joe Houghton, RE/MAX Results
- Kerby Skurat, RE/MAX Results

The overarching perspective of those interviewed was that the for-sale housing market in communities along the Bottineau Corridor is robust. There is a low inventory of properties being sold. Moreover, the housing in most of these communities is available at an affordable price by metropolitan standards. The interviewees offered the following additional considerations:

- **Sellers:** In many cases older people are moving out of their homes. Many would like to remain in the community. This is especially true in Robbinsdale. People who delayed selling their homes due to the housing

crisis (2006-2010) are now finding it a good time to sell as well. Investors who purchased properties when prices were low are now selling them.

- **Buyers:** Younger people began moving into Robbinsdale a few years ago. Now this trend is happening in Crystal and Brooklyn Park. Affordable homes make it easier for first time homebuyers to move into this area. Those who suffered foreclosures are now back on track. Their credit is repaired, and they are looking to buy. High rents are causing some renters to buy homes instead. Many of the buyers today in this area are first-time homebuyers. People who move into these communities tend to have connections to the area. They are from here and/or they have friends and families here. There are some buyers who are downsizing from other communities, looking for living space all on one floor.

- **Product Demand:** There is demand for larger homes for families. Three-bedroom, two-bath homes are in great demand. Buyers are looking to put down roots here. "Move-in ready" homes are in demand. Two- and three-bedroom townhomes also sell quickly. People will pay a premium for new construction in this area. Many of the homes in these communities, particularly in North Minneapolis and Brooklyn Park are older, not updated, and in some cases, moldy/musty, and sloping. Some buyers are drawn further out to Maple Grove and Rogers in search of larger homes. Senior housing, particularly in Crystal, is lacking. The abundance of mid-century ramblers presents an opportunity. They are one-level, and with some redesign can be good places for seniors to live. More studio and other small apartments are not needed in these communities. New higher end apartment developments have not opened up single family housing for younger buyers as some expected.

- **Desired Amenities:** These communities are desirable places to live. They are near downtown Minneapolis and the amenities, such as parks and the swimming pool in Crystal, draw families. Robbinsdale's downtown is walkable, has good restaurants, and is very attractive to people. Lower housing prices are also a big draw. It's an area where a buyer can find a home for less than $200,000. More mid- and higher-end restaurants would increase desirability.

- **Perceived LRT Impact:** LRT may not change the housing market much, and it will take time for impacts to be felt. LRT will have a positive impact on the communities, as it will provide transportation options. It may invite new housing product that includes larger single-family homes. New construction, and housing product that is new and forward-thinking will attract people. Homes close to LRT stations will likely gain desirability, although those adjacent to stations may be less desirable, and will probably be rented. Housing market conditions and availability of financing will continue to be the big influencers. The number of people in these communities that commute via LRT will grow.

Multifamily Housing Developers

Although the market for owner-occupied single-family housing is a major component of the overall housing market, the Bottineau Corridor also consists of a significant amount of rental housing as well. Moreover, multifamily housing, whether owner- or renter-occupied, tends to also occur at densities much more supportive of TOD. Therefore, in order to gain greater insight into the current and future multifamily housing market, interviews were conducted with a number of multifamily developers active along the Bottineau Corridor.

The following is a list multifamily developers interviewed as part of this study. The developer backgrounds include market rate housing, affordable housing, senior housing, and student housing.

- Beard Group – Bill Beard
- Inland Development Partners – Kent Carlson
- Common Bond – Diana Dyste, Kayla Schuchman
- Aeon – Blake Hopkins
- Doran Companies – Kelly Doran
- Ron Clark Construction & Design – Mike Waldo, Ron Clark

It should be noted that many of these developers also have experience developing commercial properties integrated with housing (i.e., mixed-use development). A companion study that researched the commercial market conditions and development potential in each station area also summarizes feedback from these experts. The following are key findings from the interviews specific to housing:

- LRT will be a catalyst for housing development, though other factors, such as the availability of neighborhood amenities (e.g., schools, parks, grocery stores, trails, etc.) and the regional economy, will play an important role in determining when and where development will most likely occur.

- Regardless of the LRT, there currently is and will be a high demand for middle-market multifamily development (i.e., properties with fewer on-site amenities and not as high of unit finishes as the luxury product being built in the downtowns or more affluent suburban locations).

- Affordable housing is in high demand, and sites near stations can attract favorable tax credits necessary to support development.

- Land values are already beginning to increase in expectation of future development, which will increase the financial need to develop multi-story, multifamily housing on the part of developers.

- Neighborhood amenities (e.g., schools, parks, grocery stores, trails, etc.) are important and help attract and support new housing development.

- Regardless of the type of development, interviewees stressed the need to design appropriate pedestrian and vehicular infrastructure that encourages the use of the LRT (i.e., reimagining streets, improved sidewalks, and safer street crossings).

COMMUNITY STAKEHOLDER INTERVIEWS AND PRESENTATION

Overview

Quantitative data on the supply and demand of housing does not always provide a complete picture of the real-world issues that often result from a housing gap or housing need. Therefore, qualitative research was conducted with community members and housing advocates familiar with the Bottineau Corridor to better understand the types of housing issues and needs not apparent from the quantitative research.

Outreach for the qualitative research consisted of engaging representatives of a number of community-based organizations active along the Bottineau Corridor with an interest in housing issues. The engagement was in two forms: 1) one-on-one interviews with organization leadership regarding housing issues and concerns; and 2) a presentation to members of the Blue Line Coalition and the Health Equity Engagement Cohort to solicit their input regarding preliminary findings from the quantitative portion of the study.

The one-on-one interviews were conducted in November and December 2017. The purpose of these meetings was to understand housing barriers, needs, and opportunities within the planned METRO Blue Line Extension (Bottineau LRT) corridor. The persons interviewed and organizations they represented are listed below.

- Nelima Sitati Munene, African, Career, Education and Resources Inc., November 27, 2017
- Sebastian Rivera, La Asamblea de Derechos Civiles, December 05, 2017
- Christine Hart, Community Action Partnership of Hennepin County, December 05, 2017
- Staci Howritz, City of Lakes Community Land Trust, December 06, 2017
- Martine Smaller, Northside Residents Redevelopment Council, December 07, 2017
- Pastor Kelly Chatman, Redeemer Lutheran Church/Redeemer Center for Life, December 07, 2017

The presentation of preliminary findings occurred on December 13, 2017 at the Brookdale Library in Brooklyn Center. Below are key themes from the one-on-one interviews and comments received in response to the presentation of findings. Detailed notes from the interviews and specific comments from the presentation attendees are in the appendices.

Key Themes

The following is a summary of the key discussion themes from the stakeholder interviews. The opinions presented herein are of the persons interviewed and do not necessarily represent the opinions of the report authors or report sponsor (Hennepin County). Detailed meeting notes from the stakeholder interviews are included as an appendix.

Rental Housing

- Most stakeholders felt that there is an abundance of rental housing within the study area, and that it tends to be in large- and mid-size apartment complexes. However, some felt that there is not an adequate supply of quality [i.e., safe and desirable condition] affordable housing.

- Most stakeholders agreed that much of the rental housing is considered affordable. However, several interviewees felt strongly that much of this housing is in older buildings that is often not adequately maintained, which often leads to health concerns. Examples of property issues cited by interviewees include poor heating and cooling, improperly functioning appliances, and leaky ceilings.

- Many stakeholders noted that there are very few rental units in the market with three or more bedrooms, which are needed for families. This is especially the case in the Latino and Asian communities, who often have larger households. Some stakeholders noted that it is not uncommon for a family of six to live in a small two-bedroom apartment because of the lack of larger unit types.

Owner-Occupied Housing

- Stakeholders reported an abundance of single family homes within the study area, many of which are considered affordable. However, demand for homeownership is high and inventory is low, which tends to put upward pressure on price and can limit affordability.

- It was noted that there are few townhomes or other multifamily ownership options within the corridor, which tend to be more affordable because they occupy less land.

- Stakeholders who focus on North Minneapolis noted that there is a lot of quality housing (e.g., bricked homes with stucco) in North Minneapolis that should be preserved. In contrast, they noted an increase in the use of poor quality materials (e.g., low grade vinyl siding) among newly built housing.

- Most stakeholders expressed the need for more opportunities for homeownership and homeownership assistance strategies. While some cities have first time homeowner resources, there is still an unmet need.

- Some felt that there is a need for more transitional and smaller houses (1-bedroom and smaller footprint) with less maintenance for seniors to transition from their 3 to 4-bedroom homes.

Affordability

- Many stakeholders made the point that even with the prevalence of naturally occurring affordable housing in the corridor, many people are still spending over 50% of their income on rent alone and are therefore "housing cost burdened."

- Several stakeholders cited current market conditions as exacerbating affordability issues. For example, it was noted that low vacancy is a barrier to accessing quality affordable housing, and, for many households, this means that if they are unable to renew their lease or are evicted without cause they have no other housing option.

Concerns about Discriminatory Practices

- Several stakeholders reported that some landlords engage in discriminatory practices, especially during the application/screening process. Examples cited by those interviewed include refusing to accept Section 8 housing vouchers, charging higher application fees and rents to those who lack identification, such as social security cards or car insurance, and the use of credit checks, which penalize people who lack good credit or those trying to establish credit.

- Some stakeholders also cited the lack of [or perceived lack of] tenant protection policies as contributing to an environment in which tenants are fearful of reporting legitimate issues, such as plumbing or HVAC problems, for fear that they may be evicted. Exacerbating the situation, according to those interviewed, is when markets are extremely tight with few if any available units at other properties. Under these conditions, tenants are even more fearful of potential evictions because there are so few housing options.

Concerns about Gentrification/Displacement

- While the stakeholders interviewed were generally supportive of the proposed LRT project, gentrification is a major concern. It is important for the LRT to serve not only new residents, but also the people who currently live in the affected areas. For example, rent control policies were suggested as a possible strategy to limit displacement among existing residents who would be unable to afford any significant rent increases due to the LRT.

Connectivity and Access to Goods and Services

- Many stakeholders expressed a desire for improved multimodal facilities, such as sidewalks and bicycle facilities. They also mentioned access to transit, such as buses, is limited, and access to goods and services (e.g., groceries) within walking distance is a challenge, particularly for older adults and those who do not have access to a personal vehicle.

Other

- Some stakeholders noted the idea of "owning" and "investing" in something can be a difficult conversation to have with some religious and cultural communities. For example, Sharia finance rules won't allow Muslim communities to pay interest, such as the interest in a conventional mortgage which is often needed to purchase a home.

- Historically, there is a lack of attractive retail sites and a disparity in neighborhood investment, particularly in North Minneapolis. It would be beneficial to have more user-friendly community retail that has a stronger sense of community investment (i.e., Whole Foods, coffee shops, cooperatives, replace the smoke shop with other retails, etc.).

GAPS ANALYSIS

Findings from the previous sections were synthesized into a Gaps Analysis focused on each station area as well as corridor-wide concerns. Although the methodology of identifying and subsequently determining the scale of a "housing gap" starts with the process of comparing supply against demand to see where gaps may exist, it doesn't stop there. Housing need, which the gaps analysis is fundamentally trying to address, is more nuanced than that. Therefore, quantitative data was augmented with qualitative data gleaned from interviews with housing advocates and experts familiar with the housing supply and needs of the local population.

Another key purpose of the gaps analysis is not to simply address existing gaps, but to draw attention to how each station area could accommodate future housing demand and thus prevent the creation of new gaps or the exacerbation of existing gaps. Therefore, the gaps analysis also takes into consideration forecasted household growth in each of the Corridor communities.

Because the METRO Blue Line Extension will have an obvious impact on mobility and accessibility, it is likely to profoundly influence housing need, particularly through the pricing of housing. Therefore, the gaps analysis also factors in potential impacts on housing costs as well.
A simplified methodological approach to the gaps analysis is as follows:

Figure 42: Methodological Steps of the Gaps Analysis



When thinking about a gaps analysis it is important to be reflective of two considerations which sometimes support the same housing prescriptions but in some cases can be different or complementary.

1. **Housing gaps.** The lack of housing types in the existing housing stock, filling gaps in the array of existing housing types.

1. **Household gaps.** The unmet housing needs of current residents, allowing them new options that meet identified needs.

Corridor-Wide Housing Gaps

Closing a housing gap observed within a station area may not always require a station-specific prescription. For example, this can be seen in station areas where there is very little diversity in the housing supply or very little housing altogether. However, due to the station area plan, which may be more focused on non-residential uses, or a lack of developable sites, it may make more sense to consider housing prescriptions that are distributed throughout the corridor instead within a given station area.

To address such considerations, the following are corridor-wide housing observations and prescriptions:

- **Housing age.** Housing age analysis suggests the need to build new multifamily housing in many portions of the corridor because the housing stock is aging with little replacement. Generally, this is true at every station area since there has been so little new multifamily housing constructed over the last 30 years throughout the corridor. However, multifamily development is particularly limited in the 93rd Avenue, 85th Avenue, and the Golden Valley Road station areas. There are also parts of the corridor where the initial era of housing development was many decades ago, and, thus, there is a strong need for newer multifamily housing that can complement an older apartment stock. This is particularly true of the Brooklyn Boulevard and 63rd Avenue station areas in Brooklyn Park where essentially all of the apartment stock was built before 1980 as well as the Minneapolis station areas, which has an even older multifamily stock.

- **Housing maintenance.** Maintaining the quality, condition, and marketability of the existing housing stock reduces the pressure to build new housing needed to replace obsolete or uninhabitable housing. Moreover, community input suggests that there are significant management and maintenance issues with the existing rental housing. This is true of both multifamily and single family rental housing, and it suggests:

    - » Continued attention to oversight through rental licensing and other approaches

    - » Support for capital investment in the existing housing stock (e.g., new roofs, windows, HVAC systems, etc.)

» Programs to help educate and support landlords in how to manage properties with tenants of diverse needs, such as aging residents, non-English speakers, families with young children, new arrivals unaccustomed to a cold climate, etc.

» Programs to help educate and support landlords new to renting and unfamiliar with the rights afforded to both owners and renters, especially in terms of maintenance responsibilities

- **Housing affordability.** This is an area where gaps in the housing stock and gaps in household needs suggest the need for different housing types—which could be thought of as complementary as opposed to contradictory.

  » New market rate or even upscale rental housing are in scarce supply in many of the station areas. High quality market-rate apartments and townhomes would fill gaps in the housing stock at every station. But it may be particularly needed as an action step that can improve market perceptions in the station areas that have the most dated existing apartment stock (noted above).

  » Affordable housing. The station areas are appropriate locations for affordable housing because they provide access without the need of a car to jobs in a large portion of the metro area. From a housing stock perspective, new affordable housing would add diversity in the available housing stock in the more affluent parts of the corridor such as at Oak Grove and Golden Valley Road station areas. From the standpoint of meeting the needs of existing households, new affordable housing can reduce cost burdens or offer an improvement in quality and property management for existing households. From this standpoint, new affordable housing may be particularly needed in lower income areas. The median household income is lowest (around $40,000 or lower) in the 63rd Avenue, Penn Avenue, and Van White station areas, followed by the Brooklyn Boulevard, Bass Lake Road, Robbinsdale, and Plymouth Ave station areas (around $50,000). It's $70,000 or more in the other station areas.

- **Workforce housing.** Used in a nontechnical sense, housing at all stations along the corridor support workers who commute to downtown, the airport, Target headquarters, and other employment destinations served by LRT. There is a particular need for housing at the employment nodes of Oak Grove Parkway, 93rd Avenue, and 85th Avenue, and at the retail hubs at Bass Lake Road and Brooklyn Boulevard. Housing for workers in these locations can be both market rate and income restricted.

- **Household age.** Demographic trends suggest that there will be an ongoing need for a range of senior housing options throughout the corridor. The one exception is the Robbinsdale station area, which accounts for roughly one-third of all the age-restricted housing within a mile of the corridor. In all the other station areas, senior housing would fill an existing gap and any growing gaps due to an aging population. In particular, there is a strong need for housing that provides assistance, such as assisted living and memory care services. Currently, less than one-quarter of the age-restricted units in the corridor have such types of assistance. For more independent seniors, the best locations will offer other amenities, such as close proximity to walking trails and shopping. Therefore, it may be particularly appropriate at 85th Avenue, Bass Lake Road, Golden Valley Road, or Van White Boulevard station areas (if developed as a mixed use node).

- **Unit type**. A bedroom analysis combined with comments from community stakeholders revealed a gap between the number of rental units with three or more bedrooms and the number of households with children. Most larger rental properties are dominated by one- and two-bedroom units because the traditional target market for these properties when built were young singles living alone or with a roommate or older households that have downsized from a single-family home. Households with children unable to afford homeownership, therefore, have had very limited housing options. Every station area has this housing gap because it is a need that is pervasive throughout the corridor and the region.

- **Medium density structures.** Duplexes, triplexes, and many types of townhome product are a good way to achieve TOD densities without significantly changing the character of a station area. Furthermore, these product types can often be delivered as a more affordable option to

traditional single-family product because they use less land yet retain some of the attributes often desired in single-family homes, such as private-entry, space for a patio or garden, and larger unit sizes (i.e., three or more bedrooms). These types of units can also be a complement to larger mixed-use developments where distances beyond ¼ or ½-mile from the station may make them more feasible. This would be especially relevant in stations such as Oak Grove Parkway and Bass Lake Road.

Station Area Housing Gaps

Although corridor-wide housing gaps are important to understand how wide spread gaps may be and that responses to a gap may need to be thought of more holistically, one of the purposes of this study is to provide insight at the station area level to help inform the creation of zoning codes that will support TOD and remove barriers to closing any critical housing gaps.

For each station area a gaps analysis was prepared in order to identify short-term (pre-LRT) and long-term (post-LRT) housing need. Each analysis includes the following components:

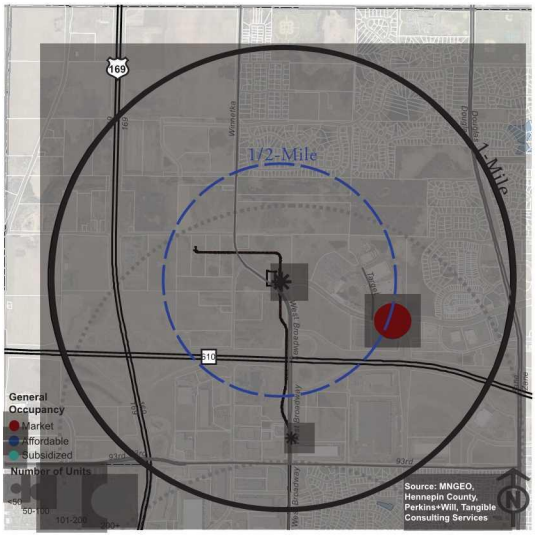
- Map of existing general-occupancy (i.e., non-senior or age-restricted) multifamily properties with 10 or more units.
- Map of existing senior or age-restricted multifamily properties.
- Summary of demographic and housing statistics presented previously in the report. For comparison purposes, Hennepin County statistics are also included as a benchmark since it is a much larger unit of geography and would represent a regional norm or average for these type of data.
- A basic description of the station area vision included as part of the station area plan.
- Estimate of housing demand through 2040. This estimate is based on household growth forecasts prepared by the Metropolitan Council for each city along the Corridor. Based on the station area plan, the amount of existing developable land, opportunities for redevelopment (i.e., presence of underutilized, aging, or obsolete properties), and market dynamics, a proportion the city's forecasted household growth was assigned to the station area and considered to be its future housing demand.

For example, in the Oak Grove Parkway station area, there is a significant amount of vacant land. Moreover, given the station area plan to create a new transit oriented village, it was assumed the station area could capture 20-25% of the City of Brooklyn Park's forecasted household growth through 2040, which translates 1,500-2,000 housing units.

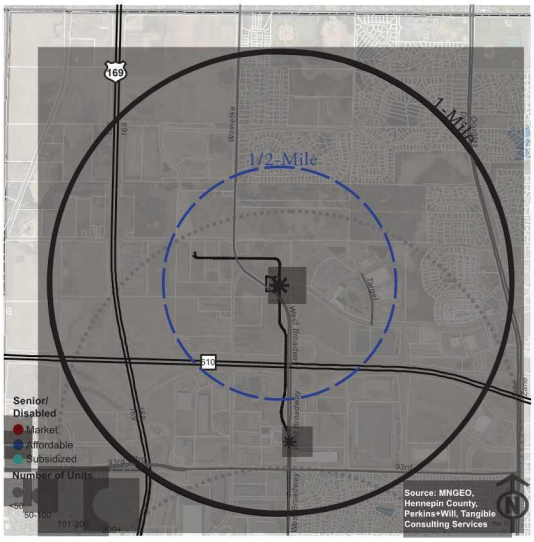
- List of most appropriate new housing types that would best address current gaps and future demand.

- Narrative that describes the housing gap situation in each station area. The narrative provides context and understanding of the factors contributing to a housing gap (if any) and possible prescriptions for how to address current and future needs taking into consideration the unique circumstances of each station area.

Oak Grove Parkway



Map 1: Oak Grove Parkway - Multifamily Properties



Map 2: Oak Grove Parkway – Senior Properties

STATISTIC	OAK GROVE PKWY	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**291**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**88**	**490,196**
Median Age[1,2]	37.5	36.1
Population Age 18 and Younger[1,2]	23%	25%
Population Age 65 and Older[1,2]	13%	12%
Average Household Size[1,2]	2.7	2.4
Persons per Bedroom[1,2]	--	0.92
Median Household Income[1,2]	$71,454	$65,834
Homeownership Rate[1,2]	90.9%	49.0%
Households with Children[1,2]	44.7%	28.0%
Single-Person Households[1,2]	21.1%	33.0%
Persons of Color[1,2]	31.5%	26.0%
Households that are Housing Cost Burdened[1,6,7]	10.4%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**42**	**518,332**
Units in Buildings with 5+ Units[1,2]	4.8%	29.9%
Units in Buildings with 2-4 Units[1,2]	0.0%	5.8%
Townhome Units[1,2]	45.2%	8.7%
Single-Family Units[1,2]	50.0%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	2016	1973
Median Year Built (Single-Family Units)[5,6,7]	2004	1958
Median Home Sales Price[4]	$477,874	$264,000
Average Monthly Rent - 1BR Units[3,6]	$1,491	$1,105
Average Monthly Rent - 2BR Units[3,6]	$2,012	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$2,288	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- New village concept with areas for mixing of uses, including residential, retail, and office. Major growth district.

Housing Demand through 2040

- 1,500-2,000 units (20-25% of projected Brooklyn Park household growth through 2040)

New Housing Types Needed

- Market rate rental apartments
- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Senior housing (market rate and affordable)
- Mixed-income housing (properties inclusive of both market rate and affordable units)
- Multi-story condominiums (multiple price points)
- Owner-occupied townhomes (multiple price points)

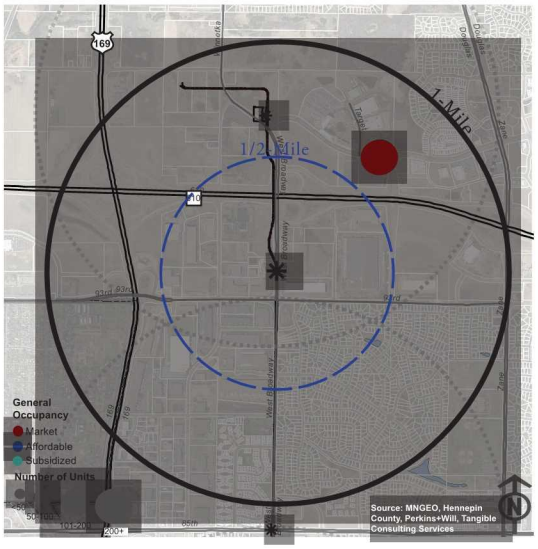
Housing Gaps Analysis

Being mostly vacant, the Oak Grove Parkway station area currently does not have a housing gap in the way other fully developed station areas have housing gaps. However, this is the one station area that will be able to accommodate a significant amount of new housing along the Corridor. Therefore, a range of housing product types and price points should be supported through zoning and other policies.

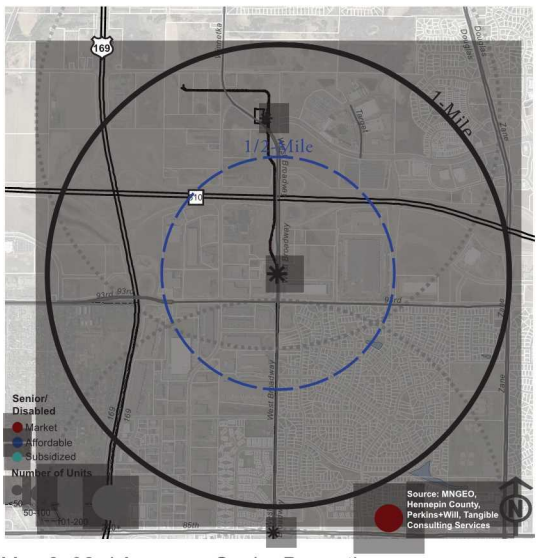
The timing of development will be highly dependent on the introduction of new infrastructure into the station area. Given the rapid absorption of the 610 West apartments, which are located east of the station area just beyond its ½-mile radius, the market for market rate, transit-oriented development is strong and would support more near-term development. With that being said, the amount of vacant, developable land is large enough that full build out the station area will take many years even when factoring in the operation of the LRT.

In order to fully leverage the opportunity of building in essence a new neighborhood, densities should be highest nearest the station. However, further from the station, densities can drop down to much lower levels. A wide variety of housing types will allow for not only a range household types but also a variety of price points, which will be extremely important. As a growing area with the potential to attract residents drawn to nearby high paying jobs, some type of inclusionary policy guaranteeing a portion of all housing development be of a certain type and affordability would likely be feasible in this station area.

93rd Avenue



Map 4: 93rd Avenue – Multifamily Properties



Map 3: 93rd Avenue – Senior Properties

STATISTIC	93rd AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**1,000**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**274**	**490,196**
Median Age[1,2]	33.9	36.1
Population Age 18 and Younger[1,2]	30%	25%
Population Age 65 and Older[1,2]	9%	12%
Average Household Size[1,2]	3.2	2.4
Persons per Bedroom[1,2]	0.84	0.92
Median Household Income[1,2]	$88,134	$65,834
Homeownership Rate[1,2]	91.6%	49.0%
Households with Children[1,2]	54.9%	28.0%
Single-Person Households[1,2]	14.1%	33.0%
Persons of Color[1,2]	53.8%	26.0%
Households that are Housing Cost Burdened[1,6,7]	27.5%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**265**	**518,332**
Units in Buildings with 5+ Units[1,2]	2.3%	29.9%
Units in Buildings with 2-4 Units[1,2]	1.1%	5.8%
Townhome Units[1,2]	13.6%	8.7%
Single-Family Units[1,2]	82.6%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	--	1973
Median Year Built (Single-Family Units)[5,6,7]	1991	1958
Median Home Sales Price[4]	$264,000	$264,000
Average Monthly Rent - 1BR Units[3,6]	--	$1,105
Average Monthly Rent - 2BR Units[3,6]	--	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	--	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Support current trend of new employment/business growth with emphasis on stronger multimodal connections throughout station area. Minimal residential vision.

Housing Demand through 2040

- 100-200 units (1-2% of projected Brooklyn Park household growth through 2040)

New Housing Types Needed

- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Senior housing (market rate and affordable)
- Owner-occupied townhomes (middle market price points)

The existing housing stock within the 93rd Avenue station area is newer and mostly consists of detached, single-family homes. The median home sales price is one of the highest along the Corridor, which suggests that most of the stock is not at risk for deferred maintenance. Therefore, there are minimal gaps that can be closed through modifying the existing housing supply.

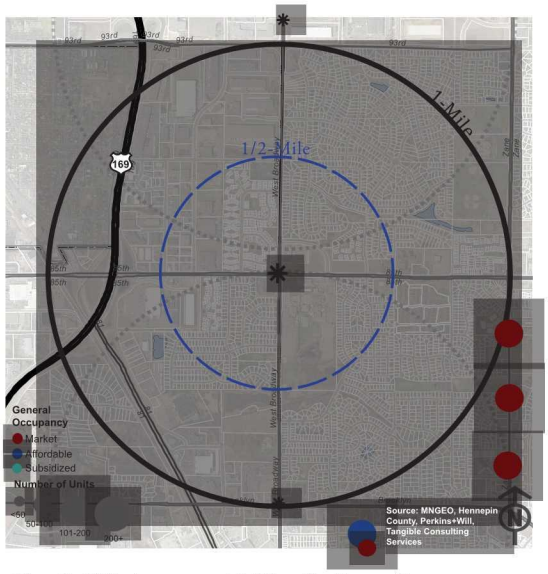
Adding new housing is the most likely path to addressing any housing gaps in the station area. However, near-term opportunities for new housing development are limited. The undeveloped portions of the station area are guided for industry and are currently being rapidly developed. Nevertheless, some non-residential properties that are relatively older will experience redevelopment pressure once the LRT is established. At locations closest to existing housing or adjacent to uses complementary with housing, there would be the opportunity to introduce new housing.

In the interest of broadening the limited housing choices that currently exist, any new development should consider affordable rental housing in the form of apartments or townhomes, depending on the site. Introducing more affordable housing product would provide additional choice because the cost of the existing housing in the station area is at or above the regional median. Therefore, new housing affordable to lower-income households will be especially attractive given the strong concentration of employment in this station area.

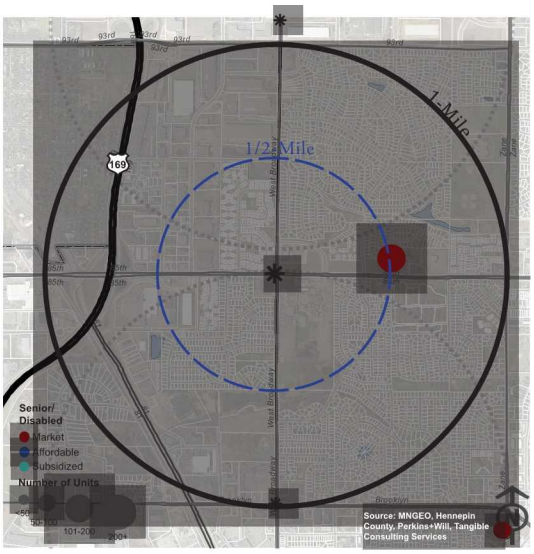
Senior housing will also be a likely need in the future as there currently are few senior housing options in the vicinity today[6]. As residents of the existing residential neighborhoods to the south and east continue to age, there will likely be a need for senior housing at some point in the future.

6 At the time this report was being prepared, the local media reported that a senior housing project was proposed approximately 1 mile east of the station.

85th Avenue



Map 6: 85th Avenue – Multifamily Properties



Map 5: 85th Avenue – Senior Properties

STATISTIC	85th AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**3,589**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,299**	**490,196**
Median Age[1,2]	35.7	36.1
Population Age 18 and Younger[1,2]	26%	25%
Population Age 65 and Older[1,2]	12%	12%
Average Household Size[1,2]	2.7	2.4
Persons per Bedroom[1,2]	0.84	0.92
Median Household Income[1,2]	$76,323	$65,834
Homeownership Rate[1,2]	85.2%	49.0%
Households with Children[1,2]	38.9%	28.0%
Single-Person Households[1,2]	27.3%	33.0%
Persons of Color[1,2]	51.0%	26.0%
Households that are Housing Cost Burdened[1,6,7]	30.3%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**1,263**	**518,332**
Units in Buildings with 5+ Units[1,2]	5.0%	29.9%
Units in Buildings with 2-4 Units[1,2]	4.7%	5.8%
Townhome Units[1,2]	34.5%	8.7%
Single-Family Units[1,2]	55.8%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1983	1973
Median Year Built (Single-Family Units)[5,6,7]	1978	1958
Median Home Sales Price[4]	$183,000	$264,000
Average Monthly Rent - 1BR Units[3,6]	$871	$1,105
Average Monthly Rent - 2BR Units[3,6]	$994	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$1,361	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Support growth and expansion of institutional uses. Select sites identified as opportunities to introduce new housing.

Housing Demand through 2040

- 300-600 units (3-6% of projected Brooklyn Park household growth through 2040)

Housing Types

- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Mixed-income housing (properties inclusive of both market rate and affordable units)
- Senior housing (affordable)

Homeownership is currently very high in the 85th Avenue station area. The median home sales price is below the County median, but this is likely due to a high percentage of owner-occupied townhomes, which tend to be smaller than detached, single-family homes and thus less expensive.

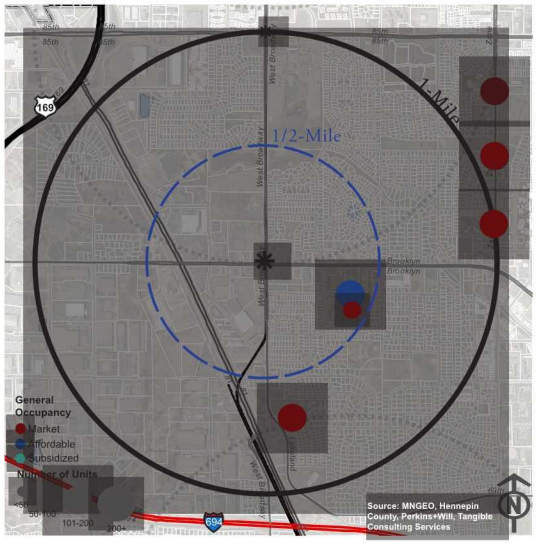
There are two sites with strong development potential. One site is vacant and owned by North Hennepin Community College, which has identified the site as housing in their most recent campus plan. The other is an existing strip retail center that would front the station and is currently for –sale. The status of these prime sites increases the possibility of near-term housing development.

With the North Hennepin Community College anchoring the station area, there is a clear need for rental housing that would accommodate some of their student population. Currently, there is very little rental housing in the station area. Any new rental housing targeted to students of the community college does not need to be designed for the traditional college student because community college students often work and have families. Therefore, the strongest need would be affordably-priced rental housing that could accommodate a family. The advantage of promoting a more standard housing design that does not specifically cater to a traditional student population is that it could meet the needs of non-students as well.

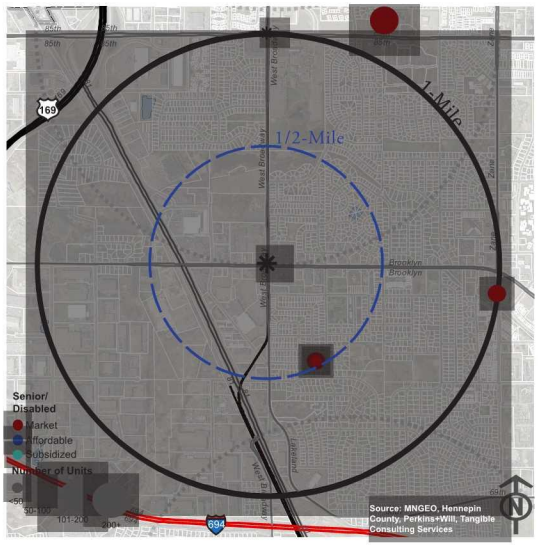
Although townhomes are plentiful in the station area, rental townhomes are a good way to provide larger unit types to households that are unable to access homeownership. If such a development is professionally managed this would potentially mitigate some of the landlord issues that come with the renting of individually owned rental units.

There is one senior housing development near the station area. Similar to the 93rd Avenue station, in all likelihood as the existing household base continues to age, providing housing that older adults can transition into can help them remain in the community and make housing available for new households that want to live in the station area.

Brooklyn Boulevard



Map 7: Brooklyn Boulevard – Multifamily Properties



Map 8: Brooklyn Boulevard – Senior Properties

STATISTIC	BROOKLYN BLVD	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**2,231**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**746**	**490,196**
Median Age[1,2]	31.5	36.1
Population Age 18 and Younger[1,2]	30%	25%
Population Age 65 and Older[1,2]	10%	12%
Average Household Size[1,2]	2.9	2.4
Persons per Bedroom[1,2]	0.99	0.92
Median Household Income[1,2]	$50,160	$65,834
Homeownership Rate[1,2]	62.7%	49.0%
Households with Children[1,2]	44.6%	28.0%
Single-Person Households[1,2]	17.4%	33.0%
Persons of Color[1,2]	63.5%	26.0%
Households that are Housing Cost Burdened[1,6,7]	54.3%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**728**	**518,332**
Units in Buildings with 5+ Units[1,2]	22.5%	29.9%
Units in Buildings with 2-4 Units[1,2]	5.5%	5.8%
Townhome Units[1,2]	9.6%	8.7%
Single-Family Units[1,2]	62.4%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1970	1973
Median Year Built (Single-Family Units)[5,6,7]	1970	1958
Median Home Sales Price[4]	$206,500	$264,000
Average Monthly Rent - 1BR Units[3,6]	$833	$1,105
Average Monthly Rent - 2BR Units[3,6]	$1,050	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	--	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Maintain commercial character with emphasis on stronger multimodal connections throughout station area. Minimal residential vision.

Housing Demand through 2040

- 300-600 units (3-6% of projected Brooklyn Park household growth through 2040)

New Housing Types Needed

- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Senior housing (affordable)
- Mixed-income housing (properties inclusive of both market rate and affordable units)
- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Owner-occupied townhomes (middle market price points)

The Brooklyn Boulevard station area is dominated by auto-oriented, big-box retail. There has been substantial reinvestment to many of the retail properties in recent years. Therefore, redevelopment opportunities will be limited to a small number of older retail centers or freestanding retail buildings. Due to the lack of immediate opportunities and the challenge of introducing new multi-modal infrastructure supportive of TOD, the Brooklyn Boulevard station area is envisioned to remain a commercial district with its current character in the near-term. However, with the advent of LRT, any future redevelopment of a major commercial parcel could easily accommodate some type of multi-story housing. In such cases, a mixed-income rental project that would include both market rate and income-restricted units would help close the gap on the need for affordably-priced housing.

Despite the lack of immediate development opportunities adjacent or near the station, there are potential sites approximately a ½-mile north and south of the station that would have more immediate, near-term potential. Given their distance from the station itself, these sites may likely be able to support lower-density development that is still transit supportive, such as townhomes, both affordable rentals and middle market owner-occupied product, because the land would less expensive than land adjacent or closer to the station.

Most of the existing rental product in the vicinity of the station area is beyond the ½-mile radius. Therefore, it will not be as subject to rent inflation due to the LRT as other station areas. Nevertheless, renters in the Brooklyn Boulevard station area are already extremely cost burdened. Therefore, any measures to reduce this burden, such preserving affordability of units, would greatly assist the local population.

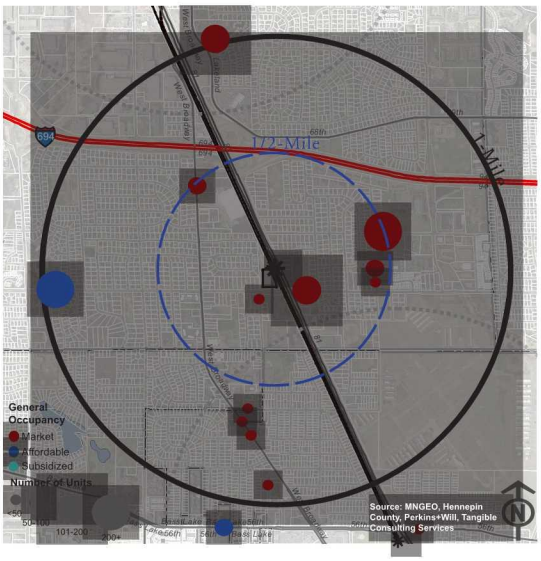
The Brooklyn Boulevard station area is also an area mentioned by representatives of several community-based organizations and housing advocates as having a concentration of rental housing that is in poor condition or in need of updating. Although such units may meet the City's maintenance codes, the livability issues of certain properties remains a concern. Therefore, additional policies that would address apartment conditions and their enforcement should be evaluated.

Also, the construction of new high-quality affordable housing can not only increase the number of desirable housing units but can also serve to raise the market standard for many NOAH properties, which often results in improved maintenance and upkeep by landlords of existing properties.

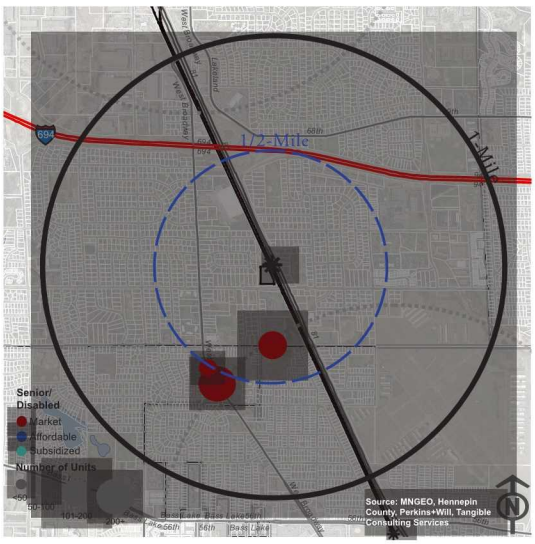
The median age of single-family homes in the station area is nearing 50 years. This is the point in the age of house in which routine maintenance of important systems (e.g., roof, HVAC, plumbing, windows, etc.) is critical or else a house will fall into serious disrepair quickly. Well-maintained older homes are often an important source of affordable housing and are an entry point into homeownership for many younger households. Therefore, home improvement programs and homeownership assistance are strategies to help maintain the owner-occupied housing stock.

Although the population in the Brooklyn Boulevard station area tends to skew younger, the needs of the existing senior population are not being met. Many of the existing rental apartments do not have design features that assist with aging. For example, many buildings do not have elevators and units on upper floors must be accessed by walking up and down stairs. New senior housing with universal design features would address this gap.

63rd Avenue



Map 9: 63rd Avenue – Multifamily Properties



Map 10: 63rd Avenue – Senior Properties

STATISTIC	63rd AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**4,649**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,848**	**490,196**
Median Age[1,2]	32	36.1
Population Age 18 and Younger[1,2]	28%	25%
Population Age 65 and Older[1,2]	13%	12%
Average Household Size[1,2]	2.5	2.4
Persons per Bedroom[1,2]	1.20	0.92
Median Household Income[1,2]	$41,101	$65,834
Homeownership Rate[1,2]	32.1%	49.0%
Households with Children[1,2]	40.0%	28.0%
Single-Person Households[1,2]	27.2%	33.0%
Persons of Color[1,2]	59.3%	26.0%
Households that are Housing Cost Burdened[1,6,7]	52.4%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**2,058**	**518,332**
Units in Buildings with 5+ Units[1,2]	63.9%	29.9%
Units in Buildings with 2-4 Units[1,2]	1.0%	5.8%
Townhome Units[1,2]	4.4%	8.7%
Single-Family Units[1,2]	30.8%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1971	1973
Median Year Built (Single-Family Units)[5,6,7]	1955	1958
Median Home Sales Price[4]	$178,800	$264,000
Average Monthly Rent - 1BR Units[3,6]	$851	$1,105
Average Monthly Rent - 2BR Units[3,6]	$986	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$1,397	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Allow residential uses to transition to TOD in select areas.

Housing Demand through 2040

- 300-600 units (3-6% of projected Brooklyn Park household growth through 2040)

New Housing Types Needed

- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Mixed-income housing (properties inclusive of both market rate and affordable units)
- Owner-occupied townhomes (middle market price points)
- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)

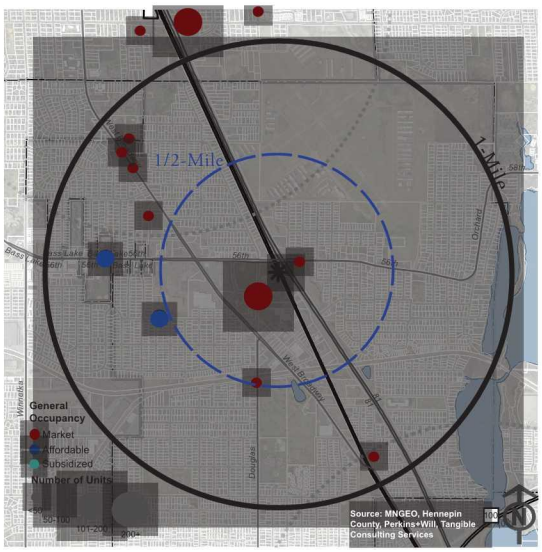
The 63rd Avenue station area mostly consists of residential uses with a mix of rental apartments, single-family homes, and senior housing. With the exception of one identified site, most of the station area is expected to take many years to transition from its current low-density character to a higher-density, TOD character. Therefore, the opportunities to address any existing housing gaps have more to with physical preservation and/or enhancement of existing properties than with new construction.
The 63rd Avenue station has one of the highest concentrations of rental housing along the Corridor. Most of it was built between 40 and 60 years ago and, if not suffering from deferred maintenance, is at risk to do so. The vast majority of the rental housing is market rate, but well below the County average and thus would be considered naturally occurring affordable housing (NOAH). Given this condition, the station area is at risk of losing substantial amounts of affordable housing due to: 1) future redevelopment of properties in poor condition; or 2) rising rents caused by market demand or the impact of the LRT. Therefore, physical preservation strategies should be considered to help maintain the existing rental stock, and financial preservation programs should be considered to help maintain affordability of the existing rental stock.

Where newer housing could be developed in coming years, higher-quality product that would be available to households at a mix of income levels would help close the gap on the need for better conditioned homes. Allowing increased density at sites closest to the station is one possible strategy that could help with introducing more affordably-priced, higher quality units.

In areas further from the station, townhome product may be appropriate, both owned and rented. Rental townhomes would help with the lack of rented three-bedroom units in the station area. Townhomes would also help provide a transition between areas of single-family homes and higher-density sites closer to the station. Although the 63rd Avenue station already has a fair amount of senior housing, single-level townhomes would meet the needs of many seniors who are still independent, but want to remain in the community.

One possible housing strategy that would be appropriate in this station area would be to allow in-fill development on larger lots with existing homes. This would increase density of the station area without significantly changing the character of the area as well. In-fill development could happen on a fine grain level. Therefore, market forces could dictate a large portion of this type of development. However, because of the small-scale of such developments, they could also be attractive to wide range of programs that fund affordable housing development.

Bass Lake Road



Map 11: Bass Lake Road – Multifamily Properties



Map 12: Bass Lake Road –Senior Properties

STATISTIC	BASS LAKE RD	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**2,364**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**948**	**490,196**
Median Age[1,2]	38.2	36.1
Population Age 18 and Younger[1,2]	22%	25%
Population Age 65 and Older[1,2]	13%	12%
Average Household Size[1,2]	2.3	2.4
Persons per Bedroom[1,2]	1.21	0.92
Median Household Income[1,2]	$51,914	$65,834
Homeownership Rate[1,2]	57.2%	49.0%
Households with Children[1,2]	28.6%	28.0%
Single-Person Households[1,2]	38.8%	33.0%
Persons of Color[1,2]	39.1%	26.0%
Households that are Housing Cost Burdened[1,6,7]	49.3%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**951**	**518,332**
Units in Buildings with 5+ Units[1,2]	39.9%	29.9%
Units in Buildings with 2-4 Units[1,2]	4.2%	5.8%
Townhome Units[1,2]	0.7%	8.7%
Single-Family Units[1,2]	55.1%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1983	1973
Median Year Built (Single-Family Units)[5,6,7]	1949	1958
Median Home Sales Price[4]	$180,500	$264,000
Average Monthly Rent - 1BR Units[3,6]	$700	$1,105
Average Monthly Rent - 2BR Units[3,6]	$811	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	--	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Establish Becker Park as a town square surrounded by TOD; strengthen connections between station and Crystal Shopping Center

Housing Demand through 2040

- 400-600 units (80-100% of projected Crystal household growth through 2040)

New Housing Types Needed

- Mixed-income housing (properties inclusive of both market rate and affordable units)
- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Senior housing (market rate and affordable)
- Multi-story condominiums and cooperatives (multiple price points)

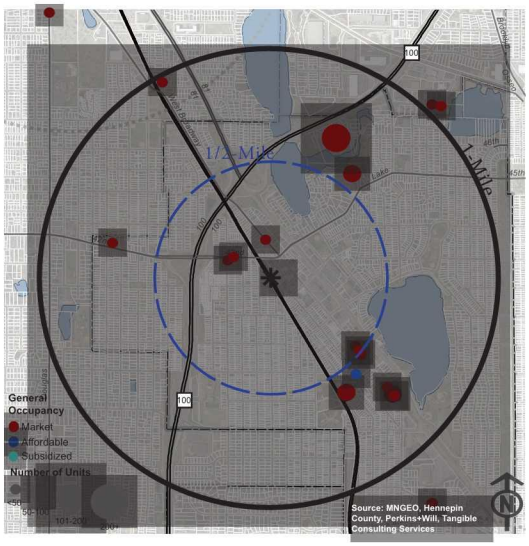
A great deal of new investment beyond the LRT is planned for the Bass Lake Road station area; Becker Park will be reconstructed and Bass Lake Road will receive a new streetscape. These investments have the potential to significantly change the perception of the station area.

Currently, many of the households living in the station area pay an exorbitant share of their income for housing. If these investments do change the perception of the station area, existing residents that are cost burdened are at an even higher risk of being displaced because of potential rising housing costs. Therefore, policies should be considered that would help existing residents remain in the community once the LRT is operational. Such approaches can include preserving the condition and affordability of properties that are older yet well-maintained, mixing market rate and income-restricted units in any new development, and encouraging a wide range in product types. Also, the station area has a very high rate of persons per bedroom, which suggest a housing market that is out of equilibrium, both in terms of housing cost burden and availability of larger rental unit styles (e.g., 3+ bedroom units), and therefore is not meeting the needs of the local population.

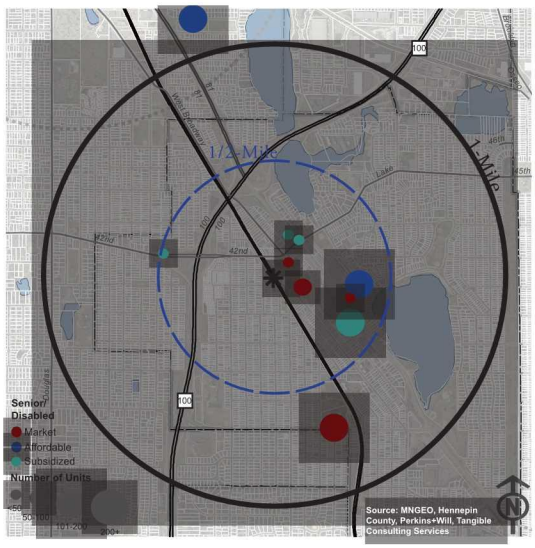
With several potential redevelopment areas within a few blocks of the station, the Bass Lake Road station area could accommodate most of Crystal's projected household growth through 2040. In order to truly leverage all this investment and accommodate the Met Council's forecasted household growth, this would require primarily multifamily housing. This should include a range of product type and styles. In addition to traditional market rate rental housing, the station area could help close some of the housing gaps by also including senior housing and affordable rental and owner-occupied multifamily housing.

One example of affordable owner-occupied multifamily housing that has been very successful in the Twin Cities is the limited-equity cooperative. In the region, these types of properties are often age-restricted and targeted to seniors because banks are otherwise reluctant to prepare mortgages for these types of properties. The buildings look and operate very much a like a multifamily condominium property. However, instead of owning title to an individual unit, the owner owns shares in the cooperative that owns the building. An individual's shares entitle them to live in a particular unit. In a limited-equity model, the share prices increase on an annual set rate and not according to market pricing. This "limits" the equity needed to buy into the cooperative making it more affordable. In return, the residents do not expect as much return on the value of their shares when they go to sell.

Robbinsdale



Map 14: Robbinsdale – Multifamily Properties



Map 13: Robbinsdale –Senior Properties

STATISTIC	42nd AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**4,181**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,953**	**490,196**
Median Age[1,2]	38.9	36.1
Population Age 18 and Younger[1,2]	21%	25%
Population Age 65 and Older[1,2]	16%	12%
Average Household Size[1,2]	1.9	2.4
Persons per Bedroom[1,2]	1.00	0.92
Median Household Income[1,2]	$48,121	$65,834
Homeownership Rate[1,2]	54.3%	49.0%
Households with Children[1,2]	19.0%	28.0%
Single-Person Households[1,2]	44.3%	33.0%
Persons of Color[1,2]	30.5%	26.0%
Households that are Housing Cost Burdened[1,6,7]	32.3%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**1,879**	**518,332**
Units in Buildings with 5+ Units[1,2]	41.3%	29.9%
Units in Buildings with 2-4 Units[1,2]	2.4%	5.8%
Townhome Units[1,2]	11.3%	8.7%
Single-Family Units[1,2]	44.8%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1980	1973
Median Year Built (Single-Family Units)[5,6,7]	1949	1958
Median Home Sales Price[4]	$201,000	$264,000
Average Monthly Rent - 1BR Units[3,6]	$670	$1,105
Average Monthly Rent - 2BR Units[3,6]	$1,104	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$1,665	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Preserve/protect West Broadway as a main street; promote TOD around the periphery of the downtown.

Housing Demand through 2040

- 600-800 units (80-100% of projected Robbinsdale household growth through 2040)

New Housing Types Needed

- Market rate rental apartments
- Mixed-income housing (properties inclusive of both market rate and affordable units)
- Owner-occupied townhomes (multiple price points)
- Multi-story condominiums (multiple price points)

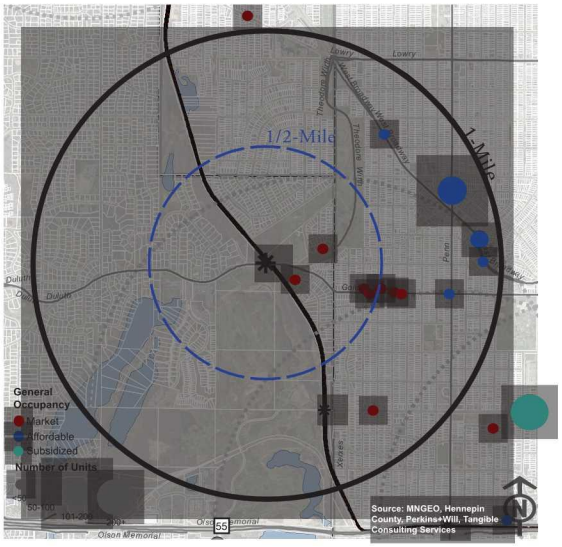
The Robbinsdale station area has the greatest mixing of uses of any station area along the Corridor. In recent decades there has been substantial multifamily development both in the core and around the periphery of what is considered downtown Robbinsdale. However, almost all of this development has been senior housing. Therefore, like many other station areas along the Corridor, there is a distinct absence of newer, market rate, general occupancy apartments.

This is likely to change in the near future, though. Unlike most of the other stations areas, there are currently two proposals for large, market rate apartments just south of the station area that would be at higher densities not typically found in Robbinsdale. This is a clear example of the current strength of the broader housing market, but it also demonstrates that the mixed-use environment in the station area is a factor in attracting residents to the area. Once the LRT is operational, any such momentum will only increase.

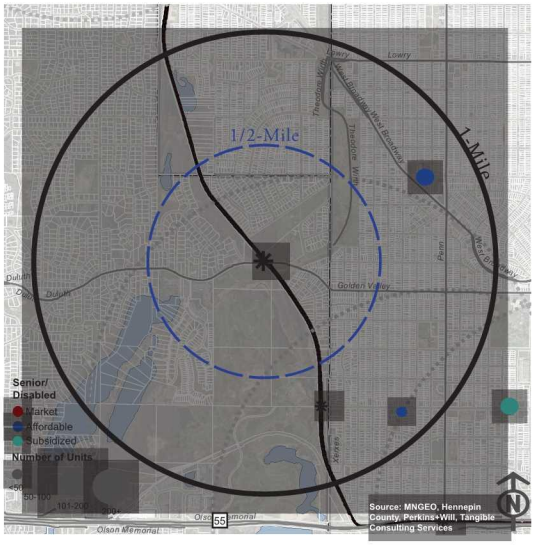
Market rate rental apartments will satisfy most of the future housing gaps in the Robbinsdale station area. Given the existing pedestrian scale of the station area, demand for this product will only accelerate. Therefore, consideration should be given to promoting mixed-income developments. In many cases, this product type is most successful in areas where growth will be strongest.

With the pressure to develop market rate apartments, an important gap that may need to be addressed would be units for families or other larger household types. Therefore, consideration should be given to where certain types of townhome product can complement traditional apartment development. Townhomes use less land than typical detached, single-family homes. However, much of the single-family housing stock in Robbinsdale, especially near the station, is older, smaller, and located on very small lots. Thus, it is challenging to modify these existing homes to accommodate larger homes. Townhome product located on strategic parcels can provide larger home sizes and help control for costs by using less land.

Golden Valley Road



Map 15: Golden Valley Road – Multifamily Properties



Map 16: Golden Valley Road – Senior Properties

STATISTIC	GOLDEN VALLEY RD	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**2,778**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,090**	**490,196**
Median Age[1,2]	39.7	36.1
Population Age 18 and Younger[1,2]	23%	25%
Population Age 65 and Older[1,2]	14%	12%
Average Household Size[1,2]	2.5	2.4
Persons per Bedroom[1,2]	0.82	0.92
Median Household Income[1,2]	$75,360	$65,834
Homeownership Rate[1,2]	80.6%	49.0%
Households with Children[1,2]	28.2%	28.0%
Single-Person Households[1,2]	26.4%	33.0%
Persons of Color[1,2]	46.9%	26.0%
Households that are Housing Cost Burdened[1,6,7]	39.4%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**1,152**	**518,332**
Units in Buildings with 5+ Units[1,2]	6.8%	29.9%
Units in Buildings with 2-4 Units[1,2]	2.4%	5.8%
Townhome Units[1,2]	2.2%	8.7%
Single-Family Units[1,2]	88.5%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1940	1973
Median Year Built (Single-Family Units)[5,6,7]	1941	1958
Median Home Sales Price[4]	$241,875	$264,000
Average Monthly Rent - 1BR Units[3,6]	$791	$1,105
Average Monthly Rent - 2BR Units[3,6]	$996	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$998	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Maintain residential character and feel of station area. Some potential long-term residential opportunities on currently institutional lands.

Housing Demand through 2040

- 100-200 units (10-20% of projected Golden Valley household growth through 2040)

New Housing Types Needed

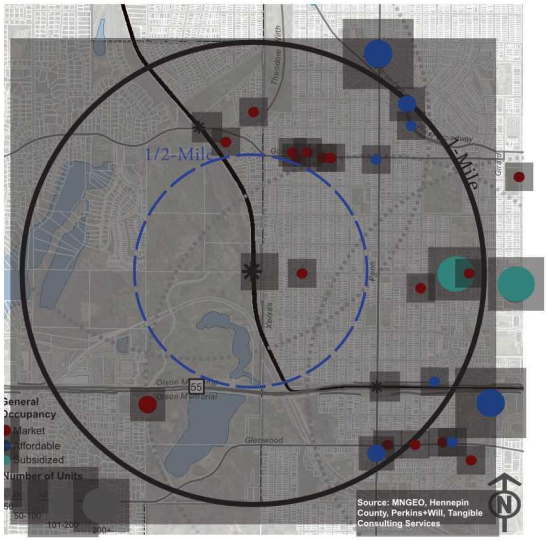
- Senior housing (market rate and affordable)
- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)

The Golden Valley Road station area consists mainly of park land (Theodore Wirth Park) or detached, single-family homes. The only exceptions are a few institutional uses (e.g., church, fire station, and care center) in scattered locations. Because single-family housing is such a dominant use in the station area, multifamily housing should be added to diversify housing choice and provide more affordable options. The challenge to increasing housing choice through development is that there are so few readily available redevelopment opportunities in the station area. As determined through the station area planning process, the Church of St. Margaret Mary controls a site that is large enough to accommodate substantial new development either on land that is vacant or underutilized (i.e., surface parking) or through redevelopment of existing structures. However, if the church does not see a need to sell their land for development or redevelopment then the timing of any new housing of a significant scale in the station area would be uncertain.

Due to station area population that is significantly older than the Corridor or County average, there is an obvious gap and need for senior housing. A multifamily senior housing development on a sufficiently large site would provide greater housing choices to local residents and potentially open up some of the existing single-family housing stock to younger households. The persons per bedroom in the station area is well below the Hennepin County rate, which indicates that there is a lot of excess housing not being utilized in the form of empty bedrooms. This is likely the result of an aging population staying in their homes as children grow up and leave the household.

In addition, the small amount of rental housing that does exist in the station area is very affordable with average rents being well the County average. This is likely because the rental housing stock is concentrated in the Minneapolis portion of the station area where the age of the stock is significantly older and likely liking in amenities and other features. New rental apartments at a variety of price points would introduce additional housing choice in the station area currently not available.

Plymouth Avenue



Map 17: Plymouth Avenue – Multifamily Properties



Map 18: Plymouth Avenue – Senior Properties

STATISTIC	PLYMOUTH AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**3,921**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,264**	**490,196**
Median Age[1,2]	33.3	36.1
Population Age 18 and Younger[1,2]	28%	25%
Population Age 65 and Older[1,2]	12%	12%
Average Household Size[1,2]	2.9	2.4
Persons per Bedroom[1,2]	0.92	0.92
Median Household Income[1,2]	$53,189	$65,834
Homeownership Rate[1,2]	66.5%	49.0%
Households with Children[1,2]	37.4%	28.0%
Single-Person Households[1,2]	23.6%	33.0%
Persons of Color[1,2]	75.3%	26.0%
Households that are Housing Cost Burdened[1,6,7]	46.4%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**1,352**	**518,332**
Units in Buildings with 5+ Units[1,2]	7.4%	29.9%
Units in Buildings with 2-4 Units[1,2]	5.0%	5.8%
Townhome Units[1,2]	2.5%	8.7%
Single-Family Units[1,2]	84.9%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1949	1973
Median Year Built (Single-Family Units)[5,6,7]	1938	1958
Median Home Sales Price[4]	$173,000	$264,000
Average Monthly Rent - 1BR Units[3,6]	$658	$1,105
Average Monthly Rent - 2BR Units[3,6]	$777	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$998	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Maintain current residential character. Minimal redevelopment opportunities. Potential to infill on numerous vacant lots throughout station area.

Housing Demand through 2040

- <100 units

New Housing Types Needed

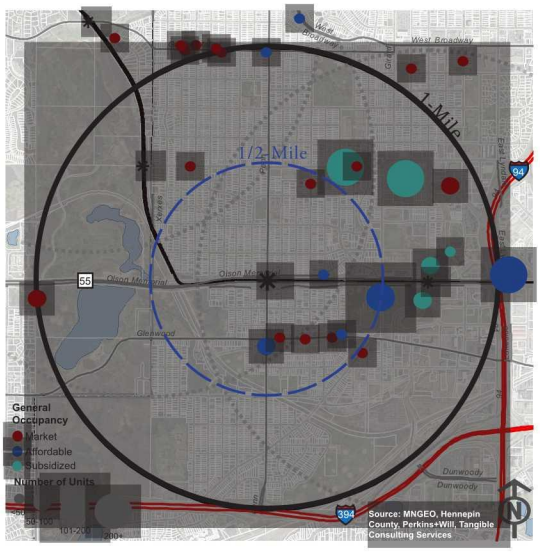
Small-scale infill development on small urban lots, such as:

- Accessory dwelling units (ADUs)
- Townhomes
- Small multifamily properties (<5 units)

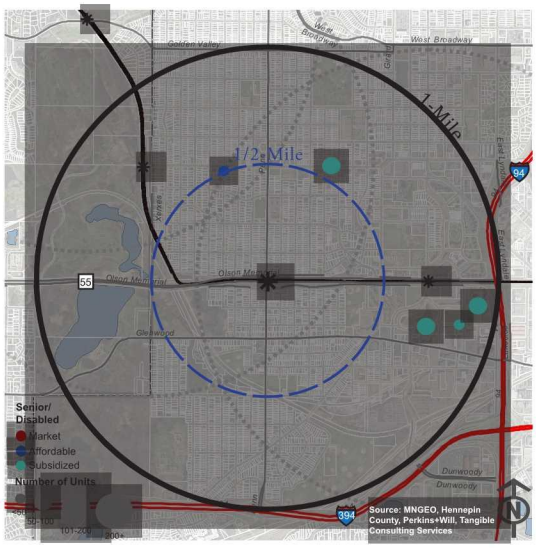
Due its proximity to Theodore Wirth Park and its prevalence of detached, single-family homes, the Plymouth Avenue station area is not envisioned to change significantly through redevelopment in the coming years. Therefore, addressing its housing gaps will not be achieved through significant, large-scale development. Instead, infill on small sites consisting mostly of vacant single-family lots will be the primary method of addressing housing gaps.

In recent years, portions of the station area have seen a fair amount of infill development on vacant lots due to a tornado that severely damaged many homes in this area. Based on interviews with community stakeholders, one of the concerns that emerged out of this rush to rebuild was the quality of the newly built housing stock. The stock of single-family homes in the station area is generally priced below the County median. Therefore, to help prevent further erosion of market pricing in this area, it would be important to have policies in place that ensure a higher standard in the quality of the construction. Although new, large-scale development is not likely in this station area, one possibility that would help create new housing is to promote accessory dwelling units, which are already allowed under Minneapolis's zoning code. Many of the blocks in the station area have alleys, which are ideal for accommodating accessory dwelling units. These units could either support extended families living together or be rented to boarders, which would help homeowners stay in their homes by providing a source of income to help cover housing costs.

Penn Avenue



Map 19: Penn Avenue – Multifamily Properties



Map 20: Penn Avenue – Senior Properties

STATISTIC	PENN AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**6,246**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,986**	**490,196**
Median Age[1,2]	29	36.1
Population Age 18 and Younger[1,2]	31%	25%
Population Age 65 and Older[1,2]	9%	12%
Average Household Size[1,2]	2.7	2.4
Persons per Bedroom[1,2]	1.12	0.92
Median Household Income[1,2]	$32,276	$65,834
Homeownership Rate[1,2]	39.6%	49.0%
Households with Children[1,2]	40.5%	28.0%
Single-Person Households[1,2]	28.8%	33.0%
Persons of Color[1,2]	80.7%	26.0%
Households that are Housing Cost Burdened[1,6,7]	54.4%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**2,290**	**518,332**
Units in Buildings with 5+ Units[1,2]	17.5%	29.9%
Units in Buildings with 2-4 Units[1,2]	26.2%	5.8%
Townhome Units[1,2]	7.5%	8.7%
Single-Family Units[1,2]	48.6%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1937	1973
Median Year Built (Single-Family Units)[5,6,7]	1933	1958
Median Home Sales Price[4]	$186,300	$264,000
Average Monthly Rent - 1BR Units[3,6]	$807	$1,105
Average Monthly Rent - 2BR Units[3,6]	$946	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	--	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Primarily maintain residential character of existing neighborhoods. Intersection of Penn and Highway 55 is envisioned to have higher density (up to 5 stories) in order to anchor the station and provide a mixture of commercial and higher density residential.

Housing Demand through 2040

- 200-400 units

New Housing Types Needed

- Mixed-income housing (properties inclusive of both market rate and affordable units)
- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Senior housing (market rate and affordable)

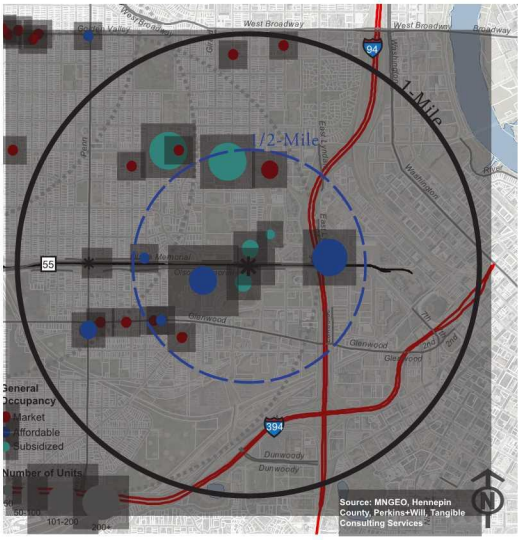
The Penn Avenue station area has the highest population and number of households of any station area along the Bottineau Corridor. This is attributable to the overwhelmingly residential character of the station area and its mix of all types of housing from single-family homes to small multifamily properties to large multifamily properties.

Housing cost burden is significant in the station area despite lower overall costs for housing. Due to the station area's proximity to downtown and Theodore Wirth Park, the area is highly susceptible displacement of existing households due to rapidly rising prices for housing. Based on interviews with community stakeholders, there already is strong evidence of rising prices and concerns over displacement. Therefore, any new housing development should be seen as an opportunity to help retain existing residents. Mixed-income rental apartments is an obvious strategy. Per the station area plan, these could be located closest to the station. Other strategies could include helping existing households that rent their housing to access homeownership before pricing becomes too unobtainable.

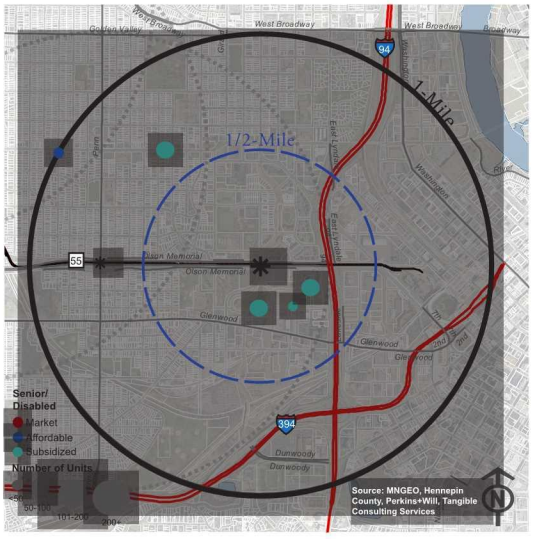
Given the rich diversity of housing options already in place, promoting accessory dwelling units may be a low impact path to maintaining affordability and helping existing residents remain in the community (also see discussion under Plymouth Avenue station area). Other possibilities to be explored may be co-housing arrangements. These are not common in the United States, but have been proven to help housing affordability issues in areas of rapid price increases in Europe.

The Penn Avenue station area has a lot of older housing stock, which can often be difficult for older residents to safely age-in-place. New senior housing options, or at least properties developed with principles of Universal Design, which allow persons of varying physical abilities to live safely and comfortably, should be considered for the station area.

Van White Boulevard



Map 21: Van White Boulevard – Multifamily Properties



Map 22: Van White Boulevard Senior Properties

STATISTIC	VAN WHITE BLVD	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**4,899**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,828**	**490,196**
Median Age[1,2]	26.7	36.1
Population Age 18 and Younger[1,2]	36%	25%
Population Age 65 and Older[1,2]	8%	12%
Average Household Size[1,2]	2.6	2.4
Persons per Bedroom[1,2]	1.14	0.92
Median Household Income[1,2]	$20,186	$65,834
Homeownership Rate[1,2]	18.2%	49.0%
Households with Children[1,2]	47.4%	28.0%
Single-Person Households[1,2]	34.5%	33.0%
Persons of Color[1,2]	84.1%	26.0%
Households that are Housing Cost Burdened[1,6,7]	56.7%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**1,857**	**518,332**
Units in Buildings with 5+ Units[1,2]	63.5%	29.9%
Units in Buildings with 2-4 Units[1,2]	11.3%	5.8%
Townhome Units[1,2]	10.1%	8.7%
Single-Family Units[1,2]	15.1%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1978	1973
Median Year Built (Single-Family Units)[5,6,7]	1937	1958
Median Home Sales Price[4]	$260,000	$264,000
Average Monthly Rent - 1BR Units[3,6]	$794	$1,105
Average Monthly Rent - 2BR Units[3,6]	$977	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	--	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Intensify land uses within 1-3 blocks of the station. Strong vision for TOD in this area with 5+ story buildings. Primary land uses would be residential with some commercial at the street level.

Housing Demand through 2040

- >500 units

Housing Types

- Mixed-income housing (properties inclusive of both market rate and affordable units)
- Owner-occupied townhomes (multiple price points)
- Multi-story condominiums (multiple price points)

The Van White station area has the largest concentration of income-restricted housing along the Corridor. Therefore, it is somewhat well positioned to preserve critical affordable housing when inevitable price increases begin the happen. The station area is too close to downtown Minneapolis to not be impacted by gentrification.

Although most of the income-restricted housing is preserved through the next 20 years, it will still be important to maintain these funding sources or find other strategies for preserving affordable housing. The station area plan envisions a significant amount of new, higher density housing. Making sure new development has a mixture of income requirements will be an important strategy for ensuring the station area will retain current residents.

Owner-occupied housing is limited in the station area. Therefore, by encouraging certain types of owner-occupied product this will help diversify the housing stock and provide opportunities for some households to access ownership who currently are not able to do so. Smaller unit types often found in townhomes and multifamily condominiums can often be source of more affordably priced owner-occupied housing. At the station area's periphery there have been examples of new multifamily condominium development in recent years. Thus, it is likely that when the LRT becomes operational the demand for this type of housing may increase.

APPENDICES

Community Stakeholder Interview Notes

African Career, Education and Resources Inc. (ACER)

Attending: Nelima Sitati Munene (ACER Inc.), Dan Edgerton (Zan), Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?** Identifying specific populations, geographies and station areas, if possible.

Organization and Background

- » African Career, Education, and Resource Inc. (ACER) is a grassroots organization. The mission of the organization is to create equitable communities by addressing health, education, housing, and community inequality.

- » Geographies and Population

- » ACER serves communities in the northwest suburbs (Brooklyn Center, Brooklyn Park, New Hope, Robbinsdale, and Crystal), and the communities ACER works with are primarily African-American and immigrant communities.

- » Immigrant communities includes both West African and East African (i.e., Somali, Uganda, Kenya, etc.). ACER also partner and work with other communities including the Latino community and Southeast Asian communities.

Organization Projects/Programs

- » Some of the projects ACER are working on focus around housing justice, immigration, transportation equity, and health equity.

2. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

    - There is a lot of apartment housing and single-family rental. Most of the housing units tend to be old rentals and are "unhealthy housing." Statistically there are a lot of affordable housing units, but they are really not affordable to the populations served by ACER. People are spending over 50% of their income on rent alone for both apartment and single-family housing and are therefore "housing cost burdened."

    - Rental units are often small, 1-2 bedroom units. Eden Park and Park Haven are the two largest apartment rentals in the area. There are a few 3-bedroom apartments located at Park Haven. The rental units tend to be small for the families ACER serves.

    - It is not uncommon for a 1-bedroom unit to house a family of four people, a 2-bedroom unit can house six people, and a 3-bedroom unit can house larger families, however, there are very few 3-bedroom or larger units (mostly at Park Haven).

    - We need healthier housing, more affordable housing and more opportunities for homeownership/homeownership strategies. For example, the City of Brooklyn Park is among the cities with the highest level of homeownership in the metro, but also has the second highest racial disparity in homeownership.

    - Healthier housing means better-maintained housing. For example, the existing housing doesn't have adequate lighting (indoor or outdoor), often has roof leakage, and there is not enough security at Park Haven and Eden Park Apartments. The doors to the apartment complexes are not secure, and sometimes there are people who don't live in the apartments loitering inside the apartment complexes. There is also a lack of management.

    - Many apartments are old and dirty with bad refrigerators/other appliances that can cause food poisoning. The playgrounds are not well kept, which is an unhealthy environment for kids.

3. **What barriers does the community you represent have in accessing housing?** For example cost; discrimination; physical accessibility; other barriers.

    » Available and adequate housing in the community does not exist. There are also discriminatory practices in housing, such as landlords refusing to accept Section 8 housing vouchers. The application screening is also discriminatory. People with immigrant status can't get housing or will have to pay more if they don't have a social security card.

    » Another barrier is having large families in small housing units, as the kind of housing needed (i.e., 3+ bedroom units) in these neighborhoods is not available.

4. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/ format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

    » See answers to questions #1, #2 and # 3.

5. **What are the desirable neighborhood features in the communities you represent? Are there neighborhood location issues with the housing available?** For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

    » Park Haven Apartment is not a senior apartment, but there are a lot of seniors/elderly African population that live there. Access to transit, such as buses, is limited, and while it is within walking distance of a grocery store (i.e., Cub is approximately one-half mile), it is difficult for seniors carry more than two bags of grocery for that distance.

    » Another barrier is the application process for affordable housing. There are a lot of people that lack credit and some places require a credit check. Currently there are no policy strategies to address issue of displacement and gentrification.

    » Data is outdated, and existing trend analysis alone is not enough to address the issue of displacement and gentrification as well as racially

concentrated areas of poverty. We need analyses to forecast the supply of housing (and affordable housing, considering the gentrification likely to occur) into the future.

» At the policy level, no one is talking about gentrification and affordable housing, and there is no action being taken to address the question: "Why are they poor". We need to get to the root cause of the issue. We need to consider a private and public partnership strategy.

» City policies and practices are also a barrier. For example, there is a monthly landlord crime and safety meeting. At these meetings they will look at a 911 call catalog, and if there are a lot of calls at a given complex, they assume it is a high crime area. But they never really look at the root cause. At Park Haven, there are a lot of seniors, and the high volume of 911 calls could be for medical purposes rather than a crime prevention concern.

» There are intentional restrictions and discriminatory practices, such as parking restrictions to restrict certain types of people from accessing housing.

6. Other issues

» Displacement and gentrification are a concern. There are currently no policies in place to prevent displacement. For example, ACER lost a senior housing complex in New Hope and seniors are being displaced. In Brooklyn Park, ACER almost lost a senior housing complex, but because of community action Aeon got involved and purchased the complex. Across the metro, we are losing 100 units every week, and this may not include some of the smaller buildings which are often not counted.

» No analysis has been done to look at displacement and dealing with affordable housing.

» The Hennepin County preliminary study (affordable housing study) assumes that people are choosing to rent rather than buy houses. This is a false assumption; people just can't afford to buy houses.

La Asamblea de Derechos Civiles

Attending: Sebastián Rivera (La Asamblea) Dan Edgerton (Zan), Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?**
   Identifying specific populations, geographies and station areas, if possible.

   Organization and Background

   - La Asamblea de Derechos Civiles is a faith-based organization that started 19 years ago with its core work focusing on social justice ministry and immigration issues. The organization was first established in Minneapolis. Today La Asamblea has several congregations located in Minneapolis, Brooklyn Park and St. Cloud.

   Geographies and Population

   - La Asamblea primarily serves undocumented populations: Latino, African, and Southeast Asian immigrants. Most of their work is focused on immigrant families living in apartments and mobile homes.

   Organization Projects/Programs

   - La Asamblea projects and programs seek to identify social justice for immigrant families.

   - La Asamblea and ACER are partner organizations working on housing and economic development efforts in both the Latino and East African communities – emphasizing that both Latino and East African communities are experiencing similar issues.

   - In Brooklyn Park and Brooklyn Center, La Asamblea's core work focuses on ensuring that immigrant communities thrive while still living in the shadow. With this focus, the organization provides services in housing and economic development, education on civil rights and immigrant rights, and education on landlord-tenant rights.

   - Some of the areas most impacted by inequality and injustice are the Grove Apartments, Park Haven Apartments, and Autumn Ridge Apartments.

Grove Apartments have a large population of Latino, Liberian, Somali, Vietnamese and Hmong population. This apartment complex has been targeted by Immigration and Customs Enforcement (ICE) many times, and a lot of breadwinners have been taken.

Park Haven Apartments have a huge senior African community.

Autumn Ridge Apartments was the first building to be focused on when the Blue Line LRT was being studied and planned. There are 970+ units, and many of these units were infested with bedbugs, rats and mice. The apartments primarily house African and African-American families who are on Section 8 vouchers. La Asamblea's role was to ensure the city provided code enforcement, which the city is currently working on. La Asamblea notices that as the Blue Line LRT is coming in, rent is also going up.

» The organization also work towards minimizing the gap between the community and the cities. To do this, the organization educates the community about available resources and create various opportunities for cities to connect with the community. One example of this work is the creation of the Civil Rights Blue Print put together for the City of Brooklyn Center and Brooklyn Park by La Asamblea and ACER. In the process of designing the Civil Rights Blue Print, the organizations were able to engage the community, and connect community members with elected officials.

» The blue print was created to help cities create policies that reflect the communities they serve. Under this blue print, La Asamblea and other organizations are working to get buy-ins from the cities for the following policies:

- Just Clause Eviction
- Section 8 Protection
- Inclusionary Housing
- Right of First Refusal Clause

2. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

    - South of Brooklyn Park, there are more single-family homes and some duplexes. After the 2008 housing crash, bigger homes were transformed into duplexes and multi-family housing.

    - There is an abundance of older housing stock (mid-70s and mid-80s). These homes are affordable, but are in bad conditions – emphasizing that conditions are inhumane.

    - South of Crystal and Brooklyn Park, there are a few 15-20-unit housing renting out units at $1000-$1200/month. These are harder to find, but are easier to get into because of the high turnover rate.

    - Compared to Robbinsdale and Crystal, Brooklyn Park has larger apartment complexes.

    - La Asamblea emphasizes the need for more multi-family housing with more than 2-bedrooms. A 2-bedroom unit does not suffice for the communities they serve, particularly Latino and Southeast Asian communities, who often have larger households.

    - While some cities have first time homeowner resources, there is a great need here for homeownership resources and opportunities.

    - Park Haven has a few 3-bedroom units, all located on the top floor. Most of these larger units often house families with younger children, which is inconvenient for seniors.

    - Bigger housing tends to be more expensive, especially in Crystal, Robbinsdale, New Hope, and anywhere along the Blue Line LRT. There is not a chance for affordable housing along the Blue Line LRT.

    - There are some affordable starter homes in Robbinsdale.

3. **What barriers does the community you represent have in accessing housing?** For example cost; discrimination; physical accessibility; other barriers.

» Parking ordinances are a barrier. While the shift in parking time makes it easier for snow plowing, it gets difficult when residents' vehicles are being towed.

» The assumption that everyone has a car is a false assumption.

» Lack of sidewalk connections make it difficult for seniors to walk in the middle of winter. There is also a lack of sidewalk connection from the neighborhood area to the busy intersection.

» The Blue Line LRT corridor's busy intersection discourages people from walking.

» There are no bike lanes.

» Gentrification is a barrier to accessing housing. There is a huge influx of immigrant and people of color (Hmong, Vietnamese, Liberian, etc.), and there is an old mentality of keeping the suburb the way it should be. However, this new form of gentrification is problematic because it pushes more people into the suburbs without any resources.

» Discriminatory practices are also barriers to accessing housing. Undocumented immigrants usually pay $75 to $100 more in fees and rent than any other tenants. Landlords are now asking for car insurance to get a parking space, which targets undocumented immigrants. Often the extra money, advocated with the help of La Asamblea, is used to pay for towing fees and not rental fees.

» Accessing information and resources on the city websites is difficult for Spanish, Somali and Hmong speakers. It would be beneficial for cities to send yearly and/or quarterly newsletters about available resources provided at the city.

» Identifying landlords is very difficult. When an apartment management company changes, La Asamblea goes door-to-door letting people know about what to expect from new management; frequently screening criteria changes.

4. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/ format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

» See question #2

5. **What are the desirable neighborhood features in the communities you represent?** Are there neighborhood location issues with the housing available? For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

» See question #3

6. **Other issues**

» There is an apparent disconnect between the cities and the county.

» Hennepin County housing inventory is very helpful, and the organization would like the cities to also know about this document. The document is beneficial for the cities because it talks about housing cost burden, who is impacted, and what are the housing needs in the county and cities.

» Homelessness is rising in the suburbs. La Asamblea want the cities and county to work together to prevent the increase of homelessness (i.e., loitering in the LRT) when the Blue Line LRT comes in.

Community Action Partnership of Hennepin County

Attending: Christine Hart (CAP-HC) Dan Edgerton (Zan), Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?**
   Identifying specific populations, geographies and station areas, if possible.

   Organization and Background

   - Community Action Partnership of Hennepin County (CAP-HC) is a service provider organization, and is the only CAP organization that services all of Hennepin County. A few of the programs established by the organization focus on homeownership, economic stability, and housing stability.

   Geographies and Population

   - CAP-HC serves all communities along the Blue Line LRT. The organization primarily works with low-income families at 125%-200% of the federal poverty guideline.

   Organization Projects/Programs

   - CAP-HC provide energy assistantship, financial services (i.e., financial literacy workshops, financial and employment counseling, etc.), and housing stabilization services. The housing stabilization program provides case management services for someone transitioning from shelter to affordable housing.

   - CAP-HC would like to increase and preserve affordable housing in Brooklyn Park.

2. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

    - There is an abundance of affordable old housing stock in Robbinsdale, Crystal and New Hope.

    - There is less than a 2% vacancy rate for affordable housing ($1,200 or less) in the county, which is a challenge because people will move out of the county to find affordable housing elsewhere. The vacancy rate is nearing 0%, and if people are terminated from their current rental, they basically have nowhere to go.

    - In the current market, there are a lot of families in rental units/housing because people can't afford to own a home. There is also a lack of 3 or more-bedroom rentals. Frequently there are six people living in 1-2-bedroom unit housing, which gets tenants in trouble and creates an ongoing problem for tenants. Three or more-bedroom housing is needed across Hennepin County.

    - Senior housing is also needed. The rent for the New Hope senior apartment complex that was sold has gone up by $200. In Golden Valley, there is a community housing team comprised of 3-4 seniors. These seniors are looking to move out of homeownership because they can no longer maintain their home; but they also face a challenge with finding affordable rental housing in the neighborhood. There is a shortage of affordable senior housing for rent.

3. **What barriers does the community you represent have in accessing housing?** For example cost; discrimination; physical accessibility; other barriers.

    - Low vacancy rates and discriminatory practices are barriers to accessible housing. People with housing subsidies (i.e., Section 8 vouchers) experience discrimination by landlords. Many landlords do not want to work with people with housing subsidies because they don't want to take the extra step to fill out additional paperwork. In some cases, people with

housing subsidies are being discriminated by property managers because of their race.

» Rent increases are also a challenge. For example, rent used to be $800/month, now rents are going up to $1,400/month. This barrier is not only a hurdle for accessible housing, but also impacts people's employment and where children are going to school.

4. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

» While there are many issues with layout and design, at the end of the day these issues do not matter. As long as people have housing, they are satisfied with whatever housing layout they have. Layout and design are not a priority for many people.

» There is no tenant protection. Tenants would prefer to not complain because of the fear of having nowhere to go if they get terminated for complaining about small things like plumbing.

» There are four policies CAP-HC is pushing for city buy-in:

- Just cost eviction or non-renewal
  - Landlords cannot terminate tenants unless there is a just cause.
- Section 8 ordinances
  - Whether or not rent is being paid through housing subsidies, landlords cannot discriminate potential tenants by how their rent is being paid.
  - Right of First Refusal If the owner/landlord sells the property, they need to give 90-day notice to tenants. This allows the city or other agencies to get involved with rehab or making the property more affordable for the tenants.

- Inclusionary Housing

    - Requires any new development to contribute a percentage of the total units as permanently affordable housing.

    - Brooklyn Park and Golden Valley both have inclusionary housing ordinances, and the organization is working to get other cities on board.

5. **What are the desirable neighborhood features in the communities you represent? Are there neighborhood location issues with the housing available?** For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

    » Walkability – having more sidewalks in neighborhood area.

    » Transit – always an issue in the suburbs. Seniors rely on Metro Mobility to get around, but this service is not enough.

    » Cities should prioritize community-building opportunities. In most cities, community building is not a priority for funding. CAP-HC emphasized that it is in the city's best interest to prioritize community connection opportunities. While cities are aware of this need, there have been no action to build capacity in moving forward with community building in the neighborhood.

6. **Other issues**

    » There is a disconnect between the county and the cities; they are not working together. The county and cities don't really have a clear understanding of what the other is doing.

    » CAP-HC would like to have county take a stronger leadership role to help guide cities with planning for equity.

City of Lakes Community Land Trust

Attending: Staci Howritz (CLCLT), Dan Edgerton (Zan), and Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?** *Identifying specific populations, geographies and station areas, if possible.*

Organization and Background

- City of Lakes Community Land Trust is a business that focuses on homeownership opportunities in Minneapolis. The organization's mission is to "create community ownership that preserves affordability and inclusivity."

- CLCLT began in 2002 as a non-profit organization. This year is CLCLT's second business year. They are projected to have 38 home closings in the following year. On average, CLCLT,on average, closes 25-30 houses per year, earning about $2-4 million in capital.

- CLCLT is marketed through homebuyer education courses, partnerships and lender referrals, and by word of mouth by current homeowners.

Geographies and Population

- CLCLT serves populations with 80% or less of the median average income. Most of the people they serve have an average median income of 5% or lower.

- 53% of CLCLT homeowners are communities of color (African-American, East African, Somali, Hmong, and Latino), and 54% of CLCLT homeowners are single.

- CLCLT only serves the City of Minneapolis

Organization Projects/Programs

- CLCLT's primary role is to invest in land and make it affordable for potential homeowners to own a home on the land. While CLCLT owns the land, the homeowner takes title of the home. Any changes to the net worth of the home are shared between homeowner and CLCLT.

» CLCLT currently has 250 homes, ranging from single-family homes to duplexes, condos, and townhomes. The organization also has 50 resales. While the organization mostly focuses on homeownership, they also have rental properties near their business.

2. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

» CLCLT needs a range of housing, however their main concern is not about the type of housing they need, but about who gets to live in Minneapolis.

» Minneapolis used to be against duplexes, but there is also a need for density. CLCLT emphasizes that when thinking about filling up empty city lots in Minneapolis, it is also important to think strategically about the need for density.

» There is a decent stock of single-family and multi-family housing, and it is important for the city and county to create different housing options along LRT.

3. **What barriers does the community you represent have in accessing housing?** For example cost; discrimination; physical accessibility; other barriers.

» Credit is the biggest barrier for homeownership.

» There are a lot of rental properties in Minneapolis, but not enough homes for people to own in Minneapolis. The demand for homeownership is high, but home inventory is low.

» There is still a traditional mindset that, in order to own a home, one must have $20,000-$30,000 for closing costs. CLCLT is modeling homeownership, but it is still difficult.

» Cultural religious policy is also a barrier to homeownership. The idea of "owning" and "investing" in something is a difficult conversation to have with religious and cultural communities. For example, Sharia finance won't allow Muslim communities to pay interest, but a conventional mortgage with interest is recommended for owning a home.

» Land ownership has always been a barrier towards homeownership for many of the cultural and religious communities CLCLT work with. However, homeownership is possible within these communities when people accept changes (i.e., Little Earth community).

4. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/ format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

» There is a need for larger family homes with 4 to 6-bedrooms.

» There is also a need for accessible and visible homes, particularly for seniors and people with disabilities.

» CLCLT is interested in more transitional and smaller houses (1-bedroom and smaller footprint) with less maintenance for seniors to transition from their 3 to 4-bedroom homes.

» CLCLT is also interested in mixed-generational homes and mixed-income homes in Minneapolis.

5. **What are the desirable neighborhood features in the communities you represent? Are there neighborhood location issues with the housing available?** For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

    » North Minneapolis is a great place, but it also has a very bad reputation for crime.

    » 97% of the people who live in Minneapolis live within a six-block radius to transit. While there is certainly transit accessibility, there is no accessibility to amenities (i.e., banks, grocery stores, coffee shop, restaurant options, etc.) where people live.

    » It is important to be mindful of creating an economic center where people can live, work, and play.

6. **Other issues**

    » CLCLT encourages the Blue Line LRT study to think creatively in the future about landownership and community ownership opportunities.

Northside Residents Redevelopment Council (NRRC)

Attending: Martine Smaller (NRRC), Gale (NRRC), Dan Edgerton (Zan), and Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?** Identifying specific populations, geographies and station areas, if possible.

   Organization and Background

   » Northside Residents Redevelopment Council is non-profit neighborhood organization that serves both the Willard-Hay and Near North neighborhoods in North Minneapolis. Their role as a neighborhood organization is to empower residents to make changes in their community.

   Geographies and Population

   » NRRC serves a range of communities. The residents they serve are African-American, Hmong, Latino, and European American with a wide range of income.

   Organization Projects/Programs

   » Some of the programs and services NRRC provides include block grants, first time homebuyer loans, and reviewing/making recommendations on development proposals.

1. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

   » There is a lot of quality housing (bricked homes) that should be preserved and respected, and there is also an increase in housing built using poor quality materials. The quality that housing developers are putting up does not fit the characteristic and aesthetic of the community. These poor-quality homes frequently, after a short period of ownership, are turned

into rental properties. When developers are putting resources in an old narrative (social service neighborhood), the community is losing income and the tax base that contributes to the wealth of our neighborhood. There is a need for more relevant details.

» The definition of affordable housing is a challenge. While there is an abundance of extremely low-income housing, there is a lack of affordable housing for younger, talented people. Without any affordable housing stock, the community is losing young talented people who are choosing to live elsewhere in the city.

2. **What barriers does the community you represent have in accessing housing?** For example cost; discrimination; physical accessibility; other barriers.

» There are a lot of owner-occupied homes and there are also several rentals that are owned by slum lords. There is a lack of quality rentals in the neighborhood.

» There are a lot of entities financially dependent on the old narrative (a community needing of social services resources), and it is not helping the community.

» Data is also feeding the old narrative, so there is a need to collect new data and more relevant details to support the neighborhood's new narrative.

» The disconnect within Hennepin County and the disconnect between the county and the city makes it difficult for NRRC to align its neighborhood small area plan with them.

» NRRC's role is to gather data from residents and to share it with the city and the county. In the future, NRRC wants to work more with the city and the county in this aspect.

3. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/ format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

    » Most of the homes in the neighborhood are stucco and brick homes. New sidings do not fit in, and we would like to see strategies for preserving the character of neighborhood. If you look down Plymouth Avenue, there is a mix of housing/building types which is not cohesive.

4. **What are the desirable neighborhood features in the communities you represent? Are there neighborhood location issues with the housing available?** For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

    » The organization expressed that zoning is the biggest problem. The current zoning codes have not been changed since the protest and burning of the small businesses along the corridor. Plymouth Avenue and Penn Avenue used to be commercial corridors, similar to 50th and France in South Minneapolis. However, when the city rezoned the neighborhood into residential zoning, it deprived the community of the opportunity to grow economically. There is a need for a more proactive approach to zoning and more commercial zoning in the neighborhood.

    » Zoning is also designed specifically for vehicles and not pedestrians, which is hindering people from getting to know each other.

    » Crime is not an issue, but the organization is concerned about the potential of crime when there is an increase in pedestrian traffic outside of walkshed.

    » Many essential goods are too far for people to walk to. NRRC want more pedestrian--friendly and walkable neighborhoods.

    » NRRC expressed that the Blue Line LRT was planned without seniors in mind. The organization would like to have more special bus services to serve senior citizens to get to the Blue Line LRT.

Redeemer Lutheran Church/Redeemer Center for Life

Attending: Pastor Kelly Chatman (Redeemer), Dan Edgerton (Zan), and Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?** Identifying specific populations, geographies and station areas, if possible.

   Organization and Background

   - Redeemer Lutheran Church/Redeemer Center for Life is a church and non-profit organization in the Harrison Neighborhood. There are over 4,000 people in the community, in which 39% are African American and 60% rentals in the Harrison neighborhood.

   Geographies and Population

   - Harrison Neighborhood is considered near-north due to its proximity to Downtown Minneapolis.

2. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

   - The neighborhood is primarily industrial and single-family residential. A few of these single-family homes are Pride for Project Living (PPL) housing projects. There is also an abundance of single-family rentals, some apartment complexes, and vacant lots in the neighborhood.

   - There are more investors than there are foreclosures in the community.

» There is an early sign of gentrification that is changing the neighborhood because there is a limited amount of affordable housing, which is pressuring people to move out. There is an increase of younger people in the community today.

» As development is coming in, rents will most likely increase. Rent control is needed when LRT comes in.

3. **What barriers does the community you represent have in accessing housing?** For example cost; discrimination; physical accessibility; other barriers.

» The Neighborhood Association wants to advocate more for homeowners and become a homeowner association.

» Historically, there is a lack of attractive retail sites and a disparity in neighborhood investment. It would be beneficial to have more user-friendly community retail that has a stronger sense of community investment (i.e., Whole Foods, coffee shops, cooperatives, replace the smoke shop with other retails, etc.). The people in this neighborhood deserve amenities present in other neighborhoods too.

» As gentrification comes in, it is likely that the impound lot and industrial sites will turn into retail locations. While adding more commercial sites is a positive thing, there is the risk of further gentrification.

4. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

» There is a need to create healthy design to improve community health. The organization wants to see height limitations, as designs from the city do not fit the characteristic of the community. The organization doesn't want a "downtown/Grand Canyon" feel, but urges planning and design to maintain the "small town" feel.

5. **What are the desirable neighborhood features in the communities you represent? Are there neighborhood location issues with the housing available**? For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

    » There is a need to expand mobility options (bike lanes, sidewalks, buses, etc.) to improve connectivity to amenities and facilities in the neighborhood. It is inaccessible for Minneapolis residents to get to Theodore Wirth Park, an urban park used for skiing and golfing.

- Theodore Wirth Park facility also needs to program and promote their facility as a part of the neighborhood. Today, Edina residents are using the park more than local residents.

- Harrison Neighborhood is a food desert. Access to healthy food is limited.

6. **Other issues**

    » Try to encourage more homeownership and longer-term leases.

Comments Received in Response to Presentation of Draft Findings to members of the Blue Line Coalition and Health Equity Engagement Cohort (December 13, 2017 – Brookdale Library)

Attendee #1:

- The number of new affordable units (as listed by the Met Council) seems small compared to the number of total new units
- Van White will be a busy station. Students coming and going, start of the corridor
- Like how universal design is being addressed
- Long term affordability
    - » This needs to be addressed--especially the fact that some developments are halfway thru their affordability period and will be close to finished by opening day
    - » NOAH--be clear on "relative" affordability. Be aware of the pushback by city officials…."We have NOAH, why do we need more". Many NOAH units are substandard.
- Potentially creating homelessness because not producing housing stock that folks are looking for or need

Attendee #2:

- Much of the naturally-occurring affordable housing in the corridor is uninhabitable or significantly aged. Poor housing stock is bad for residents, obviously, but it also increases the risk that these buildings will be targets for redevelopment. I'd like the report to emphasize that NOAH is unlikely to remain naturally affordable as the corridor becomes a more attractive real estate market. The report should encourage cities to be proactive about preserving affordability either by adding new units or adding rent protections (and renovations) to current NOAH properties. Cities cannot rely on their current NOAH stock to continue meeting the affordability needs of their residents.

- Along this theme, a lot of the current rental housing of all types is aging and likely in need of capital investment. The increased costs of these improvements often push property owners to raise their rents. I'd like to see the report discuss this phenomenon and include recommendations about how cities can help landlords maintain quality housing stock while preserving affordability.

- Given the age of the corridor's housing stock, I would also like to see the report discuss whether any current affordable housing properties that were built under Section 42 or similar programs are nearing the end of their affordability term commitment. Again, this represents another threat to affordable housing in the corridor as property owners seek to take advantage of the rising rental market and/or can't afford capital investments in their properties without raising rents.

- The corridor's housing density is currently well under the recommended levels of density for TOD. I'd like to see the report emphasize that permitting higher-density development is one way to make affordable housing and commercial space more financially feasible.

- Concerns were raised about the shortage of 3+ bedroom units in the corridor, and I worry that pushback about developing larger units could be a smokescreen for discrimination against immigrant families who tend to be larger. The report should encourage cities to prioritize housing units of all sizes in both the ownership and rental markets.

- The report should discuss the current status of owner-occupied multifamily housing stock within the corridor and include recommendations for affordable homeownership as an important strategy. Density, homeownership, and affordability do not need to be mutually exclusive goals.

Attendee #3:

My apologies for being unable to attend this session but I'm confident that my fellow BLC members were a great representation. My comments are listed below and as indicated represent a context outside of being in attendance and outside of receiving or providing direct input from the presenters.

a. I would have welcomed better identification of the areas being addressed at the beginning of the report
b. My understanding of a Gap Analysis involves the "comparison of actual performance with potential or desired performance" and ways to bridge the "Gap".
c. I was unable to match the "Purpose of a Gap Analysis" with many of the Takeaways. The first sentence can be said about most major cities but would have preferred to see Takeaways specific to the Blue Line corridor and its specific needs. In addition, other than "upgrading current limited stock" there was no need identified for new development in the "under 3 bdrm market."
d. Without a Glossary, I'm unclear on the definition of an "owner-occupied MF unit" or where are the "Hennepin County and Twin Cities MSA areas might be located.
e. I would like to see the source document indicating that affordable housing is available as stated in your document.
f. In that same vein, I disagree and have seen reports that dispute the premise in this report that most housing along the corridor is owned and not rental, especially when the same report touts the large population of people of color along this same corridor.
g. I am in disagreement with Page 16's premise that the median income of people on Golden Valley Rd. is $80,000 and I would also challenge the amount attributed to Plymouth Ave too.
h. Page 36 graph-2017 Household Size does not include "Oak Grove Parkway" or "Corridor 1-mile" (whatever that is) data.
i. Page 41 does not reference any cost-burdened renters in Oak Grove Parkway or at 93rd Ave, is that correct?
j. Page 46 Development Trends do not reference a specific area or areas.
k. Page 51 I would suggest an increase in the Community Experts going forward. this group(s) do not mention government policies around density and zoning that impact housing. They failed to mention high construction costs, bias against those with criminal backgrounds and those with unlawful detainers. They did not mention red-lining by banks and lenders and many other factors impacting construction and rehab of affordable housing.
l. Page 53, I'm unclear on who may have been asked a question and what was the question they were attempting to answer.
m. There is no reference to gentrification and its related displacement of community members.
n. There appears to be no Equity or Racial Disparity lens applied to any of the captured data and potential Takeaways.
o. On the "Why Do A Gap Analysis" page, four items (or conclusions) are referenced but none of the Takeaway's offer alternatives or solutions to any of these items.

DATA TABLES

Housing Units by Units in Structure

	SF Homes	Attached (THs)	2-4 Unit Bldgs	5-19 Unit Bldgs	20+ Unit Bldgs	Other	All Housing Units
Oak Grove Pkwy	21	19	0	2	0	0	42
93rd Ave	219	36	3	0	6	0	265
85th Ave	705	436	59	17	46	0	1,263
Brooklyn Blvd	454	70	40	62	102	0	728
63rd Ave	633	90	21	421	894	0	2,058
Bass Lake Rd	524	7	40	126	253	0	951
Robbinsdale	841	212	46	178	598	4	1,879
Golden Valley Rd	1,020	25	28	72	6	0	1,152
Plymouth Ave	1,148	34	68	77	23	3	1,352
Penn Ave	1,113	172	601	184	217	2	2,290
Van White Blvd	281	188	209	423	757	0	1,857
Corridor - 1/2 Mile	11,703	1,585	1,199	1,936	3,392	12	19,827
Corridor - 1 Mile	24,071	3,229	2,234	3,141	9,792	47	42,515
Brooklyn Park	16,410	4,001	544	1,151	4,623	29	26,758
Crystal	7,113	159	236	495	1,345	0	9,348
Robbinsdale	4,066	414	150	503	1,014	14	6,161
Golden Valley	6,289	643	123	677	1,145	28	8,905
Minneapolis	75,287	6,533	22,052	19,183	44,989	341	168,385
Hennepin County	271,200	42,701	28,395	38,148	108,263	1,489	490,196
Twin Cities MSA	826,141	143,539	58,862	81,791	202,845	21,217	1,334,395

Source: US Census, ACS 2011-2015 Estimate

Rental Housing by Type and Year Built (1-mile Buffer)

Oak Grove Pkwy	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	1					1
1940 to 1959						0
1960 to 1979						0
1980 to 1999						0
2000 and Later	2				279	281
Total	3	0	0	0	279	282
93rd Ave	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940						0
1940 to 1959						0
1960 to 1979	1					1
1980 to 1999	22					22
2000 and Later	1					1
Total	24	0	0	0	0	24
85th Ave	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	2					2
1940 to 1959						0
1960 to 1979	38		42			80
1980 to 1999	23	93				116
2000 and Later	3	16				19
Total	66	109	42	0	0	217
Brooklyn Blvd	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940						0
1940 to 1959	2					2
1960 to 1979	31		46	14	268	359
1980 to 1999	25		2			27
2000 and Later	1					1
Total	59	0	48	14	268	389
63rd Ave	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940						0
1940 to 1959	56	28	27			111
1960 to 1979	9		19	56	1,445	1,529
1980 to 1999	3			7	73	83
2000 and Later	1			7	122	130
Total	69	28	46	70	1,640	1,853
Bass Lake Rd	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	1		2			3
1940 to 1959	60		4	14		78
1960 to 1979	4			28	111	143
1980 to 1999	4				241	245
2000 and Later						0
Total	69	0	6	42	352	469

Robbinsdale	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	41		30			71
1940 to 1959	38		71		55	164
1960 to 1979	8	11	20	14	185	238
1980 to 1999	11		4		331	346
2000 and Later	2	20		7	36	65
Total	100	31	125	21	607	884
Golden Valley Rd	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	77		13	16	24	130
1940 to 1959	48		6	35		89
1960 to 1979	6		3		13	22
1980 to 1999	10					10
2000 and Later	4					4
Total	145	0	22	51	37	255
Plymouth Ave	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	220	2	62	21	12	317
1940 to 1959	29	6	21	35		91
1960 to 1979	7		5	7	72	91
1980 to 1999	7					7
2000 and Later	7	7				14
Total	270	15	88	63	84	520
Penn Ave	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	237		371	213	88	909
1940 to 1959	39	6	52	14		111
1960 to 1979	43	5	49	63	243	403
1980 to 1999	33	12	11	7		63
2000 and Later	14	7	11	14		46
Total	366	30	494	311	331	1,532
Van White Blvd	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	28	19	83	90	12	232
1940 to 1959			2			2
1960 to 1979	15		8	28	703	754
1980 to 1999	7	6	7	14	88	122
2000 and Later	10	25	8	84	588	715
Total	60	50	108	216	1,391	1,825
Corridor	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	1,531	290	1,132	666	147	3,766
1940 to 1959	1,054	23	362	174	172	1,785
1960 to 1979	444	449	534	757	5,152	7,336
1980 to 1999	289	271	52	123	834	1,569
2000 and Later	153	390	19	273	1,641	2,476
Total	3,471	1,423	2,099	1,993	7,946	16,932

Housing Cost-Burdened Status of Households (2015)

	Owner Households		Renter Households		Owner Households		Renter Households	
	Cost-Burdened	Not Cost-Burdened	Cost-Burdened	Not Cost-Burdened	Cost-Burdened	Not Cost-Burdened	Cost-Burdened	Not Cost-Burdened
Oak Grove Pkwy	7	28	0	32	10.4%	41.8%	0.0%	47.8%
93rd Ave	74	163	0	32	27.5%	60.6%	0.0%	11.9%
85th Ave	294	788	116	153	21.8%	58.3%	8.6%	11.3%
Brooklyn Blvd	104	332	656	308	7.4%	23.7%	46.9%	22.0%
63rd Ave	203	415	1,422	1,063	6.5%	13.4%	45.8%	34.3%
Bass Lake Rd	150	321	604	455	9.8%	21.0%	39.5%	29.7%
Robbinsdale	901	3,393	1,195	999	13.9%	52.3%	18.4%	15.4%
Golden Valley Rd	173	651	573	496	9.1%	34.4%	30.3%	26.2%
Plymouth Ave	201	587	708	461	10.3%	30.0%	36.2%	23.6%
Penn Ave	250	506	1,870	1,274	6.4%	13.0%	47.9%	32.7%
Van White Blvd	95	234	1,875	1,271	2.7%	6.7%	54.0%	36.6%
Brooklyn Park	4,195	10,248	4,477	3,239	18.9%	46.2%	20.2%	14.6%
Crystal	1,374	3,309	1,514	1,171	18.6%	44.9%	20.5%	15.9%
Golden Valley	1,121	3,506	924	997	15.4%	45.2%	20.4%	19.0%
Robbinsdale	786	2,306	1,041	967	17.1%	53.5%	14.1%	15.2%
Hennepin County	60,081	163,163	84,579	91,932	15.0%	40.8%	21.2%	23.0%
Twin Cities MSA	180,536	504,729	186,397	198,387	16.9%	47.2%	17.4%	18.5%

Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

Age Distribution 2015 (Numeric)

1/2 Mile Radius	0-18	19-24	25 to 34	35 to 44	45 to 54	55 to 64	65-74	75-84	85+	Total	Median
Oak Grove Pkwy	67	17	49	43	37	40	24	12	2	291	37.5
93rd Ave	298	69	152	156	140	102	49	26	8	1,000	33.9
85th Ave	931	240	585	505	446	427	266	142	47	3,589	35.7
Brooklyn Blvd	672	211	346	256	253	268	169	47	9	2,231	31.5
63rd Ave	1,298	493	755	599	453	402	291	197	161	4,649	32.0
Bass Lake Rd	531	191	345	345	332	300	180	82	58	2,364	38.2
Robbinsdale	871	330	618	635	530	518	337	181	161	4,181	38.9
Golden Valley Rd	637	226	333	398	383	403	258	97	43	2,778	39.7
Plymouth Ave	1,093	400	554	490	438	458	312	128	48	3,921	33.3
Penn Ave	1,929	775	951	775	702	594	345	128	47	6,246	29.0
Van White	1,755	521	932	581	382	340	259	93	36	4,899	26.7
Corridor (1/2-mile)	12,556	4,157	7,647	6,286	6,107	4,716	2,377	1,627	821	46,294	34.9

1 Mile Radius	0-18	19-24	25 to 34	35 to 44	45 to 54	55 to 64	65-74	75-84	85+	Total	Median
Oak Grove Pkwy	417	111	291	258	226	225	130	63	9	1,730	36.6
93rd Ave	1,521	384	911	821	773	641	354	243	105	5,753	35.7
85th Ave	2,930	861	1,706	1,460	1,343	1,266	782	354	126	10,828	34.5
Brooklyn Blvd	2,787	894	1,610	1,252	1,134	1,189	758	259	68	9,951	33.0
63rd Ave	3,979	1,516	2,433	1,983	1,638	1,439	996	559	329	14,872	32.9
Bass Lake Rd	2,427	858	1,602	1,627	1,511	1,421	880	434	255	11,015	38.6
Robbinsdale	3,267	1,121	2,251	2,210	1,985	1,954	1,244	665	489	15,186	39.1
Golden Valley Rd	4,139	1,600	2,027	1,960	1,758	1,702	1,032	419	166	14,803	33.1
Plymouth Ave	4,361	1,770	2,148	1,821	1,669	1,558	946	390	152	14,815	30.5
Penn Ave	5,732	2,062	2,919	2,335	1,969	1,780	1,133	408	147	18,485	29.6
Van White	5,218	2,494	4,724	2,859	2,360	2,037	1,115	387	127	21,321	30.5
Corridor	25,330	9,055	16,900	13,377	13,210	10,019	4,821	3,306	1,688	97,706	34.7

Cities & Region	0 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65-74	75-84	85+	Total	Median
Golden Valley	4,382	730	2,671	2,149	3,130	3,526	2,251	1,126	875	20,845	46.5
Robbinsdale	3,001	800	2,615	2,015	2,015	1,600	941	646	379	14,046	36.8
Crystal	5,471	746	3,662	3,459	3,233	2,916	1,513	1,084	497	22,584	38.9
Brooklyn Park	24,006	5,317	12,355	10,244	10,947	8,445	4,466	1,959	627	78,351	32.8
Hennepin County	297,048	79,053	203,622	158,106	166,491	148,524	79,053	43,120	22,758	1,197,776	36.1
Twin Cities MSA	930,415	217,904	508,442	460,019	508,442	425,431	224,821	121,058	58,799	3,458,790	36.6

Source: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri; Tangible Consulting Services

Age Distribution 2015 (Percentage)

1/2 Mile Radius	0 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65-74	75-84	85+	Total
Oak Grove Pkwy	23%	6%	17%	15%	13%	14%	8%	4%	1%	100%
93rd Ave	30%	7%	15%	16%	14%	10%	5%	3%	1%	100%
85th Ave	26%	7%	16%	14%	12%	12%	7%	4%	1%	100%
Brooklyn Blvd	30%	9%	16%	11%	11%	12%	8%	2%	0%	100%
63rd Ave	28%	11%	16%	13%	10%	9%	6%	4%	3%	100%
Bass Lake Rd	22%	8%	15%	15%	14%	13%	8%	3%	2%	100%
Robbinsdale	21%	8%	15%	15%	13%	12%	8%	4%	4%	100%
Golden Valley Rd	23%	8%	12%	14%	14%	15%	9%	3%	2%	100%
Plymouth Ave	28%	10%	14%	12%	11%	12%	8%	3%	1%	100%
Penn Ave	31%	12%	15%	12%	11%	10%	6%	2%	1%	100%
Van White	36%	11%	19%	12%	8%	7%	5%	2%	1%	100%
1 Mile Radius	**0 to 19**	**20 to 24**	**25 to 34**	**35 to 44**	**45 to 54**	**55 to 64**	**65-74**	**75-84**	**85+**	**Total**
Oak Grove Pkwy	24%	6%	17%	15%	13%	13%	8%	4%	1%	100%
93rd Ave	26%	7%	16%	14%	13%	11%	6%	4%	2%	100%
85th Ave	27%	8%	16%	13%	12%	12%	7%	3%	1%	100%
Brooklyn Blvd	28%	9%	16%	13%	11%	12%	8%	3%	1%	100%
63rd Ave	27%	10%	16%	13%	11%	10%	7%	4%	2%	100%
Bass Lake Rd	22%	8%	15%	15%	14%	13%	8%	4%	2%	100%
Robbinsdale	22%	7%	15%	15%	13%	13%	8%	4%	3%	100%
Golden Valley Rd	28%	11%	14%	13%	12%	11%	7%	3%	1%	100%
Plymouth Ave	29%	12%	14%	12%	11%	11%	6%	3%	1%	100%
Penn Ave	31%	11%	16%	13%	11%	10%	6%	2%	1%	100%
Van White	24%	12%	22%	13%	11%	10%	5%	2%	1%	100%
Corridor										
Cities & Region	**0 to 19**	**20 to 24**	**25 to 34**	**35 to 44**	**45 to 54**	**55 to 64**	**65-74**	**75-84**	**85+**	**Total**
Golden Valley	21%	4%	13%	10%	15%	17%	11%	5%	4%	100%
Robbinsdale	21%	6%	19%	14%	14%	11%	7%	5%	3%	100%
Crystal	24%	3%	16%	15%	14%	13%	7%	5%	2%	100%
Brooklyn Park	31%	7%	16%	13%	14%	11%	6%	3%	1%	100%
Hennepin County	25%	7%	17%	13%	14%	12%	7%	4%	2%	100%
Twin Cities MSA	27%	6%	15%	13%	15%	12%	7%	4%	2%	100%

Source: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri; Tangible Consulting Services

Median Age (2000-2022)

1/2 Mile Radius	2000	2010	2017	2022
Oak Grove Pkwy	39.0	36.4	37.5	38.2
93rd Ave	29.6	32.8	33.9	35.7
85th Ave	35.3	34.6	35.7	36.7
Brooklyn Blvd	31.9	30.2	31.5	32.1
63rd Ave	30.4	30.6	32.0	32.6
Bass Lake Rd	35.7	37.0	38.2	39.0
Robbinsdale	38.2	36.7	38.9	40.4
Golden Valley Rd	34.9	37.8	39.7	41.2
Plymouth Ave	29.5	31.3	33.3	34.8
Penn Ave	24.9	28.1	29.0	29.4
Van White	21.8	25.5	26.7	27.3
Golden Valley	42.7	45.7	47.4	47.9
Robbinsdale	37.6	36.9	38.7	39.9
Crystal	36.9	38.0	39.5	40.3
Brooklyn Park	32.0	32.6	33.6	34.6
Hennepin County	34.9	35.9	37.3	38.1
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services				

Household Size 2015

1/2-Mile Radius	
Oak Grove Pkwy	3.3
93rd Ave	3.7
85th Ave	2.8
Brooklyn Blvd	3.0
63rd Ave	2.5
Bass Lake Rd	2.5
Robbinsdale	2.1
Golden Valley Rd	2.5
Plymouth Ave	3.1
Penn Ave	3.1
Van White	2.7
Corridor (1/2-mile)	2.5
Corridor (1-mile)	2.6
1- Mile Radius	
Oak Grove Pkwy	2.8
93rd Ave	2.8
85th Ave	2.9
Brooklyn Blvd	2.8
63rd Ave	2.6
Bass Lake Rd	2.4
Robbinsdale	2.3
Golden Valley Rd	2.7
Plymouth Ave	2.8
Penn Ave	2.7
Van White	2.2
Corridor	2.4
Cities & Region	
Brooklyn Park	2.9
Crystal	2.4
Robbinsdale	2.3
Golden Valley	2.3
Hennepin County	2.3
Twin Cities MSA	2.5
Source: U.S. Census Bureau 2015 5-year ACS, Esri, Tangible Consulting Services	

Household Type (2015)

Household Type	Married Couple w/ Children	Married Couple w/o Children	Other Family w/ Children	Other Family w/o Children	Non-family (2+ persons)	Living Alone
Half Mile Radius						
Oak Grove Pkwy	13	9	4	3	1	8
93rd Ave	91	62	61	17	7	39
85th Ave	354	335	114	36	36	329
Brooklyn Blvd	151	165	167	83	23	124
63rd Ave	362	400	428	132	115	538
Bass Lake Rd	174	157	89	57	86	357
Robbinsdale	154	325	185	120	209	790
Golden Valley Rd	174	342	133	64	89	288
Plymouth Ave	190	260	271	74	148	291
Penn Ave	264	254	594	180	214	610
Van White	176	124	658	76	118	607
Corridor (1/2-Mile)	3,329	3,920	3,417	1,247	1,488	5,486
One Mile Radius						
Oak Grove Pkwy	138	96	55	29	7	77
93rd Ave	564	480	251	99	42	456
85th Ave	984	872	611	157	128	827
Brooklyn Blvd	660	706	679	214	125	865
63rd Ave	1,175	1,025	1,148	417	297	1,664
Bass Lake Rd	938	889	504	257	372	1,352
Robbinsdale	1,021	1,501	769	494	622	2,056
Golden Valley Rd	887	978	959	361	424	1,276
Plymouth Ave	739	813	1,174	374	414	1,261
Penn Ave	858	887	1,716	433	613	1,851
Van White	729	1,133	1,628	387	841	3,706
Corridor	7,010	8,058	6,619	2,507	3,060	12,797
Cities & Region						
Brooklyn Park	6,543	6,694	4,436	1,776	1,107	6,202
Crystal	1,735	2,085	1,058	707	737	3,026
Robbinsdale	1,033	1,416	715	371	610	2,016
Golden Valley	1,578	2,844	707	542	514	2,720
Hennepin County	94,700	120,473	44,999	23,774	45,563	160,687
Twin Cities MSA	305,630	367,720	127,855	64,344	98,744	370,102

Source: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri; Tangible Consulting Services

Households by Number of Bedrooms

Owner-Occupied	Total	No Bedroom	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5+ Bedrooms	Total Bedrooms
Oak Grove	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
93rd Ave	649	0	10	170	161	254	54	2,130
85th Ave	2,407	12	29	576	626	1,008	156	7,914
Brooklyn Blvd	3,183	12	119	641	1,108	1,118	185	10,171
63rd Ave	2,552	0	112	495	1,352	486	107	7,658
Bass Lake Rd	2,334	0	24	418	1,417	397	78	7,105
Robbinsdale	2,609	14	122	502	1,457	427	87	7,671
Golden Valley Rd	3,357	0	35	533	1,771	831	187	10,710
Plymouth Ave	2,048	0	14	277	1,087	501	169	6,712
Penn Ave	2,502	0	50	602	1,155	519	176	7,710
Van White	1,871	7	105	385	743	438	193	5,867
Brooklyn Park	18,743	12	267	3,446	6,963	6,278	1,777	62,412
Crystal	6,594	0	107	1,134	3,794	1,345	214	20,250
Robbinsdale	4,083	14	105	791	2,312	732	129	12,236
Golden Valley	6,851	0	127	915	3,179	2,070	560	22,686
Hennepin County	307,395	595	12,504	67,039	118,634	81,659	26,964	969,928
Twin Cities MSA	932,769	1,449	23,571	185,911	371,780	268,897	81,161	3,009,807

Source: U.S. Census Bureau, Tangible Consulting Services

Households by Number of Bedrooms – Renter-Occupied 2015

Renter-Occupied	Total	No Bedroom	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5+ Bedrooms	Total Bedrooms
Oak Grove	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
93rd Ave	45	0	0	32	13	0	0	103
85th Ave	528	0	97	187	135	84	25	1,342
Brooklyn Blvd	964	0	293	306	216	124	25	2,179
63rd Ave	2,124	79	652	1,042	263	81	7	3,964
Bass Lake Rd	576	6	71	191	217	91	0	1,474
Robbinsdale	1,805	50	739	747	213	30	26	3,177
Golden Valley Rd	1,320	14	104	481	491	215	15	3,491
Plymouth Ave	1,194	39	233	426	305	176	15	2,821
Penn Ave	3,343	198	801	1,109	758	359	118	7,541
Van White	3,295	220	957	1,143	598	266	111	6,898
Brooklyn Park	8,015	250	2,749	3,116	1,063	597	240	16,056
Crystal	2,754	75	932	939	643	159	6	5,481
Robbinsdale	2,078	50	739	914	323	26	26	3,825
Golden Valley	2,054	42	698	821	391	85	17	3,983
Hennepin County	182,801	12,192	72,588	64,026	23,385	7,690	2,920	328,931
Twin Cities MSA	401,626	21,118	140,480	152,216	61,485	19,819	6,508	763,603
Source: U.S. Census Bureau, Tangible Consulting Services								

Households by Number of Bedrooms – All Occupied Households 2015

Total-Occupied	Total	No Bedroom	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5+ Bedrooms	Total Bedrooms
Oak Grove	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
93rd Ave	694	0	10	202	174	254	54	2,233
85th Ave	2,935	12	126	763	761	1,092	181	9,256
Brooklyn Blvd	4,147	12	412	947	1,324	1,242	210	12,350
63rd Ave	4,676	79	764	1,537	1,615	567	114	11,623
Bass Lake Rd	2,910	6	95	609	1,634	488	78	8,579
Robbinsdale	4,414	64	861	1,249	1,670	457	113	10,849
Golden Valley Rd	4,677	14	139	1,014	2,262	1,046	202	14,201
Plymouth Ave	3,242	39	247	703	1,392	677	184	9,533
Penn Ave	5,845	198	851	1,711	1,913	878	294	15,251
Van White	5,166	227	1,062	1,528	1,341	704	304	12,765
Brooklyn Park	26,758	262	3,016	6,562	8,026	6,875	2,017	78,468
Crystal	9,348	75	1,039	2,073	4,437	1,504	220	25,731
Robbinsdale	6,161	64	844	1,705	2,635	758	155	16,061
Golden Valley	8,905	42	825	1,736	3,570	2,155	577	26,669
Hennepin County	490,196	12,787	85,092	131,065	142,019	89,349	29,884	1,298,859
Twin Cities MSA	1,334,395	22,567	164,051	338,127	433,265	288,716	87,669	3,773,410

Source: U.S. Census Bureau, Tangible Consulting Services

Year Householder Moved Into Dwelling Unit (2015)

1/2 Mile Radius	Moved in 2010 or later	Moved in 2000 to 2009	Moved in 1990 to 1999	Moved in 1980 to 1989	Moved in 1979 and Earlier
Oak Grove Pkwy	113	195	47	22	26
93rd Ave	534	846	365	88	59
85th Ave	1,028	1,446	628	249	227
Brooklyn Blvd	960	1,256	532	216	285
63rd Ave	2,371	1,675	755	349	576
Bass Lake Rd	1,310	1,365	617	385	634
Robbinsdale	2,027	2,227	1,007	437	764
Golden Valley Rd	1,874	1,427	653	339	591
Plymouth Ave	2,189	1,165	557	307	557
Penn Ave	2,855	2,030	583	290	599
Van White Blvd	4,319	2,733	500	268	604
Corridor (1/2-mile)	14,819	13,304	5,255	2,602	4,071
Brooklyn Park	8,816	9,739	4,702	1,928	1,573
Crystal	2,693	2,803	1,513	954	1,385
Golden Valley	1,956	3,175	1,655	932	1,187
Minneapolis	74,762	52,112	20,714	10,650	10,147
Robbinsdale	2,027	2,251	939	358	586
Hennepin County	172,848	161,342	79,003	39,882	37,121
Twin Cities MSA	417,614	472,598	230,987	110,528	102,668

Sources: US Census, ACS 2011-2015 Estimate; Esri

Number of Vehicles Available to Households

	All Occupied Housing Units			
	None	1	2	3 or More
Oak Grove Pkwy	1	111	212	70
93rd Ave	59	546	869	325
85th Ave	115	1,055	1,711	486
Brooklyn Blvd	338	1,055	1,261	366
63rd Ave	610	2,391	1,900	613
Bass Lake Rd	344	1,716	1,606	502
Robbinsdale	762	2,345	2,369	786
Golden Valley Rd	649	1,668	1,941	470
Plymouth Ave	895	1,733	1,540	426
Penn Ave	1,472	2,463	1,814	408
Van White Blvd	2,316	3,857	1,789	321
Corridor (1-mile)	5,345	15,505	13,930	3,962
Brooklyn Park	2,156	7,734	10,541	6,327
Crystal	747	3,403	3,836	1,362
Robbinsdale	727	2,196	2,367	871
Golden Valley	497	3,162	4,012	1,234
Minneapolis	30,549	70,851	52,200	14,785
Hennepin County	50,479	176,114	189,982	73,621
Twin Cities MSA	100,220	411,746	549,084	273,345

Source: Esri, Tangible Consulting Services

Race, Ethnicity, and Hispanic Origin (2015)

1/2 Mile Radius	White	African Amer.	Amer. Indian	Asian	Pacific Islander	Other Race	Two or More Races	Total	Hispanic*
Oak Grove Pkwy	198	44	1	33	1	4	8	289	7
93rd Ave	462	174	2	321	0	14	26	999	28
85th Ave	1,760	707	7	883	7	68	158	3,591	133
Brooklyn Blvd	814	818	18	421	0	49	107	2,229	143
63rd Ave	1,891	1,654	19	325	0	544	214	4,647	823
Bass Lake Rd	1,440	487	14	142	0	168	111	2,365	270
Robbinsdale	2,907	820	13	172	0	92	176	4,183	234
Golden Valley Rd	1,475	878	14	197	0	58	156	2,778	142
Plymouth Ave	968	2,137	43	416	0	125	227	3,921	227
Penn Ave	1,206	3,255	87	1,081	0	250	362	6,248	481
Van White	779	3,047	39	558	0	240	230	4,899	554
Corridor	24,951	15,304	354	5,505	0	2,020	2,374	50,508	3,889
1 Mile Radius									
Oak Grove Pkwy	1,114	273	5	263	5	24	43	1,730	40
93rd Ave	3,118	874	17	1,484	0	92	167	5,753	184
85th Ave	5,188	2,513	43	2,339	11	271	455	10,831	520
Brooklyn Blvd	4,109	3,254	60	1,711	10	338	468	9,950	687
63rd Ave	7,019	4,520	74	1,234	0	1,368	654	14,870	2,141
Bass Lake Rd	7,467	1,817	77	617	0	485	562	11,014	859
Robbinsdale	11,330	2,111	76	623	15	349	699	15,188	835
Golden Valley Rd	5,477	6,173	148	1,688	15	444	859	14,804	933
Plymouth Ave	3,601	7,557	193	2,045	15	489	919	14,817	978
Penn Ave	4,455	9,668	222	2,440	18	702	980	18,486	1,405
Van White	7,291	9,295	277	2,622	21	682	1,109	21,319	1,684
Corridor	55,610	30,489	859	11,272	107	3,972	5,046	107,356	7,944
Cities & Region									
Golden Valley	17,352	1,787	132	860	0	126	609	20,866	529
Robbinsdale	11,353	1,992	58	218	0	180	488	14,289	507
Crystal	18,429	2,337	161	804	0	312	564	22,607	1,858
Brooklyn Park	40,851	20,998	246	11,986	57	1,617	2,440	78,195	5,133
Hennepin County	889,634	145,718	8,273	81,406	475	30,305	41,965	1,197,776	81,719
Twin Cities MSA	2,790,735	262,209	20,834	211,862	1,192	64,386	107,572	3,458,790	192,461

** Persons of Hispanic origin can be of any race*

Sources: U.S. Census Bureau 2015 5-year ACS, Esri, Tangible Consulting Services

Household Income 2015

1/2 Mile Radius	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 -$74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total	Median
Oak Grove Pkwy	4	4	10	8	20	13	18	5	6	88	$71,454
93rd Ave	6	13	18	20	49	52	79	26	12	275	$88,134
85th Ave	52	66	97	153	270	172	227	161	102	1,300	$76,323
Brooklyn Blvd	93	119	44	116	108	130	79	41	16	746	$50,160
63rd Ave	183	316	255	342	401	156	140	39	16	1,848	$41,101
Bass Lake Rd	97	131	111	103	256	118	101	10	21	948	$51,914
Robbinsdale	218	321	160	307	407	181	230	96	34	1,954	$48,121
Golden Valley Rd	69	97	77	116	185	108	235	115	90	1,092	$75,360
Plymouth Ave	159	139	118	175	225	143	172	71	61	1,263	$53,189
Penn Ave	451	352	243	330	300	142	116	36	15	1,985	$32,276
Van White	703	338	242	237	153	66	53	15	21	1,828	$20,186
Corridor (1/2-mile)	2,298	2,380	1,881	2,716	3,813	2,218	2,570	843	550	19,269	$51,570
Corridor (1-mile)	4,351	4,520	4,114	5,547	7,922	5,045	6,140	2,137	1,768	41,544	$55,170
1 Mile Radius	**<$15,000**	**$15,000 - $24,999**	**$25,000 - $34,999**	**$35,000 - $49,999**	**$50,000 - $74,999**	**$75,000 - $99,999**	**$100,000 - $149,999**	**$150,000 - $199,999**	**$200,000+**	**Total**	**Median**
Oak Grove Pkwy	23	26	64	56	135	100	138	37	40	619	$76,002
93rd Ave	78	115	161	233	374	293	437	197	116	2,004	$77,670
85th Ave	171	226	341	462	762	570	691	328	170	3,721	$70,407
Brooklyn Blvd	334	366	365	493	688	504	443	152	75	3,420	$53,887
63rd Ave	568	853	757	958	1,162	594	521	145	79	5,637	$43,841
Bass Lake Rd	359	445	473	543	1,077	669	655	156	124	4,501	$57,408
Robbinsdale	489	761	555	950	1,488	822	1,079	330	137	6,611	$56,833
Golden Valley Rd	512	562	521	643	872	562	776	261	202	4,911	$54,553
Plymouth Ave	752	701	502	696	775	429	536	216	167	4,774	$43,146
Penn Ave	1,413	942	762	926	893	493	458	239	193	6,319	$35,492
Van White	1,744	1,099	866	1,056	1,154	819	1,080	451	655	8,924	$44,753
Corridor	4,351	4,520	4,114	5,547	7,922	5,045	6,140	2,137	1,768	41,544	$55,170
Cities & Region	**<$15,000**	**$15,000 - $24,999**	**$25,000 - $34,999**	**$35,000 - $49,999**	**$50,000 - $74,999**	**$75,000 - $99,999**	**$100,000 - $149,999**	**$150,000 - $199,999**	**$200,000+**	**Total**	**Median**
Brooklyn Park	2,049	2,323	2,483	4,128	4,511	4,212	4,586	1,490	976	26,758	$62,974
Crystal	710	882	965	1,311	2,266	1,275	1,435	371	133	9,348	$59,188
Robbinsdale	795	530	463	935	1,066	911	1,098	262	101	6,161	$57,357
Golden Valley	546	697	585	717	1,631	1,031	1,813	797	1,088	8,905	$81,534
Hennepin County	49,098	41,037	40,528	58,734	83,304	63,792	78,453	34,052	41,198	490,196	$65,834
Twin Cities MSA	111,789	104,137	105,671	158,769	242,392	191,985	234,382	95,089	90,181	1,334,395	$68,778

Source: U.S. Census Bureau 2015 5-year ACS, Esri, Tangible Consulting Services

Household Income by Age of Householder 2015 (1-mile Radius)

Age: Under 25	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 - $74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total
Oak Grove Pkwy	1	2	1	2	3	2	1	0	0	12
93rd Ave	2	5	6	7	8	6	5	1	1	41
85th Ave	7	12	15	17	21	12	8	3	1	96
Brooklyn Blvd	32	30	22	23	26	15	5	2	1	156
63rd Ave	68	93	62	67	53	17	9	4	1	374
Bass Lake Rd	15	18	20	15	25	10	4	5	0	112
Robbinsdale	19	30	20	34	38	15	8	3	0	167
Golden Valley Rd	35	42	27	26	31	12	6	2	0	181
Plymouth Ave	50	51	28	33	31	12	6	4	0	215
Penn Ave	126	77	43	51	36	14	7	2	0	356
Van White	217	129	112	117	83	49	48	20	18	793
Corridor	403	359	286	312	296	137	96	40	22	1,951
Age: 25-44	**<$15,000**	**$15,000 - $24,999**	**$25,000 - $34,999**	**$35,000 - $49,999**	**$50,000 - $74,999**	**$75,000 - $99,999**	**$100,000 - $149,999**	**$150,000 - $199,999**	**$200,000+**	**Total**
Oak Grove Pkwy	2	3	9	9	27	21	31	11	12	125
93rd Ave	10	12	26	40	70	68	107	62	30	425
85th Ave	21	24	48	76	147	127	162	100	47	752
Brooklyn Blvd	48	43	49	79	134	101	104	46	22	626
63rd Ave	78	92	102	149	212	120	112	42	25	932
Bass Lake Rd	54	53	65	90	227	146	151	47	41	874
Robbinsdale	56	85	76	152	277	165	240	96	39	1,186
Golden Valley Rd	80	72	80	110	171	111	175	78	54	931
Plymouth Ave	134	98	81	125	148	82	116	63	46	893
Penn Ave	207	119	115	165	172	95	102	81	60	1,116
Van White	231	129	113	168	197	128	176	95	144	1,381
Corridor	1395	1,394	1,588	2,096	3,245	2,231	2,860	906	738	16,453
Age: 45-64	**<$15,000**	**$15,000 - $24,999**	**$25,000 - $34,999**	**$35,000 - $49,999**	**$50,000 - $74,999**	**$75,000 - $99,999**	**$100,000 - $149,999**	**$150,000 - $199,999**	**$200,000+**	**Total**
Oak Grove Pkwy	8	8	22	20	54	39	58	17	20	246
93rd Ave	30	31	57	79	145	121	187	94	55	799
85th Ave	63	64	113	155	300	241	302	162	86	1,486
Brooklyn Blvd	127	105	113	165	272	203	198	78	39	1,300
63rd Ave	174	195	197	284	395	221	209	67	44	1,786
Bass Lake Rd	133	125	142	180	432	269	289	77	70	1,717
Robbinsdale	156	213	165	309	555	320	469	161	65	2,413
Golden Valley Rd	194	167	166	222	331	225	339	140	111	1,895
Plymouth Ave	299	216	156	244	287	164	230	112	91	1,799
Penn Ave	462	259	222	312	327	184	192	131	113	2,202
Van White	561	291	213	309	366	231	316	150	255	2,692
Corridor	1460	1225	1,177	1,759	2,899	1,901	2,514	998	850	14,783

Age: 65+	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 - $74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total
Oak Grove Pkwy	9	8	20	13	26	14	15	3	3	111
93rd Ave	28	50	47	71	77	40	36	15	13	377
85th Ave	53	91	101	134	135	77	72	22	16	701
Brooklyn Blvd	72	124	100	120	103	62	45	9	3	638
63rd Ave	144	246	201	222	233	97	63	20	2	1,228
Bass Lake Rd	114	190	162	189	217	118	74	14	11	1,089
Robbinsdale	213	341	186	293	311	154	127	29	15	1,669
Golden Valley Rd	121	177	128	152	169	91	98	37	37	1,010
Plymouth Ave	152	211	112	139	143	68	72	30	26	953
Penn Ave	264	270	133	151	135	70	50	20	16	1,109
Van White	312	289	105	116	103	61	64	19	33	1,102
Corridor	1094	1,542	1,062	1,380	1,483	776	668	193	159	8,357
Sources: U.S. Census Bureau 2015 5-year ACS; Esri; Tangible Consulting Services										

Household Income by Age of Householder 2015

Age: Under 25	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 - $74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total
Golden Valley	546	697	585	717	1,631	1,031	1,813	797	1,088	8,905
Robbinsdale	795	530	463	935	1,066	911	1,098	262	101	6,161
Crystal	710	882	965	1,311	2,266	1,275	1,435	371	133	9,348
Brooklyn Park	2,049	2,323	2,483	4,128	4,511	4,212	4,586	1,490	976	26,758
Hennepin County	49,098	41,037	40,528	58,734	83,304	63,792	78,453	34,052	41,198	490,196
Twin Cities MSA	111,789	104,137	105,671	158,769	242,392	191,985	234,382	95,089	90,181	1,334,395
Age: 25-44	**<$15,000**	**$15,000 - $24,999**	**$25,000 - $34,999**	**$35,000 - $49,999**	**$50,000 - $74,999**	**$75,000 - $99,999**	**$100,000 - $149,999**	**$150,000 - $199,999**	**$200,000+**	**Total**
Golden Valley	546	697	585	717	1,631	1,031	1,813	797	1,088	8,905
Robbinsdale	795	530	463	935	1,066	911	1,098	262	101	6,161
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Hennepin County	49,098	41,037	40,528	58,734	83,304	63,792	78,453	34,052	41,198	490,196
Twin Cities MSA	111,789	104,137	105,671	158,769	242,392	191,985	234,382	95,089	90,181	1,334,395
Age: 45-64	**<$15,000**	**$15,000 - $24,999**	**$25,000 - $34,999**	**$35,000 - $49,999**	**$50,000 - $74,999**	**$75,000 - $99,999**	**$100,000 - $149,999**	**$150,000 - $199,999**	**$200,000+**	**Total**
Golden Valley	546	697	585	717	1,631	1,031	1,813	797	1,088	8,905
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Hennepin County	49,098	41,037	40,528	58,734	83,304	63,792	78,453	34,052	41,198	490,196
Twin Cities MSA	111,789	104,137	105,671	158,769	242,392	191,985	234,382	95,089	90,181	1,334,395
Age: 65+	**<$15,000**	**$15,000 - $24,999**	**$25,000 - $34,999**	**$35,000 - $49,999**	**$50,000 - $74,999**	**$75,000 - $99,999**	**$100,000 - $149,999**	**$150,000 - $199,999**	**$200,000+**	**Total**
Golden Valley	546	697	585	717	1,631	1,031	1,813	797	1,088	8,905
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Twin Cities MSA	111,789	104,137	105,671	158,769	242,392	191,985	234,382	95,089	90,181	1,334,395

Sources: U.S. Census Bureau 2015 5-year ACS; Esri; Tangible Consulting Services

DRAFT CHAPTER 4:
Housing & Neighborhood



Comprehensive Plan 2040



INTRODUCTION

This Chapter evaluates Brooklyn Center's existing housing stock and plans for future housing needs based on household projections, population projections, and identified needs communicated through this planning process. As required in the City's 2015 System Statement prepared by the Metropolitan Council, understanding and planning for the City's housing stock is a critical part of the 2040 Comprehensive Plan (Plan). The City's planned land use includes three residential categories and residential components of new mixed-use designations which together account for approximately half of the City's land use area. Residential land use will continue to be the largest land use in the community. A diverse housing stock that offers neighborhood stability combined with access to open space, goods and services is essential to a healthy, sustainable, and resilient community. It protects the community's tax base against market fluctuations; it builds community pride and engagement of existing residents; it helps the community's economic competitiveness by assisting Brooklyn Center businesses with employee attraction and retention; it provides options for existing residents to remain in the community should their life circumstances (e.g., aging-in-place) change; and it offers future residents access to amenities and levels of service that support a stable and supportive housing and neighborhood environment.

The first part of this Chapter focuses on the existing housing stock. It summarizes important information regarding the overall number of housing units, the type of units, their affordability, and the profile of their residents. These sections are a summary of more detailed socio-economic data which is attached to this Plan as an Appendix and serves as a supporting resource to this Chapter. Understanding the existing housing stock is key to determining what types of housing products may be demanded over the next 10-20 years and where they should be located.

In conjunction to the statistical or inventory information collected, this Chapter includes a summary of community, stakeholder and policy-maker feedback related to housing and neighborhoods heard throughout this planning process. Additionally, this Chapter addresses the projected housing needs during the planning period and presents some neighborhood and housing aspirations as identified by the City's residents and policy-makers. The final section of this Chapter links projected housing need to practical implementation tools to help the City achieve its housing goals and identified strategies. The list contained in this Chapter is not exhaustive but provides a starting place from which the City can continue to expand and consider opportunities to meet current and future resident needs.

HOUSING & NEIGHBORHOOD - DRAFT 03-21-2019
City of Brooklyn Center Comprehensive Plan 2040

2040 Housing & Neighborhood Goals

- Promote a diverse housing stock that provides safe, stable, and accessible housing options to all of Brooklyn Center's residents.
- Recognize and identify ways to match Brooklyn Center's housing with the City's changing demographics.
- Explore opportunities to improve the City's housing policies and ordinances to make them more responsive to current and future residents.
- Maintain the existing housing stock in primarily single-family neighborhoods through proper ordinances, incentive programs and enforcement.
- Explore opportunities to incorporate new affordable housing into redevelopment areas that promote safe, secure and economically diverse neighborhoods.

** Supporting Strategies found in Chapter 2: Vision, Goals and Strategies*

ASSESSMENT OF EXISTING HOUSING SUPPLY

Overview of Brooklyn Center's Residential Neighborhoods

The City of Brooklyn Center's residential neighborhoods are diverse and include a variety of housing types from single-family neighborhoods to large-scale apartment complexes. Although the City originally incorporated as a village in 1911, it wasn't until the Post-World War II era that the City began to develop on a large scale in which entire blocks and neighborhoods were constructed with tract housing, suburban streets, and neighborhood parks. Like much of the region's first ring suburbs, Brooklyn Center took on the role of a typical bedroom community where residents could get to their jobs in the downtown, stop for groceries at the retail center, and go home and park their cars in their garages for the evening. This pattern of development can be seen throughout the region, but Brooklyn Center had one significant difference for many decades – the regional mall known as Brookdale. The prominence of the mall and its surrounding commercial district played a major role in how neighborhoods were built and developed, which influenced neighborhood patterns and housing types.

Even though the mall is now gone, it continues to have lasting effects on the existing housing types and neighborhoods and will influence future housing as described in subsequent sections of this Chapter. For example, in the decades that the mall and regional retail center was operational much of Brooklyn Center's multi-family and apartment development was concentrated near the mall and its surrounding commercial district and provided a transition to the surrounding single-family neighborhoods. Therefore, even though the mall no longer exists, the apartments developed around the periphery of its retail area in the 1960s continue to be in high demand and provide a critical source of housing for many households.





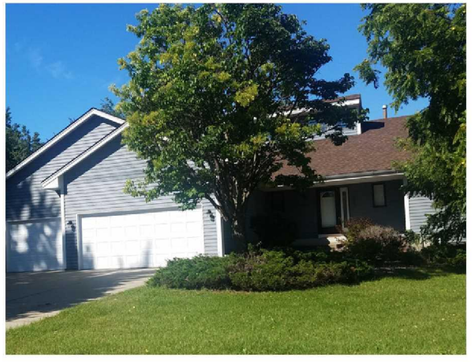


The following sections identify and inventory the existing housing stock in the community including single-family, attached and apartment uses. Each of these housing types serve a different role in the community, but each type is an important part of the City's neighborhoods. A summary of the City's existing residential types and neighborhoods are as follows:

Single-Family Residential

Single-family residential neighborhoods are the dominant land use within the City and single-family detached homes comprise nearly 63 percent of the City's housing stock. The City's single-family detached neighborhoods were developed surrounding higher density and higher intensity land uses that included the former regional retail center and the major freeway corridors of I-94 and Highway 100. Most of the single-family neighborhoods are developed on a grid system with traditional 'urban' size lots. Exceptions of some larger lots are interspersed within the traditional block pattern and along the Mississippi River where a pocket of residents have views and/or frontage of the river corridor.

The 1950s were the peak decade for housing construction in the City; a period in which owner-occupied housing predominated. While other housing types began to emerge post 1950s, the demand for single-family detached housing continued through 1980 as the remaining land in the community developed. Given the period in which the majority of Brooklyn Center's housing stock was built, nearly the entire single-family detached housing stock is more than 40 years old. This is a major concern because at 40 years of age exterior components of a building including siding, windows, and roofs often need to be replaced to protect its structural integrity. Because the City became mostly built-out by the late 1970s, nearly all of the City's housing stock falls into this category, which means the City must be cognizant of potential issues and proactively monitor the situation to ensure neighborhoods are sustainable into the future.





While related to housing age, the size or square footage of single-family homes also plays a significant role in the demographics of a community. Changes to family structure, technology, and other factors alter housing preferences over time, which can lead to functional obsolescence of homes and result in reduced home values because they no longer meet current buyers' expectations. Brooklyn Center's single-family housing stock is fairly homogeneous and the overwhelming majority of homes in every neighborhood are less than 1,500 square feet – and in many areas less than 1,000 square feet. This is a relatively modest single-family housing size, and, therefore, the single-family housing stock lacks diversity, which results in lack of choice for current and prospective residents. At the same time, these homes offer an option for small families, single and two-person households, and first time homebuyers.

Because the majority of the City's single-family housing stock is relatively small, older, and of a homogeneous type as compared to newer larger homes or neighborhoods with more housing variety, housing prices in Brooklyn Center tend to be affordable. Also, given the similar age, size and styles of many of the homes, housing in the community has a fairly consistent price-per-square foot. Affordability in the existing housing stock can be a positive attribute that has the potential to provide long-term stability to residents and neighborhoods. However, as shown in the Background Report residents of Brooklyn Center also tend to have lower median household incomes, which can mean residents may struggle to pay for large-scale capital investments in their homes such as replacing windows or a roof.

Additionally, within the region some communities with similar single-family stock to Brooklyn Center have experienced pressure for tear-downs and major remodeling, and that market trend has yet to reach the City. While that trend may eventually impact the community, at the present time the change and growth impacting the single-family neighborhoods is mostly related to the evolving demographics within the community. This change presents different considerations and challenges because it is not necessarily physical growth or changes to homes and neighborhoods. Instead the community is challenged with how to manage larger numbers of people living within a household such as growing numbers of multi-generational households.



Existing Single-family Neighborhood Perspectives Described in this Planning Process

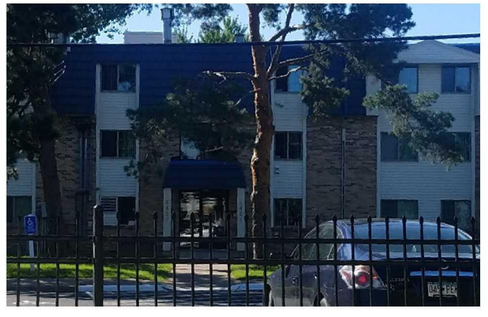
Throughout this planning process policy-makers and residents alike expressed the desire to maintain the affordability of the existing single-family neighborhoods but acknowledged the current challenges of helping residents maintain their structures, blocks and neighborhoods in the face of compounding maintenance due to the age of the City's neighborhoods. In addition to the physical condition of the structures, residents and policy-makers also acknowledged that as the City's population and demographics become increasingly more diverse new residents are changing how existing homes are being occupied and, therefore, it would be valuable for the City to evaluate it's ordinances and policies to ensure they align with the needs of residents. The demographic considerations are identified in subsequent sections of this Chapter, but it is worth noting that the demographic changes can have a significant impact the character of existing single-family residential neighborhoods. Most recognized this as a positive change, but also acknowledged and stated that the City must figure out how to pro-actively address some of these changes to protect the existing neighborhood fabric. For example, multi-generational households are becoming increasingly more prevalent within the City's single-family neighborhoods which can impact how rooms within a home are used, how many cars may be present at the home, and how outdoor spaces and yards may be used.

Closely related to the demographic changes in the community is the City's aspiration to promote and maintain neighborhood stability. This objective emerged repeatedly throughout this planning process as residents and policy-makers expressed the desire to identify strategies to help promote and encourage sustainability, resiliency and accessibility within the single-family neighborhoods. In part this objective is the result of several years of turnover within the single-family neighborhoods as long-term residents begin to age and move onto other housing options, new residents and families are moving into the neighborhoods. This life-cycle of housing is common, but the City wants to find ways to ensure new residents want to stay in their homes, their neighborhoods, and the community long-term and invest in making the City a better place for generations to come.



Multi-family Residential

Nearly one third (29 percent) of the City's housing units are in multi-family residential buildings located throughout the community. Nearly all of these buildings were constructed in the 1960s and 1970s, and are primarily located on major roadways or corridors, and surrounding the former regional retail areas. This means these buildings are nearly 50 years old or older. Just as noted within the single-family neighborhoods, the potential for deterioration and need for significant investment in these aging buildings can pose a threat to the quality of the City's housing stock if the buildings are not properly maintained, managed and updated.







There has been some maintenance and management of the multi-family housing stock, and a few complexes have even incorporated modest upgrades to the interiors. In fact, the City has started one large-scale rehabilitation of a building that would bring higher-market rate rental options to the community once completed. However, this is one project and despite these improvements the City's multi-family housing stock continues to be one of the most affordable in the region with some of the lowest rental rates in the metropolitan area.

Many of the multi-family areas are near major corridors and are adjacent to high intensity uses that do not necessarily support or serve the residential use with the current development and land use patterns. As a result, many of the multi-family areas do not feel like an incorporated part of the City's neighborhoods. As discussed in subsequent sections of this Chapter, the City is planning for redevelopment in or adjacent to many of the existing multi-family areas that will hopefully reinvigorate and reconnect the existing multi-family uses into a larger neighborhood context.

Multifamily Neighborhood Perspectives Described in this Planning Process

Throughout this planning process the City's residents were vocal about the existing multi-family options available in the community and the lack of diversity within the multi-family housing stock. Without a full inventory of all available multi-family units it is difficult to confirm some of the anecdotal comments heard throughout the process, but nevertheless it is important to consider since residents' testimony provides valuable insight into the existing housing stock. Several residents indicated that there are few options available for larger multi-family units with at least three (3) bedrooms, making it difficult to find stable living options for families with more than two (2) children. Residents also communicated a desire to have housing options that were closer to supportive retail, commercial and services so that they could walk, bike or easily use transit to meet their needs. Despite these challenges, the City's parks, trails and open spaces were viewed as an integral and important part of their quality of life.





Similarly, to the single-family neighborhoods, the community's aspiration to create a stable, accessible, and economically diverse multi-family housing stock was established as a short and long-term priority. Though not discussed at length during this planning process, it is widely known and understood that resident turnover, including evictions, is a serious problem that is most concentrated within the multi-family neighborhoods of the City. While this Chapter does not attempt to fully evaluate the causes for turnover and eviction in these neighborhoods, it does acknowledge it as a significant challenge and issue which shapes the character of these areas of the community. Turnover, including evictions, changes how residents feel about the community whether the City is directly involved or not. It has lasting affects on how safe people feel within a community, how invested in an area they want to become and how willing they are to contribute and reinvest in the City. For these reasons, it is imperative that the City tackle these issues and create a more stable, and integrated living environment so all residents feel a part of a neighborhood, and the larger community.

Housing Stock Statistics

The following existing housing stock characteristics support the previous neighborhood descriptions through more detail. This information, coupled with the previous description, provides a valuable baseline from which the City can evaluate and plan for the future of its housing stock.

Total Housing Units

According to data from the Metropolitan Council and the City of Brooklyn Center, there are 11,603 housing units in Brooklyn Center as of 2017. As a fully developed community, new residential development in Brooklyn Center has been limited since the late 1980s. According to the Metropolitan Council, around 100 new housing units have been built since 2000 and these homes were primarily small infill locations or small redevelopment opportunities.

11,603 Brooklyn Center housing units as of February 2017

- Sources: Metropolitan Council

Housing Tenure (Owned and Rented Units)

Nearly 40 percent of the community's residents rent, and the majority of those renters live in apartment buildings which are integrated throughout the community. The Background Report in the Appendix includes maps illustrating the location of rental housing and demographics of renters. Given that a significant portion of the City's population lives in apartments, the age of such structures becomes critically important to the overall health of the housing supply. The majority of the apartments were constructed prior to 1979 with the bulk of the units being constructed between 1966 and 1969. This means that the majority of the apartments is more than 50 years old, and that structural deficiencies and major capital improvements may be required in the relatively near term in order for the structures to remain marketable.

40% of community residents are renters

- Sources: Metropolitan Council; US Census; SHC

Housing Type

Related to housing tenure is housing type. Due to Brooklyn Center's peak time of housing development in the 1950s, the housing type is predominantly single-family detached homes. As of 2017, there are 8,270 units (71 percent) of single-family housing (attached and detached) and 3,333 (29 percent) classified as multi-family housing.

71% of housing units are single-family

- Sources: Metropolitan Council; US Census; SHC

The type of housing structure can influence not only affordability but also overall livability. Having a range of housing structures can provide residents of a community options that best meet their needs as they shift from one life stage to another. For example, retirees often desire multi-family housing not only for the ease of maintenance, but also for security reasons. Multifamily residences are less susceptible to home maintenance issues or burglary concerns because of on-site management. For those with health concerns, multi-family residences often have neighbors that can also provide oversight should an acute health problem occur.

The majority (63 percent) of Brooklyn Center's housing stock consists of detached single-family homes. This is above the proportion found in Hennepin County (55 percent) or throughout the metropolitan area (59 percent). Nevertheless, the City's housing stock is diversified, with many multi-family units in large structures, as well as a significant number of single-family attached units. More detailed data are included in the Background Report in the Appendix.

Year Built

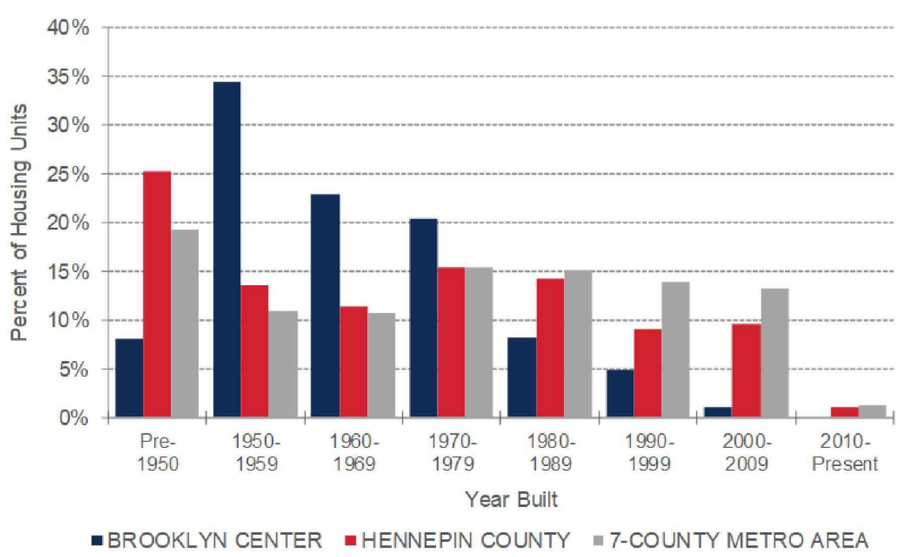
The age of the housing stock is an important characteristic of the community particularly as it relates to potential structural obsolescence and other limiting factors which correlate to housing values. As described earlier, much of Brooklyn Center's single-family housing stock was developed post-World War II between 1950 and 1963 and many of the homes in this age range were dominated by rambler architectural styles. As shown on Map 15, entire neighborhoods were all constructed in a relatively short period of time which strongly defines a neighborhood pattern. As shown, most of Brooklyn Center was developed on a fairly regular grid pattern and does not reflect a 'suburban' development pattern. This is positive from the perspective that transportation and transit connections should be easier to improve, where necessary, because of the relatively dense population of the neighborhoods. However, aging neighborhoods can present a challenge as major systems (i.e. roof, siding, windows, HVAC, etc.) reach the end of their useful life. This can be particularly difficult if residents are unable to reinvest and maintain their properties, which leads to deferred maintenance and the potential for more significant problems that would become widespread across entire neighborhoods.

Approximately 86 percent of Brooklyn Center's housing stock (over 10,000 units) is more than 40 years old. This is an overwhelming portion of the City's housing, and it is therefore important to track the condition of these older homes as they are at-risk of deferred maintenance. This can rapidly result in critical structural problems. At the same time, well-maintained older housing can be an important source of entry-level housing because of its relative affordability when compared to newer construction.

86% of housing stock is more than 40 years old

- Sources: US Census; SHC

Table 4-1. Year Built



Source: US Census: 2011-2015 American Community Survey

Housing Affordability

The Metropolitan Council considers housing affordable when low-income households are spending no more than 30 percent of their income on housing costs. Households are considered low-income if their income is at or below 80 percent of the metropolitan area's median income (AMI).

The housing stock in Brooklyn Center is affordable relative to other communities in the Twin Cities region. According to the Metropolitan Council, 93 percent of the housing units in 2017 in Brooklyn Center were considered affordable. Moreover, only a small portion (5 percent) of this housing is publicly subsidized. Therefore, most housing is privately-owned and pricing is set by the market. According to the Minneapolis Area Association of Realtors, there were 480 home sales in Brooklyn Center in 2017 with a median sales price of $186,125. This was roughly 25 percent lower than the Metro Area median sales price of $247,900. For rental housing, according to CoStar, a national provider of real estate data, the average monthly rent for a market rate apartment in Brooklyn Center in 2017 was $981 compared to the Metro Area average of $1,190.

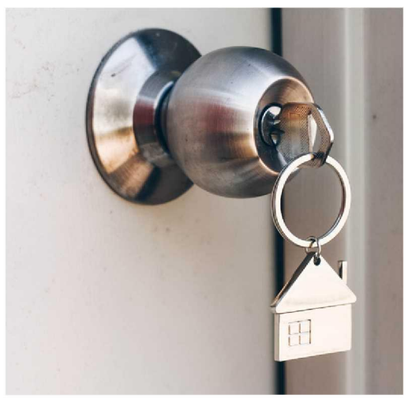
$186,125

2017 median home sale price in Brooklyn Center

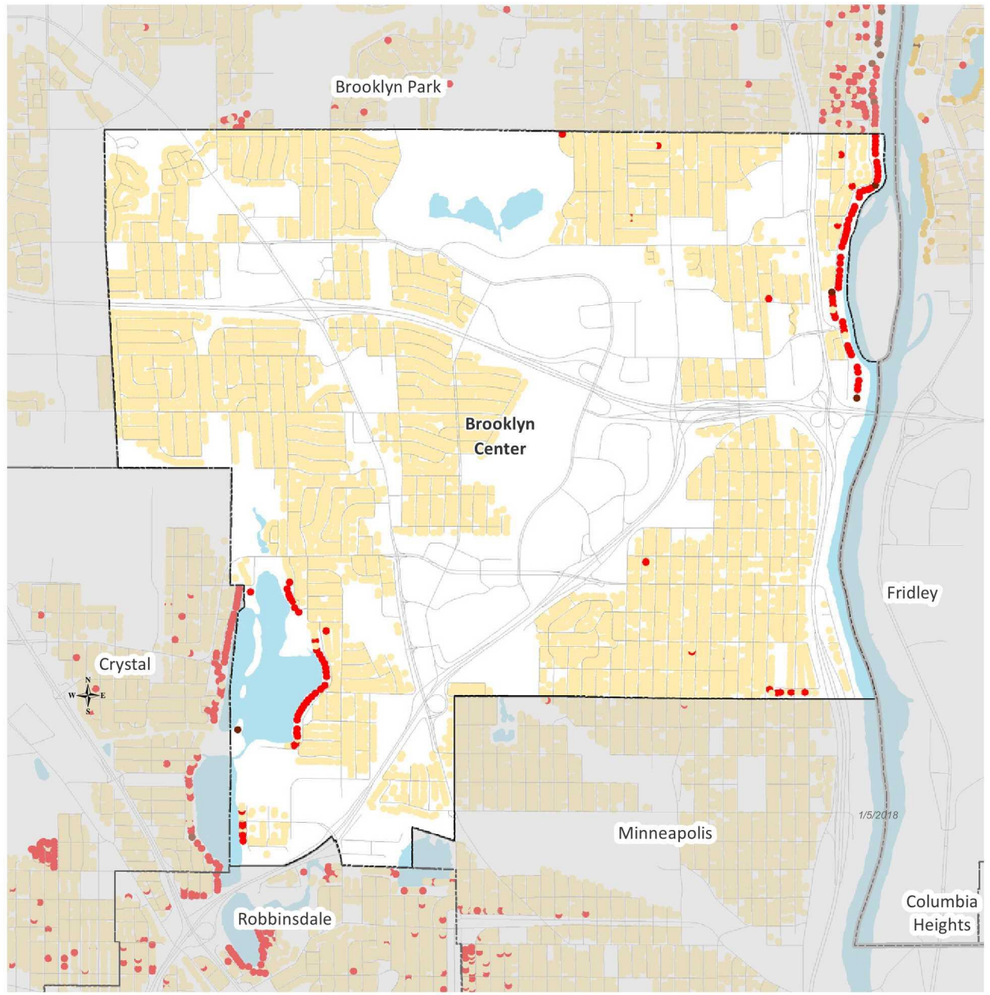
$247,900

2017 median home sale price in the Metro Area

- Source: Minneapolis Area Association of Realtors,



Map 4-1. Estimated Market Value of Owner-Occupied Housing



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Table 4-2. Existing Housing Assessment

Total Housing Units[1]			**11,608**
Affordability[2]			
Units affordable to households with income at or below 30% of AMI	Units affordable to households with income 31% to 50% of AMI	Units affordable to households with income 51% to 80% of AMI	
460	4,451	6,029	
Tenure[3]			
Ownership Units	**Rental Units**		
6,911	4,697		
Type[1]			
Single-family Units	Multifamily Units	Manufactured Homes	Other Housing Units
8,275	3,333	0	0
Publicly Subsidized Units[4]			
All publicly subsidized units	Publicly subsidized senior units	Publicly subsidized units for people with disabilities	Publicly subsidized units: all others
553	22	0	531
Housing Cost Burdened Households[5]			
Income at or below 30% of AMI	Income 31% to 50% of AMI	Income 51% to 80% of AMI	
1,691	1,406	895	

[1] Metropolitan Council, 2016 housing sock estimate. Single-family units include single-family detached homes and townhomes. Multifamily units include units in duplex, triplex, and quadplex buildings as well as those in buildings with five or more units.

[2] Metropolitan Council staff estimates for 2016 based on 2016 and 2017 MetroGIS Regional Parcel Datasets (ownership units), 2010-2014 Comprehensive Housing Affordability Strategy data from HUD (rental units and household income), and the Council's 2016 Manufactured Housing Parks Survey (manufactured homes). Counts from these datasets were adjusted to better match the Council's estimates of housing units and households in 2016 as well as more current tenure, affordability, and income data from eh American Community Survey, home value data from the Federal Housing Finance Agency, and rents from HousingLink's Twin Cities Rental Revue data.

[3] US Census Bureau, 2012-2016 American Community Survey five-year estimates; counts adjusted to better match the Council's 2016 housing stock estimates.

[4] Source: HousingLink Streams data (covers projects whose financing closed by December 2016)

[5] Housing cost burden refers to households whose housing costs are at least 30% of their income. Source: US Department of Housing and Urban Development, 2010-2014 Comprehensive Housing Affordability Strategy (CHAS) data, with counts adjusted to better match Metropolitan Council 2016 household estimates.

The high rate of affordability is largely due to the prevalence of smaller and older homes in the single-family neighborhoods, and the age and level of improvements within the multi-family rental neighborhoods. Such small sized properties are typically less expensive because they have significantly less living space than newer homes (average construction square footage has increased each decade since the 1950s). Age and level of update and improvements within the apartment stock, coupled with the average number of bedrooms in the rental units is impacting the relative affordability of the multi-family units. The condition in both the single-family and multi-family housing stock is what is known as Naturally Occurring Affordable Housing (NOAH), because the physical characteristics of the properties are what makes them affordable rather than the affordability being established through a legally binding contract. Although there is a high rate of affordability for existing units, the Metropolitan Council identifies a need for additional affordable units in any new housing construction added to the community through 2040. This condition would most likely be achieved by a legally binding contract, or some other financing mechanism as new affordable housing product would be difficult to achieve without some assistance given construction and land costs. Of the 2,258 projected new housing units, the Metropolitan Council establishes a need of 238 units to be affordable to households at or below 80 percent AMI to satisfy the regional share of affordable housing.

Although nearly all of Brooklyn Center's housing stock essentially fits within the criteria as naturally occurring affordable housing, there are some observable trends that would suggest the price of housing in Brooklyn Center could rise in the coming years. Most recently in 2018 the City's for-sale housing median home sales price surpassed the pre-bust pricing. While the median remains below the regional median, it does indicate growing demand and increased pricing. Significant areas of redevelopment identified on the Future Land Use Plan, including the former regional mall (Brookdale) location, present opportunities for higher-market rates for new housing added. These opportunities have the potential to create a more economically diverse housing stock within the City, which is relatively homogeneous at the time this Plan is written. Given these opportunities, it is important to continue to monitor the City's NOAH stock, and to evaluate and establish policies to incorporate legally binding and protected affordable housing as redevelopment occurs. This is a careful balancing act that requires concerted and direct monitoring, study, and evaluation in order to ensure an economically diverse, sustainable and resilient housing stock for the long-term success of the community.

KEY DEMOGRAPHICS

Age Profile of the Population

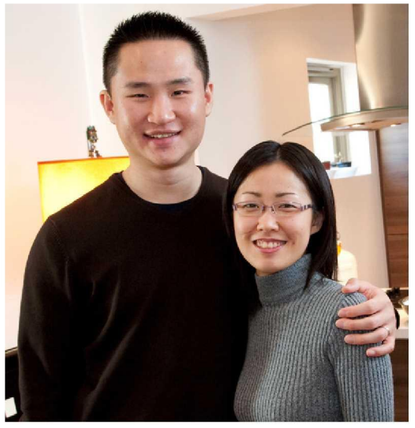
The age profile of a community has important ramifications on demand for housing, goods and services, and social cohesion. Tables and figures illustrating the City's age distribution are presented in the Background Report in the Appendix. Unlike the broader region, in which the population continues to age rapidly, Brooklyn Center's population grew younger between 2000 and 2010, and has stayed relatively stable since 2010. This is largely due to a significant increase in people age 25 to 34, many of which are starting families and having children. Increases in the number of young families place demands on schools, housing affordability, and the types of retail goods and services needed.

The median age of residents in Brooklyn Center in 2016 was 32.8, which is consistent with the 2010 median age of 32.6. This is younger than 2000 when the median ages was 35.3. With such a young population, it is expected housing units may turn over more frequently. But, as of 2016, more than 60 percent all households have been living in their homes for more than five (5) years. More data about geographic mobility of households is found in the Background Report in the Appendix.

Household & Family Type

Changing family and household structures can also have a profound effect on housing and other community needs. For example, decreasing household size has a direct impact on the amount of housing a household needs. As mentioned, the presence of children not only impacts local schools and parks, but also the types of retailers that can be supported and the nature of housing demanded.

Since 2010, the number of households with children in both single-parent and married couple households has been growing significantly. Meanwhile, the trend among households without children, especially married couples (i.e., empty-nesters) has been on the decline. The percentage of households with children is approaching 40 percent, which is well above the rate in the County and the metro area.



32.8 **Median age of Brooklyn Center residents**

- Sources: US Census, SHC

Cost Burdened Households

Cost burden is the proportion of household income spent toward housing and utilities. When lower income households spend more than 30 percent of their income toward housing and utilities this burden is considered excessive because it begins to limit the money available for other essentials such as food, clothing, transportation, and healthcare. According to data from the Metropolitan Council, 4,114 (35 percent) Brooklyn Center households at or below 80 percent average median income (AMI) are considered cost-burdened which means they spend more than 30 percent of household income on housing costs. This percentage is well above the metro area rate of 23 percent. Half of these Brooklyn Center households are lower income households who earn at or less than 30 percent AMI. The high incidence of cost burdened households is correlated with younger wage earners, lower-wage jobs, and a high proportion of older households, many of which are in retirement and no longer working.

FUTURE HOUSING OPPORTUNITIES

Projected Housing Need

As referenced in Chapter 3: Land Use & Redevelopment and the following Table 4-4, the Metropolitan Council's 2015 System Statement forecasts that Brooklyn Center will add approximately 4,169 new residents and 2,258 new households through 2040 and identifies the following affordable housing allocation to be accommodated between 2020 and 2030.

Table 4-3. Affordable Housing Need Allocation

At or below 30% AMI	103
31 to 50% AMI	0
51 to 80% AMI	135
Total Units	**238**

Source: 2015 System Statement - Metropolitan Council

Housing Challenges inform Housing Needs

The Metropolitan Council's System Statement identifies approximately 10% of the planned housing units for some level of affordability as identified in Table 4-3. As described in other chapters of this Plan, for the first time since the post-World War II housing boom the City is expected to add a significant number of new households. These new households have the opportunity to provide a more diverse housing stock, and add to the options of available for existing and new residents in the community. Redevelopment can reinvigorate and revive

areas of the community with vibrant, experience-rich areas that will benefit everyone in the community. The City is excited for redevelopment to create a dynamic central hub of activity in the community, but also acknowledges that it must be balanced with strong assessment, planning and appropriate protection of its existing housing stock to ensure neighborhood sustainability and stability in all areas of the community.

New housing stock brings the possibility of adverse impacts to existing single-family and multi-family properties if proactive steps are not taken to protect existing naturally occurring affordable housing (NOAH), single-family neighborhoods, and multi-family properties. The City's policy makers throughout this process discussed and acknowledged that bringing new market-rate, amenity rich housing products could have deleterious affects specifically on existing naturally occurring affordable housing if a plan to protect affordability is not implemented. This is a huge concern as resident stability through access to safe and healthy housing is one of the City's adopted strategic priorities. If proper tools are not in place there are no protections to keep rents reasonable for residents and to maintain reasonably priced for-sale housing as redevelopment takes holds.

One of the positive aspects of the City's identified redevelopment areas is that the land proposed for redevelopment does not contain existing housing. In a fully-development community this is unusual for a large redevelopment area, and is positive because no residents will be displaced as a result of the City's redevelopment aspirations. However, even though residents will not be displaced directly, indirectly, redevelopment could increase the desirability of activities such as flipping single-family homes and converting NOAH multi-family properties for higher-rents.

To address some of these concerns an extensive list of high-level tools have been outlined in Table 4-5 of this Chapter. The City recognizes that this chapter is only the start of an ongoing conversation, and it is the City's policy-makers intent to continue to be proactive, and to collaborate with non-profits and advocate for a broader regional approach to housing affordability. In addition to the tools identified in Table 4-5, the City is also continuing conversations about:

- Viability of a non-discrimination ordinance related to Section 8 acceptance. Adjacent Cities, including Minneapolis, have attempted to include ordinances in their tool-kit addressing this issue. While the issue is currently in court, Brooklyn Center will continue to monitor the process and may consider adoption of a similar ordinance depending on its outcome.

- The City has discussed developing a more formal housing action plan to better understand the needs of its residents. The plan would work to better understand cost-burdened households, eviction rates and policies, home-ownership racial disparities, and gaps in the housing stock.

- Continuing to revise, enhance and modify its policies and ordinance to respond to residents needs. This includes monitoring best-practices in the region, being agile and open to changes and enhancements. As an example of this type of ordinance or policy response the City recently adopted a Tenant Protection Ordinance that is aimed and protecting the City's residents ability to maintain stable, safe housing.

The City's projected housing needs are complex, and are likely to become more complicated as redevelopment occurs. However, the City intends to continue to prioritize discussion and action around creating safe and stable housing throughout the City. The following sections specifically address the new housing expected to be develop in this planning period. The new and redevelopment areas should be considered collectively with the City's existing neighborhoods to ensure an incorporated, integrated approach to the City's neighborhoods is achieved to create a dynamic community for generations to come.



New Housing Opportunities in this Planning Period

Recognizing that the land use plan for Brooklyn Center identifies several key areas that are envisioned for new development or redevelopment, this will result in an opportunity to accommodate more housing and increase the City's number of households. Based on guided residential densities in the development opportunity areas, the City can accommodate the Metropolitan Council's forecasted households as well as meet the allocated affordable units as shown in Table 4-3 above. As indicated in the Land Use Chapter, depending on how the market responds to these redevelopment areas the City could accommodate anywhere between 2,658 and 3,836 new households by 2040 (Chapter 3: Table 3-5, repeated in the following Table 4-4).

Table 4-4. Future Land Use Densities and Projected Acres, Households & Population

Future Land Use	Density (DU/A)	2020 Acres (Res)[b]	HH	Pop[c]	2030 Acres (Res)[b]	HH	Pop[c]
Transit Orient Development	31.01-130 DU/A	9	279	619	26	814	1,807
Neighborhood Mixed-Use	15.01-31 DU/A	13	195	433	19	285	632
Commercial Mixed Use	10.01 – 25 DU/A	8	80	178	15	150	333
High Density Residential	15.01-31 DU/A	212	3,180	7,060	212	3,180	7,060
TOTAL	--	--	**3,734**	**8,290**	--	**4,429**	**9,832**

Source: Metropolitan Council, Thrive 2040 Brooklyn Center 2015 System Statement, SHC.

[a] Acreages assume that some recently redeveloped areas within these land use designations will not experience redevelopment until post-2040 and therefore households are not calculated. Please refer to Map 3-3 that identifies areas planned for change within this planning period.

[b] Note, there are existing households in each of the designations today that would be re-guided for potential redevelopment in the future. This accounts for existing households and those that my potentially develop over the next two years.

[c] Calculation multiplies households by 2.22 persons per household (According to the 2016 ACS (Census), for multi-family units (5+ units in structure)

There are three large districts identified in the City with guided land use that allows for significant potential of new development and redevelopment through 2040. These areas have the potential to greatly expand Brooklyn Center's current housing numbers and choices. Moreover, each opportunity area has the potential to not only provide new forms and types of housing but to catalyze or rejuvenate investment into the City resulting in stronger linkages between neighborhoods and districts that are currently isolated from one another. The following section discusses these areas further.

Future Residential Uses in Planned [Re] Development Opportunity Areas

Transit-Oriented Development (TOD)

Transit-Oriented Development (TOD) is a new land use and redevelopment concept in the City that focuses on existing and planned transit as a major amenity and catalyst for redevelopment. While previous planning efforts have acknowledged the presence of transit in the community, none have embraced it as an opportunity for redevelopment. As this portion of the City redevelops, the location of future transit enhancements has the potential to attract significant new housing development. Therefore, this is where guided densities are the highest. This is purposeful because the area has exceptional visibility and access from Highway 100 and I-94, and will be served by two transit stops (one being a transit hub) for the C-Line Bus Rapid Transit (BRT) and the potential future D-Line BRT. The C-Line BRT is planned to open in 2019 and will mimic the operations of LRT (light rail transit), offering frequent transit service that will connect residents to the larger region. To best support the C-Line, and future D-Line, the City has planned to reinvigorate and re-imagine this central area of the community as a more livable, walkable, and connected neighborhood within the City. In addition, the potential for desirable views of Downtown Minneapolis could result in pressure to build taller structures in this area. Any development of this area should also be seen as an opportunity to support commercial users, improve multi-modal service and access, and allow safe, pleasant, and walkable connections to transit, parks, and other community destinations.

As this area evolves, the desirability of this area as an amenity-rich livable area is likely to improve. As change occurs, the housing within the area is likely to be at market rates adding to a more economically diverse housing stock than is currently available in the community. This would add more housing choices in Brooklyn Center, and it could also support a mix of both market rate and affordable units; provided proper policies are developed to ensure legally binding affordable housing is incorporated into development plans. Communities oftentimes explore policies such as inclusionary zoning as redevelopment accelerates which may become an appropriate consideration in the future, but is likely not to be the best approach given current market conditions. However, in the future if significant increases in the market occur it may warrant further discussion in the City. Regardless of the policy tool (whether regulatory or incentive based) selected, consideration will need to be given to working with any future developer in a possible partnership with the City to help deliver affordable units as part of redevelopment. As described within the Chapter 9: Implementation, the City will continue to explore proper methodology and policies to ensure an economically diverse housing stock is created as housing continues to evolve in the community.



Commercial Mixed-Use Areas

The Commercial Mixed-Use areas generally surround the TOD area and are contemplated for large-scale redevelopment but are equally as focused on supporting business and office users. These areas are generally within one mile of the transit station that serves as a major hub for regional and local transit services, and therefore new housing will still have opportunities to capitalize on this as an amenity. Slightly less dense than the TOD district, these areas may provide exceptional opportunities to introduce multi-family uses such as town homes, row homes, and small lot single-family uses that could cater to larger families and incorporate more units with three or more bedrooms. As indicated in previous sections of this Chapter, the City's residents expressed a desire to have access to more rental units with more bedrooms and larger square footages. While a detailed market study would likely be needed to confirm the demand for these uses, if we can take the anecdotal information as true, this area has the potential to support those types of uses. As with the TOD district, affordability is likely to become a consideration in any redevelopment within these areas because new construction naturally costs more and as the area redevelops interest and demand is likely to escalate costs. It is therefore important, just as with the redevelopment of the TOD district, that the City evaluate and explore ways to incorporate a range of affordable and market rate opportunities in new developments.

Neighborhood Mixed-Use Areas

The Neighborhood Mixed-Use is a new land use designation that responds to resident and policy-makers desire to incorporate retail and services into the neighborhood fabric. One of the ways the City can accomplish that objective is to create 'nodes' of mixed-uses that include residential uses, but protect key corners for small retailers, shops, or restaurants that create a more vibrant streetscape. The City acknowledges that these areas are less likely to redevelop with any regularity. Therefore, the number of new housing units expected to come on-line in these areas is a little less tangible than in areas with large contiguous redevelopment acres. However, the nodes have the opportunity to provide yet another housing style and type, as these areas are not envisioned for large high-rises or extensive master plans. Instead, these areas are contemplated to have smaller footprints with living units above a small store front or restaurant for example.

HOUSING RESOURCES, STRATEGIES & TOOLS

Table 4-5 outlines a variety of resources, strategies, and tools to implement Brooklyn Center's identified housing needs and stated housing goals. There is a wealth of resources available to assist communities in meeting their goals. The following table should be considered a starting point. As the City's housing needs evolve or become clearer, this set of tools should expand with options.

Table 4-5. Housing Resources, Strategies & Tools

Housing Goal	Tool/ Resource/ Strategy	Description	Affordability Target
Promote a diverse stock that provides opportunities for all income levels	Housing Demand Market Study	Conduct a market study and gaps analysis to track housing demand. This study and report could double as a marketing and promotional piece about housing opportunities.	<30% AMI 51-80% AMI
	HRA/CDA/ EDA	Work with the County HRA and City EDA to protect and enhance existing NOAH in the City. Use Market Studies to help identify opportunities to meet housing needs in the City and evaluate ways to partner with the County and other program providers.	<30% AMI 30-50% AMI 51-80%
	Site Assembly	Consider strategies for assembling sites in high-density or mixed-use districts that would increase appeal to developers.	<30% AMI 51-80% AMI
	CDBG	Work with Hennepin County to use CDBG funds to help low-and moderate-income homeowners with rehabilitation assistance. CDBG funds will also be explored for use to support redevelopment efforts that meet the City's goals towards a diverse housing stock (units and market/ affordable diversity).	<30% AMI 51-80% AMI
	Tax Abatement	Consider tax abatement for large rental project proposals that provide unit and income-mix within a single project. The City is particularly interested in projects with market diversity and units of different size to cater to a larger market (singles, families, multi-generational, etc).	<30% AMI 51-80% AMI
	HOME and Affordable Housing Incentive Fund	Consider application, and utilization, of HOME and Affordable Housing Incentive fund grants to support a diverse housing stock. The City will prioritize projects that include a unit size and income mix that meets the needs of single-person and families in the City.	<30% AMI 30-50% AMI
	Housing Bonds	The City would consider issuing Housing Bonds for projects that include units for large families, particularly in projects with a mix of unit sizes and incomes. However, it should be noted that there are limitations to the city bonding authority and other programs may be more suitable	<30% AMI 51-80% AMI
	Brownfield Clean-up	In potential redevelopment areas, explore EPA and MN DEED grant programs that provide funding and assistance with planning, assessment, and site clean-up.	<30% AMI 30-50% AMI 51-80%
	4D for NOAH Properties	The City will continue use of 4D classification for the purpose of protecting its Naturally Occurring Affordable Housing (NOAH) uses throughout the City.	<30% AMI 30-50% AMI
	Pooled TIF Funds	Explore the use of TIF housing funds to create a revolving loan program to support the rehabilitation of existing single-family and multi-family NOAH properties.	<30% AMI 30-50% AMI 51-80%

Housing Goal	Tool/ Resource/ Strategy	Description	Affordability Target
Identify ways to match housing stock with changing demographic	Housing Coordinator Position	The City would create a position that would serve as a liaison to existing landlords to help them respond to shifting demographics through training and access to city resources. The position could also serve as a resource for tenants to connect to support services in the event of eviction notices, discriminatory practices, and other issues related to housing access. The position would include coordinating housing programs, including home ownership programs, resident financial literacy programs, with the intent to convert Brooklyn Center renters to successful home owners.	<30% AMI 30-50% AMI 51-80%
	Referrals	Review and update reference procedures and training for applicable staff including a plan to maintain our ability to refer residents to any applicable housing programs outside the scope of local services.	<30% AMI 30-50% AMI 51-80%
	Preserve LIHTC properties	The City will monitor expiring LIHTC properties and work to find solutions to protect and preserve these affordable units to meet the needs and demands of the City's residents. The City will approach owners with expiring properties to discuss the possibility of 4d program tax breaks	<30% AMI 30-50% AMI
Explore opportunities to improve City housing policies and ordinance to make more responsive	Expedited Application Process	Streamline the pre-application process in order to minimize unnecessary delay for projects that address our stated housing needs, prior to a formal application submittal	<30% AMI 30-50% AMI 51-80%
	Fair Housing Policy	The City will work to incorporate a Fair Housing policy into its ordinances and policies.	<30% AMI 30-50% AMI 51-80%
	Existing ordinances	The City will continue to operate its Rental Licensing Program, and will periodically review and make enhancements to support the City's residents.	<30% AMI 30-50% AMI 51-80%
	Update the City's Zoning to support new land uses	The City's future land use plan provides opportunities to include high density residential uses in the areas identified for redevelopment. The City will update its zoning ordinance, including prepare new zoning districts, to support the housing needs identified in this Housing chapter.	<30% AMI 51-80%
Maintain existing housing stock in single-family neighborhoods through proper ordinances, incentives and enforcement	Foreclosure Prevention	In established neighborhoods, a rash of foreclosures, especially in close proximity to one another, can have a deleterious effect on the surrounding neighborhood. Be aware of foreclosures and be able to direct homeowners at-risk of foreclosure to resources that can help prevent foreclosures. http://www.hocmn.org/	<30% AMI 30-50% AMI 51-80%
	Low or No Cost Home Loans	Providing low-or no-cost loans to help homeowners repair heating, plumbing, or electrical systems helps preserve existing housing. For example, Minnesota Housing's Rehabilitation Loan and Emergency Loan programs make zero percent, deferred loans that are forgivable if the borrower lives in the home for 30 years. Minnesota Housing's Community Fix Up Program offers lower-cost home improvement loans, often with discounted interest rates, remodeling advising, or home energy services, through a trained lender network.	<30% AMI 30-50% AMI 51-80%
	Home Ownership Program	Work with residents to provide education and programs to make home ownership possible, particularly converting existing renters to home owners through supporting down-payment assistance programs.	30-50% AMI 51-80%
	Code Enforcement	The City will continue to operate a robust code enforcement program that includes both complaint-based enforcement and proactive sweeps.	<30% AMI 30-50% AMI 51-80%
	Vacant Building Program	The City will continue to operate its Vacant Building Program that tracks and monitors vacant properties in the City to ensure adequate upkeep and maintenance.	<30% AMI 30-50% AMI 51-80%
Explore opportunities to incorporate new affordable housing into redevelopment areas	Inclusionary Housing Ordinance	*If* the market strengthens in redevelopment areas to the extent that policies would not deter investment, the City could consider an inclusionary housing ordinance to ensure that affordable housing is a component of any new housing development. Since current market conditions in the City are well below those of adjacent communities, an inclusionary policy may deter short-term investment. The City may want to explore this policy in the future if the market rents rise to levels of at least 80% AMI.	<30% AMI 30-50% AMI 51-80%
	Livable Communities (LCA and LCA LCDA-TOD)	Consider supporting/sponsoring an application to LCDA programs for multi-family rental proposals in areas guided for high density residential and targeted to households of all income levels.	<30% AMI 30-50% AMI 51-80%
	Tax Increment Financing (TIF)	To help meet the need for low-income housing, the City will establish a TIF district in an area guided for TOD and mixed uses.	<30% AMI 30-50% AMI 51-80%

DRAFT Chapter 9: Implementation






Comprehensive Plan 2040


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INTRODUCTION

This chapter is a critical part of the Comprehensive Plan Update process providing a roadmap for the City of next steps and implementation strategies to help bring this Plan to reality. The implementation strategies contained in subsequent sections of this Plan are specific to the chapters, goals and strategies, and feedback heard throughout this planning process.

Throughout this planning process consistent themes and messaging emerged that became the foundation for plan development, including the implementation strategies found in this chapter. At key milestones in this process the City solicited targeted feedback from residents, stakeholders, commission members and the City Council in an effort to establish Brooklyn Center's top priorities for the next 10–20 years. The following top priorities, including those characteristics of the community that are important to maintain, emerged from the planning process (unordered):

- Our location is exceptional but a consistent brand for the community has yet to be recognizable in the region since Brookdale closed. We have an opportunity to reimagine and redevelop this area—we have to design and implement a plan that is innovative, forward thinking and creative.
- Brooklyn Center's population is diverse and will be into the future. The City should embrace its diversity and use it as a differentiator that makes the City a desirable, exciting and vibrant place to live, work, and recreate.
- Creating an economically competitive, accessible and stable business climate is important to developing a stable, vibrant and sustainable community long-term.
- Brooklyn Center's accessible regional location in conjunction with the available redevelopment areas in the center city provide an opportunity to create a dynamic and vibrant sub-regional job center that provides employment opportunities to the City's residents and the larger region.
- Our youth is our future and we need to focus on their needs today, and in the future. We should partner with schools, work-programs, public and private post-secondary institutions to ensure kids have opportunities to work and live in the City as they become adults.
- The City's housing stock is aging and lacks economic diversity. We need to find ways to integrate a range of housing types, sizes, affordability, and market rate into redevelopment to expand the choices available to new and existing residents.

- We need to establish clear standards and regulations for areas designated or identified for redevelopment. It is important to consider massing, setbacks, relationship with existing homes, open spaces, trails, and natural resources.
- We should capitalize on the transit improvements, particularly the C-Line, that could be an amenity to any new development in the center city if designed and planned for appropriately.
- The City should establish and enhance key relationships with partner agencies such as Metropolitan Council, DEED, MnDNR, Three Rivers Park District and Hennepin County to create a more integrated region that provides improved connections within the City and to the region.
- Safety of transit users was repeatedly mentioned particularly for users that would like to use the main transit station in the community. Community members identified concerns such as loitering, lighting, accessibility, and lack of consistency with routes as concerns. This transit 'hub' will likely become busier as the C-Line opens, and it is important for the City to partner with Metro Transit to plan for this station to ensure residents feel comfortable and safe at the station.

Based on these guiding priorities and principles the following implementation strategies were derived. Most chapters' implementation strategies can be found in the following sections with the exception of some the Housing Implementation Strategies that are partially included within the individual chapter for consistency with the Metropolitan Council's checklist.

The following implementation strategies are meant to identify a set of high-level steps and considerations that will help guide the City to achieve the goals and objectives of this Plan. The strategies are not all encompassing, but instead are meant to serve as a guide and roadmap to describe the methods, steps and types of questions the City will tackle throughout this planning period. Just as this list may not include every strategy, Brooklyn Center may not complete every strategy on this list based on market dynamics or other external factors. But generally the City will use the following strategies as a guide to work towards implementing the Vision and Goals that this Plan has established for the City as it continues to evolve and change into 2040.







CAPITAL IMPROVEMENT PLAN

The Capital Improvement Program is a flexible plan based upon long-range physical planning and financial projections, which schedules the major public improvements that may be incurred by the City over the next five years. Flexibility of the Capital Improvement Plan is established through annual review, and revision if necessary. The annual review assures that the program will become a continuing part of the budgetary process and that it will be consistent with changing demands as well as changing patterns in cost and financial resources. Funds are appropriated only for the first year of the program, which is then included in the annual budget. The Capital Improvement Plan serves as a tool for implementing certain aspects of the City's comprehensive plan; therefore, the program describes the overall objectives of City development, the relationship between projects with respect to timing and need, and the City's fiscal capabilities.

The full Capital Improvement Plan is available at Brooklyn Center City Hall and on the City's website. It is also included as an appendix to the Comprehensive Plan. Specific implementation strategies for water, sewer and transportation infrastructure are also described in those chapters.

CHAPTER 3: LAND USE & REDEVELOPMENT

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

Land Use

1. The City will complete a full update of its zoning ordinance to support the modified land use designations identified on the Future Land Use Plan.
    a. The update at a minimum will include a full review of all residential, commercial, and industrial zoning classifications that consider the following:
        i. Setbacks
        ii. Parking
        iii. Height Restrictions
        iv. Coverage
        v. Performance Standards
        vi. Permitted/Un-permitted Uses
        vii. Conditional Uses
        viii. Accessory Structures/Uses
        ix. Fencing/Screening

b. To support the individual zoning district update process, a full review of the City Code as it may pertain to the administration of the Zoning Code will be completed. This process may result in changes and updates or may find that the existing ordinances are adequate. At a minimum, the review will consider the following:

   i. Sign Standards
   ii. Public Nuisances
   iii. Special Use Permit (SUP) will be brought into Compliance with Minnesota State Statute requirements for Conditional Use Permits
   iv. Variance process and language will be updated and revised to reflect 'Practical Difficulties' if not already completed.
   v. Platting ordinance will be reviewed for platting process compliance and proper reference to revised zoning ordinance.
   vi. PUD process and procedures will be reviewed for consistency with the City's stated goals and objectives, particularly as it relates to redevelopment areas identified within this Plan.
   vii. Addition of a Shoreland Ordinance to comply with MRCCA requirements.

c. The process to prepare the zoning ordinance update will be led by the City's staff, with support and assistance from a Consultant and input and direction from the City Council.

   i. The City may establish a community engagement plan for the Zoning Code update process. This may include a sub-committee or task force to provide feedback and input on key issues throughout the update process to ensure a broad spectrum of perspectives is represented and addressed within the process.

2. The City will continue to support and explore incorporating policies within ordinance updates that address community resiliency and long-term sustainability.

a. As ordinances are updated, the City will explore opportunities to encourage through incentives or regulations energy efficiency in redevelopment and site design.

b. Addressing resiliency with respect to the City infrastructure and PTOS systems can be cost-effective when incorporated into initial site design requirements. The City will explore opportunities to address and incorporate such site design standards into its ordinances, particularly within new zoning districts.





Redevelopment

1. The City will create zoning districts to support the new land use designations identified on the Future Land Use Plan.

    a. At a minimum seven new zoning districts will be developed for consistency with the Transit Oriented Development (TOD), Neighborhood Mixed-Use (N-MU), Commercial Mixed-Use (C-MU), and Business Mixed Use (B-MU) land use designations.

    b. The process to prepare the new zoning districts will be led by Staff and a Consultant with direction from the City Council and City Commissions. The process should be initiated immediately upon adoption of this Comprehensive Plan and should be completed within nine (9) months of its adoption. Each zoning district will address, at a minimum:

        i. Massing and architectural design
        ii. Setbacks
        iii. Height restrictions
        iv. Site design/landscape standards
        v. Permitted, conditionally permitted and not permitted uses
        vi. Accessory structures/uses
        vii. Transition of uses
        viii. Mix of uses
        ix. PUD process or other incentive process
        x. Establishment of how mixed-use will be applied (i.e. through a master plan approach, parcel-by-parcel basis, etc.)

2. The City will develop a process and methodology for tracking the mixed-use and redevelopment projects to achieve the mix of uses as contemplated within this Comprehensive Plan. The ordinances should be developed with graphic representations of the standards to be more user friendly. The process may include exploration of ghost-platting, development of a database/tracking spreadsheet, and the development of 'cheat-sheet' or development reference guides for developers and land owners that describe the mix of uses contemplated and the process to ensure compliance with the ordinance and this Plan.

3. The City will establish guidelines and procedures for the sale of EDA-owned property. This may include creating marketing materials and promoting revised ordinances that highlight the ease of developing in the community.

4. The City will continue to evaluate opportunities for additional land acquisition particularly within proximity to land holdings in the center city that may offer larger redevelopment opportunities.

5. The City will participate as an active partner in any redevelopment effort that includes City financial participation including as the land owner, or TIF, tax abatement, grant partner, etc.

6. What has historically been known as the "Opportunity Site" is re-guided in this Plan to allow for mixed-use development of the site. At the time of this Plan the City is working with a developer on a master plan for the redevelopment that will add a significant number of new households to the community. Understanding that this redevelopment effort is in-progress, the new zoning districts that are created to support the land use designation must be prepared for consistency with the anticipated development. In an effort to minimize duplication of the process, the City will create a minimum of one supporting zoning district that is consistent with the known redevelopment plans. The zoning district will address, at a minimum, the following:

    a. A minimum percentage of a project that must contain commercial, office or retail uses that support and are consistent with any developed housing.

    b. The ordinance development process should consider how to incorporate a range of housing types, including considering incentives and/or standards that encourage the construction of new affordable housing

    c. The ordinance will incorporate architectural and landscape design standards that support the goals and strategies contained within Chapter 2 of this Plan.

    d. The ordinance will incorporate incentives, and where applicable standards, that are focus on sustainable site improvements and resilient infrastructure improvements such as: transit, trail and sidewalk connections, pervious pavers and other innovate landscape products, localized surface water management and other low impact development techniques.

    e. The ordinance will require development that incorporates best practices for creating transit oriented places, including density minimums, parking maximums, pedestrian-oriented design, and accommodates a mix of uses.







CHAPTER 4: HOUSING

The Implementation Strategies that support the Metropolitan Council's checklist to achieve the City's Housing goals and objectives can be found in Chapter 4 of this Plan. The following implementation strategies support those contained within Chapter 4.

1. As part of the zoning ordinance update process the City will evaluate the rules and regulations to ensure that they allow existing and future residents to improve their homes in ways that add value and are desirable, and allow for infill housing that offers a range of housing types and products.

    a. Residential zoning districts should be written to allow for a mix of housing types, with various setbacks and massing standards to allow for diversity within an individual development.

    b. Ordinances should be written to define 'family' consistently with current demographics. This may require additional study to fully understand the greatest needs anticipated in the community over the next planning period.

    c. Setback requirements should reflect existing conditions and allow reasonable expansions and additions to homes.

2. The City will evaluate the housing stock for consistency with current and projected demographics. This includes understanding appropriate mix of bedrooms, unit types, etc., that match the changing needs of the City's residents. The following examples may require additional study:

    a. Unit mix, such as studios, 1-bedrooms, 2-bedrooms, 3 and 3+ Bedrooms

    b. Private entry rental opportunities such as town homes, row homes, etc., versus standard multi-family apartments and condominium development.

3. The City will continue to operate its Rental Licensing Program, which has proven to be highly effective in maintaining the City's rental housing stock.

4. The City will continue to operate a robust code enforcement program that incorporates both complaint-based enforcement and proactive sweeps. The City will continue to engage residents and business owners to ensure code compliance and to provide information in a way that is understandable and clear.

5. The City will continue to operate its Vacant Building Program, which tracts and monitors vacant properties in the City, as well as ensuring adequate upkeep and maintenance.

6. The City will explore programs and policies that promote home ownership in the City.

7. The City will explore programs and policies that provide assistance with single-family housing rehabilitation and maintenance, including low and no-cost loans and grants, project consultation, and other resources. This may include partnerships with outside agencies as well as programs administered by the City.

8. The City will explore polices and ordinances, including incentives and standards, that encourage the construction of new affordable housing.

9. The City will explore partnerships that provide sources of financing and incentives to preserve existing multi-family housing, particularly ways to preserve naturally occurring affordable housing that maintains its affordability.

10. The City will explore programs and policies that encourage landlords to invest in their rental properties.

11. The City will consider creating a housing coordinator position to build relationships with existing landlords and tenants, administer programs, seek funding opportunities, and promote the City's housing goals.

12. The City will consider adopting policies that promote further the goal of providing safe, secure, and stable housing for renters. This may include adopting ordinances and/or policies that protect the rights of renters.

13. The City will consider inclusionary housing policies that ensure that affordable housing is a component of new housing development when the market strengthens to the extent that it would not deter investment.

    a. For example, if market rents rise to levels that are affordable to those making 80% AMI then the City would consider adopting an inclusionary housing policy.

14. The City will consider adopting a public subsidy policy that gives greater consideration to projects that forward the City's housing goals. This includes the option of TIF Housing Set-Aside funds or new TIF Districts that support mixed-income and affordable housing. The City will support grant applications to outside agencies to benefit projects that forward the City's housing goals.



CHAPTER 5: COMMUNITY IMAGE, BUSINESS STABILITY & ECONOMIC COMPETITIVENESS

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

1. The City will work to create strategies and supporting resources to incorporate affordable commercial, retail and office space into new redevelopment areas.

2. The City will actively pursue a branding and marketing strategy that leverages the community's diversity as a key asset from which new businesses can be developed.

3. To promote and support local businesses the City will explore the development of a local procurement policy.

4. The City will form a task force or steering committee to study local entrepreneurial needs, gaps and opportunities of residents. Study and research will focus on:

    a. Identification of barriers to growing or starting a business in the City.

    b. Review of existing ordinances and policies to ensure they support small, start-up and pop-up businesses.

    c. Understand what opportunities exist locally and regionally, and what strategies the City might employ to further support local entrepreneurs.

5. The City will explore the feasibility of a commercial land trust model that promotes perpetually affordable commercial space.

6. The City will review its existing business and industrial zoning district designations and revise and update, as necessary, language and policies to ensure regulations support and incentivize:

    a. Local businesses to stay and grown in the City

    b. New businesses to locate in the community

    c. A mix of land uses that reflect current market needs and desires

7. The City will explore opportunities to enhance partnerships with local secondary and post-secondary education institutions that support school-work opportunities, skills and job training, and matching local companies with young talent.

8. The City will partner with DEED and Hennepin County to offer entrepreneurial resource and support programs such as WomenVenture and Open to Business.

9. The City will create a Business Retention & Expansion Program to work directly with the businesses within the community to ensure that their needs are being met.

10. The City will amend its Business Subsidy Policy to prioritize the creation of livable and high wage jobs.

11. The City will create and fund a revolving loan/grant program to assist property and business owners with expansions, interior buildouts, equipment purchasing, and exterior enhancements.

12. The City will explore other economic development programs, including with outside agencies, which would incentivize business expansion and attraction.

13. The City will explore job training and career pathways programs and policies that would benefit residents.

14. The City will explore options to connect the local workforce to employers.

15. The City will continue to support partnerships that promote workforce readiness and removing barriers for existing residents to access education and workforce training, such as the Brooklynk partnership with Brooklyn Park.

16. The City will explore partnerships and programs that promote financial literacy and wealth creation amongst residents.

17. The City will continue to explore ways to reduce racial disparities that exist as they relate the economic stability of its residents, including access to livable wage jobs, home ownership opportunities, financial literacy and wealth creation, and job pathways training.





CHAPTER 6: PARKS, TRAILS AND OPEN SPACE (PTOS)

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 6 of this Comprehensive Plan Update.

1. The City will continue to prioritize the completion of the PTOS system within redevelopment areas and will work with developers to identify appropriate and reasonable opportunities to enhance and improve access to the system by all residents.

2. Redevelopment projects will be required to provide trail connections that align with the surrounding local and regional trail system that are existing or planned within this Plan.

3. Redevelopment projects will be required to plan for parks and open spaces consistent with this Plan, and the City will work with developers to identify and prioritize improvements to the PTOS system.

4. The City will continue to maintain and manage the existing parks, trails and open space plan consistent with past and current practices. Current management includes:

    a. Annual CIP budgeting and planning to support current park, trail, and open space function.

    b. Continue to support the City's Community Activities, Recreation and Services (CARS) division through appropriate capital investments.

    c. Periodic survey of residents and stakeholders to understand appropriate and needed parks, trails, and open space programming within the system.

    d. Prepare and plan for system improvements that respond to the needs of the community. This includes improvements such as park system component conversions including transitioning baseball fields to multi-purpose fields (example)

5. Brooklyn Center will continue to support opportunities for community gatherings at each of its parks, including, but not limited to the summer markets, pavilion rentals, Brooklyn Center's movie in the parks, and Central Park events that unite the community.

6. The City will continue to complete the sidewalk and trail network consistent with previous planning efforts. This plan acknowledges that trails and sidewalks are a critical component of the Park and Recreation system but are equally as important to the transportation system.

CHAPTER 7: TRANSPORTATION

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

1. The City's accessibility to the region, and within the region, is an important differentiator and asset to the community. The City will continue to prioritize roadways as an important part of the transportation network.

2. The City will continue to partner with Hennepin County and MnDOT on planned road reconstruction projects to ensure safety and accessibility of the road system within the City are prioritized.

3. Any roadway reconstruction or improvement will consider the incorporation of a stormwater assessment, and any plans should incorporate and implement the Minnesota Pollution Control Agency's Best Management Practices to improve stormwater quality, recharge local aquifers, and reuse and conserve stormwater where possible.

4. The City will continue to budget for regular maintenance of roadways approximately every five to eight years and include such plan within the City's Capital Improvement Program.

5. Brooklyn Center will plan for completing the Regional Bicycle Transportation Network (RBTN) that is currently planned within the City to connect to other regional and sub-regional job centers. As redevelopment and reconstruction of roadways occurs RBTN segments or gaps will be constructed to help complete the system.

6. Many of the City's residents use Transit, and many more could if service were improved in the City. Currently the City is divided into Transit Market II and Transit Market II, which provides varying levels of services. The following summary of considerations is provided:

    a. The City will work with Metro Transit over this planning period to evaluate the appropriate Transit Market areas for the City per the Metropolitan Council.

        i. The mapping completed for this Plan demonstrates that some of the residents that may benefit most from frequent and reliable transit may be underserved.

        ii. The City is developed with a similar urban grid pattern for the majority of its neighborhoods without much distinction. Therefore, it seems inaccurate to identify some areas as more typical "suburban" development.

    b. The City's Future Land Use Plan has identified the 'central spine' for possible redevelopment in this planning period. The redevelopment pattern contemplated embraces the Transit Station and uses it as an organizing feature.

CHAPTER 8: INFRASTRUCTURE (UTILITIES)

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

1. The City will continue to plan for water and sewer infrastructure improvements to occur concurrently with any planned roadway improvements and reconstruction projects.

2. The City prepared a full sanitary sewer plan and supportive modeling in conjunction with this Plan update. As redevelopment occurs, the sewer plan will be used to guide proper infrastructure improvements including sizing and capacity recommendations, timing and consideration for future phases of redevelopment.

3. The City prepared an update to its water plan and supportive modeling in conjunction with this Plan update. As redevelopment occurs the water plan will be used to guide proper/necessary infrastructure improvements.

    a. The water supply permit from the DNR will be updated once this Plan and Future Land Use Plan are adopted to reflect projected housing and employment forecasts contained in this Plan.

4. The LSWMP identifies several capital and administrative projects that are incorporated into this implementation plan by reference. The City will properly manage and schedule such improvements to be included within its CIP for on-going planning and action.

5. The City will continue to work with its regional partners, including the Metropolitan Council, on sewer and water infrastructure planning and development so that regional coordination is maintained throughout this planning period.

6. Consideration for how to incorporate sustainable and resilient infrastructure through new development will be addressed at the specific site redevelopment level. This will first be accomplished through the ordinance review, creation and update process and described within previous sections; and will then be implemented through site and redevelopment plan sets and engineering.

    a. The City's Public Works Department and its staff will work collaboratively with the Community Development department to identify potential ordinance revisions that would support the development of an integrated green network that not only supports the PTOS system but the City's infrastructure.

APPENDIX: MISSISSIPPI RIVER CRITICAL CORRIDOR AREA PLAN

The following list of Implementation Strategies is provided as a guide to implement the MRCCA Plan contained within Appendix B of this Plan.

1. The City will develop ordinances to support the Minnesota Department of Natural Resources (MnDNR) requirements to regulate property contained within the MRCCA overlay designations.

    a. At a minimum the City will develop a shoreland ordinance for properties that abut the Mississippi River and will structure the ordinance to comply with MnDNR requirements.

    b. The City will work collaboratively with the MnDNR to establish appropriate setback and height standards based on specific parcel locations and potential redevelopment.

        i. The City may seek flexibility from the MnDNR's standard requirements, particularly on sites identified for redevelopment. The City will work with the MnDNR to identify appropriate standards.

    c. The City will engage residents during the ordinance development to provide education about the MRCCA standard requirements and ordinance development process.

        i. The public engagement process will also solicit feedback regarding specific standards development include appropriate setbacks, height, coverage requirements, etc.





CITY OF
BLOOMINGTON
MINNESOTA

Fair Housing Policy

1. Purpose and Vision

Title VIII of the Civil Rights Act establishes federal policy for providing fair housing throughout the United States. The intent of Title VIII is to assure equal housing opportunities for all citizens. Furthermore, the City of Bloomington, as a recipient of federal community development funds under Title I of the Housing and Community Development Act of 1974, is obligated to certify that it will affirmatively further fair housing.

The City of Bloomington strives to advance its commitment to inclusion and equity by developing this Fair Housing Policy to further the goal of creating a vibrant, safe, and healthy community where all residents will thrive.

2. Policy Statement

It is the policy and commitment of the City of Bloomington to ensure that fair and equal housing opportunities are available to all persons in all housing opportunities and development activities funded by the City regardless of race, color, religion, sex, sexual orientation, marital status, status with regard to public assistance, creed, familial status, national origin, or disability. This is done through external policies to provide meaningful access to all constituents as well as fair housing information and referral services; and through internal practices and procedures that promote fair housing and support the City's equity and inclusion goals.

3. External Practices

a. Intake and Referral

The City of Bloomington has designated the Staff Liaison to the Human Rights Commission as the responsible authority for the intake and referral of all fair housing complaints. At a minimum the Staff Liaison will be trained in state and federal fair housing laws, the complaint process for filing discrimination complaints, and the state and federal agencies that handle complaints. The date, time, and nature of the fair housing complaint and the referrals and information given will be fully documented. The Human Rights Commission will advise the City Council on City programs and policies affecting fair housing and raise issues and concerns where appropriate.

b. Meaningful Access

i. **Online Information**. The City of Bloomington will continue to display information about fair housing prominently on its website. The website will continue to include links to various fair housing resources, including the Department of Housing and Urban Development, Minnesota Department of Human Rights, Mid-Minnesota Legal Aid, and others as well as links to state and federal fair housing complaint forms. In addition, the City will post the following documents on its website:

1. Reasonable Accommodation Policy;
2. Limited English Proficiency (LEP) Policy;
3. Americans with Disabilities Act (ADA) Policy regarding access to City services; and
4. The State of Minnesota's Olmstead Plan.

ii. **In-Person Information**. The City of Bloomington will provide in-person fair housing information including:

1. A list of fair housing enforcement agencies;
2. Frequently asked questions regarding fair housing law; and
3. Fair housing complaint forms for enforcement agencies

c. **Languages**. The City of Bloomington is committed to providing information in the native language of its residents. The City of Bloomington will provide information in languages other than English as described in its LEP Policy.

4. **Internal Practices**

The City of Bloomington commits to the following steps to promote awareness and competency regarding fair housing issues in all of its government functions.

a. **Staff and Officials Training**. The City will continue to train its staff and officials on fair housing considerations.

b. **Housing Analysis**. The City will review its housing periodically to examine the affordability of both rental and owner-occupied housing to inform future City actions.

c. **Code Analysis**. The City will review its municipal code periodically, with specific focus on ordinances related to zoning, building, and occupancy standards, to identify any potential for disparate impact or treatment.

d. **Project Planning and Analysis**. City planning functions and development review will consider housing issues, including whether potential projects may perpetuate segregation or lead to displacement of protected classes.

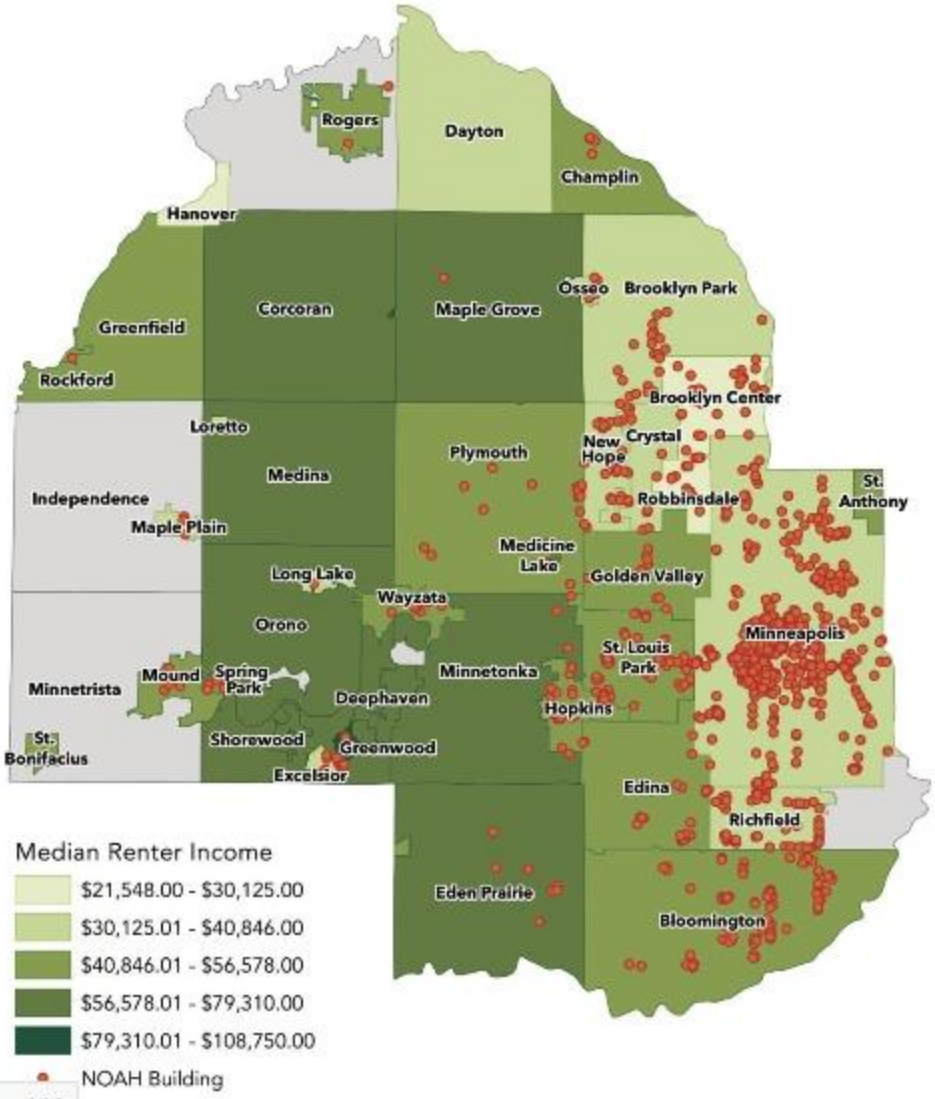
e. **Community Engagement**. The City will seek input from underrepresented populations in the community. Conversations regarding fair housing, development, zoning, and land use changes may be facilitated by the City.

f. **Affirmatively Furthering Fair Housing.** As a recipient of federal funds, the City agrees to participate in the Regional Analysis of Impediments, as organized by the regional Fair Housing Implementation Council (FHIC), an ad hoc coalition of Community Development Block Grant (CDBG) entitlement jurisdictions and

others working together to affirmatively further fair housing. The City will review the recommendations from the analysis for potential integration into City planning documents, including the Consolidated Plan, the Comprehensive Plan, and other related documents.

Adopted by the City Council on August 6, 2018

BUILDINGS WITH UNITS AFFORDABLE TO HOUSEHOLDS EARNING UNDER 60% OF AMI



MEMORANDUM - COUNCIL WORK SESSION

DATE: 1/13/2020

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: Dr. Reggie Edwards, Deputy City Manager

BY: Barb Suciu, City Clerk

SUBJECT: Pending Items

Recommendation:

- Metro Transit Bus Hub - *(upcoming CC presentation)*
- Rental License Update - *(upcoming CC presentation)*
- Census Update - 1/27
- CDBG Funds - 1/27
- Concept Review for 61st & Brooklyn Blvd Development - 1/27
- Commemoration of 400 years of Slavery Activities - 2/10
- Livable Wages - 2/10
- Use of EDA Owned Property - 2/24
- Food Trucks - 3/9
- Options for Use of Adjacent Space to Liquor Store - 3/9
- Discussion of Mayor/City Council roles & responsibilities (CommonSense Inc.)

Background:

Strategic Priorities and Values:

Operational Excellence