

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	<i>Thrive MSP 2040</i> and Land Use	Consistent
Consistency with Council Policy	Forecasts	Consistent
Consistency with Council Policy	<i>2040 Housing Policy Plan</i>	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.

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 follow-up on with the private property owner. Other activities include a pipeline repair and lining program on the municipal system, a proposed implementation of a residential 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 Ordinance (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 policies. 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

Category	2018-2040 Change				
	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			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

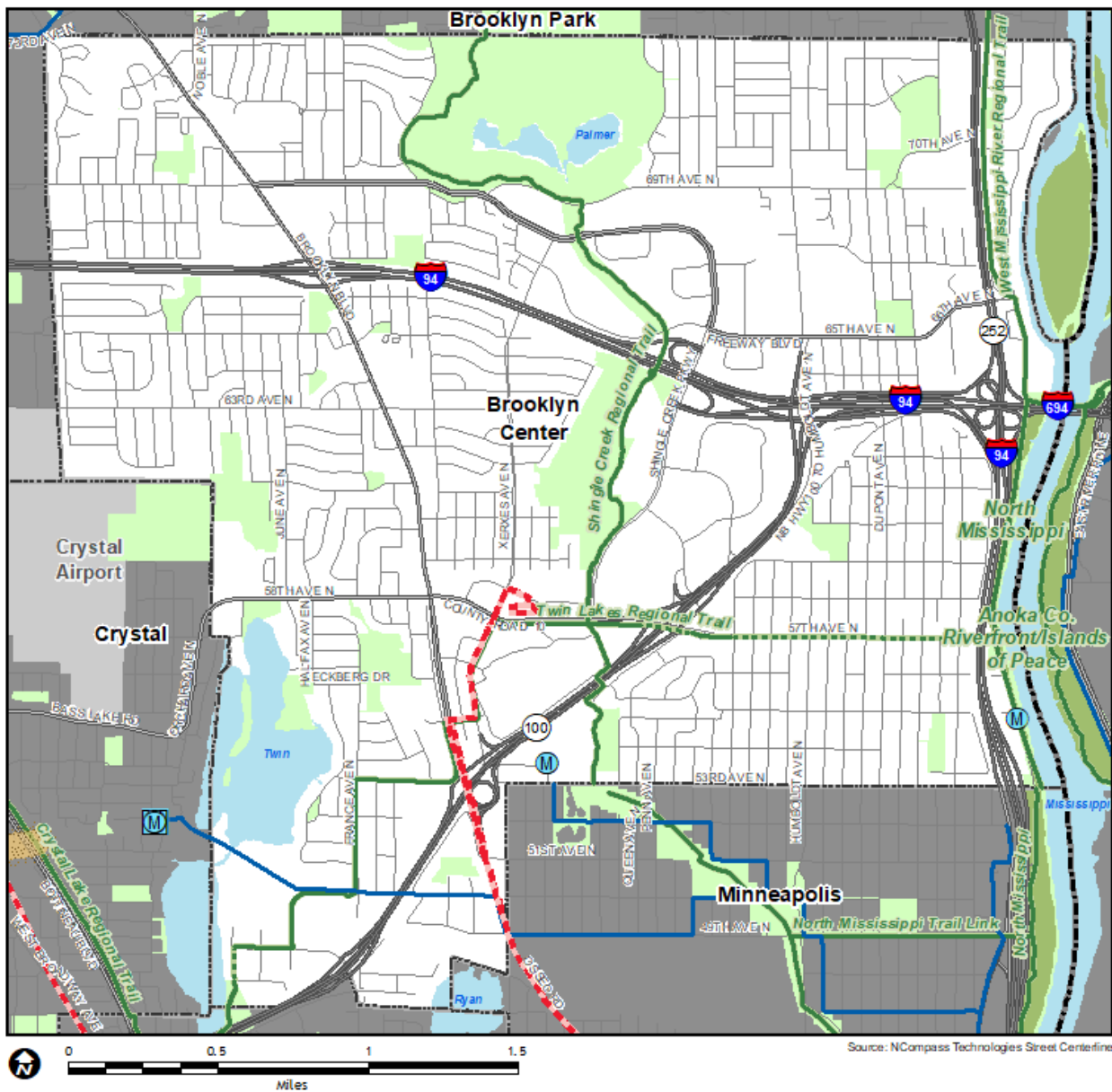
In response to the 2015 System Statement, the City submitted the following documents for review:

- 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

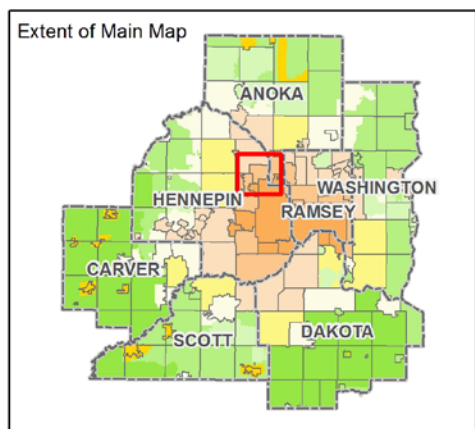
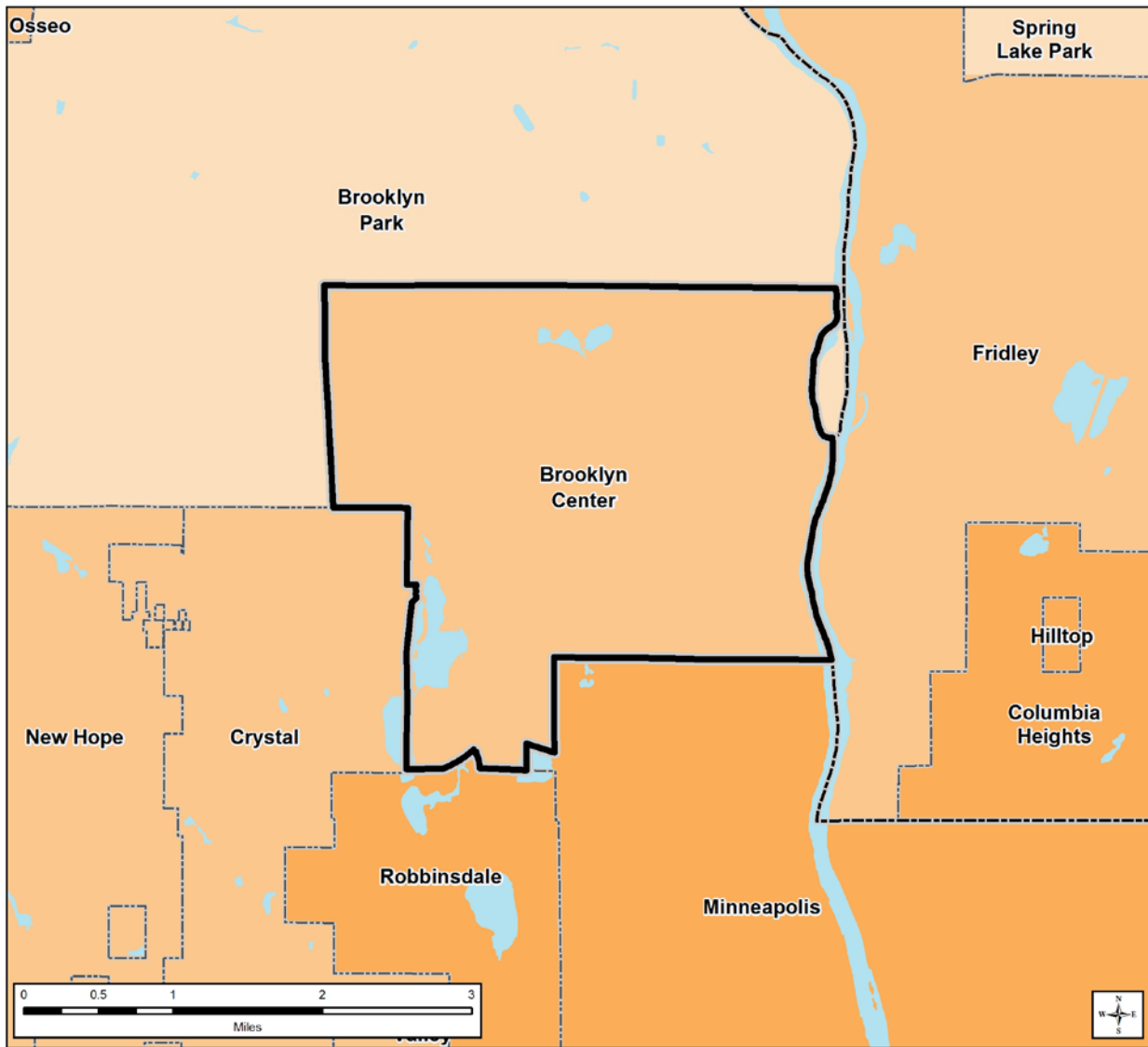
- M Meters
- L Lift Stations
- MCES Interceptors
- STP MCES Treatment Plants

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

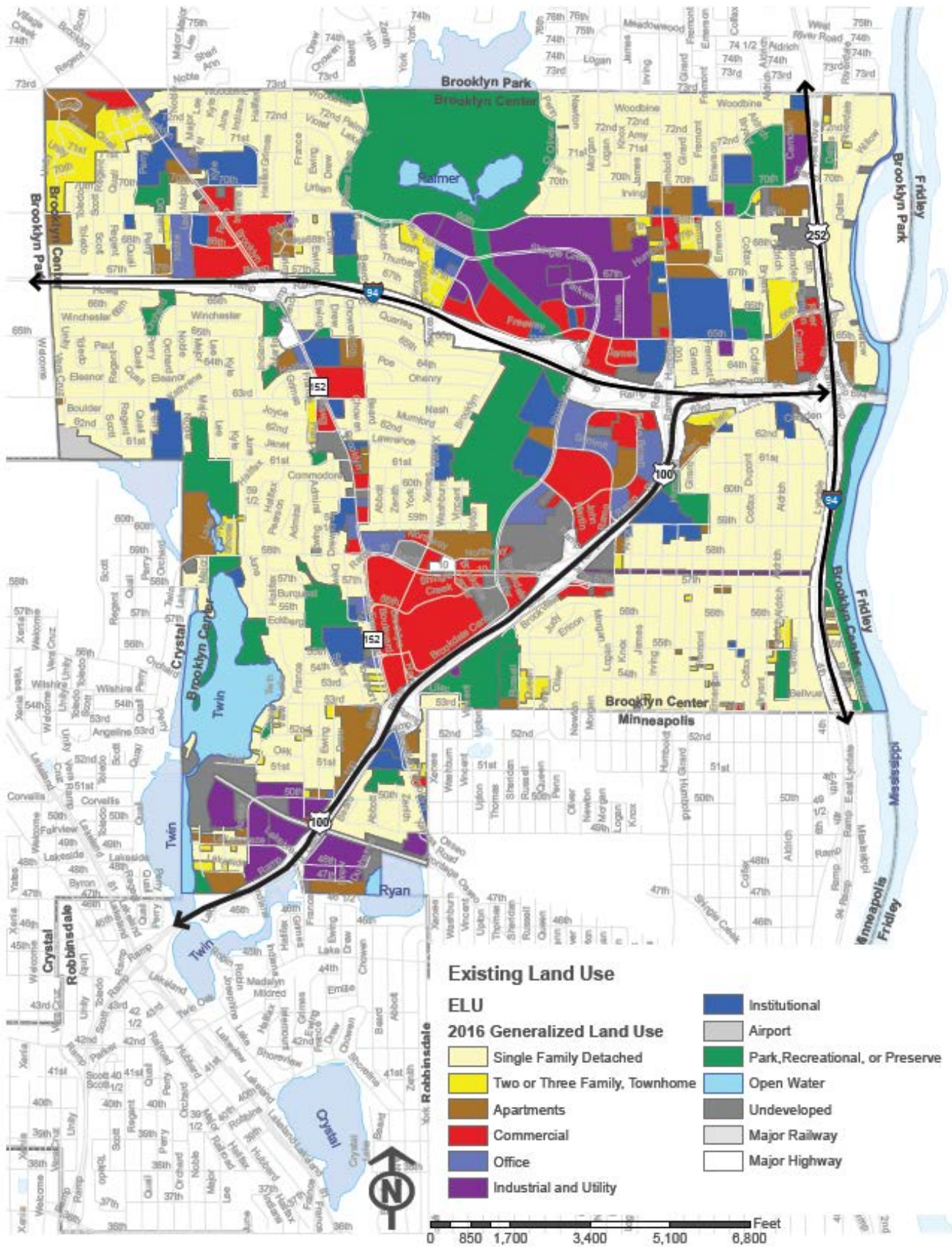


Figure 4. 2040 Planned Land Use

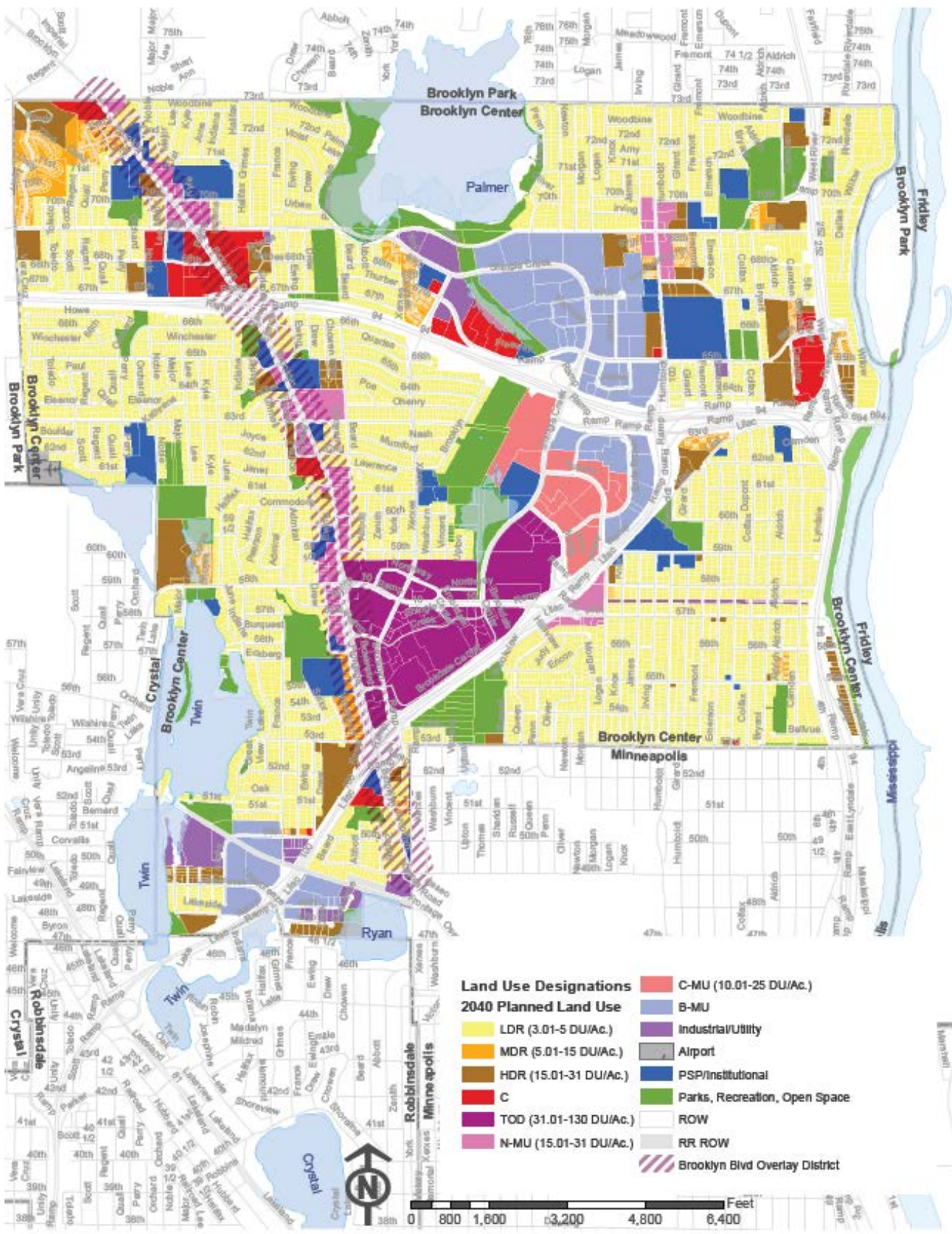


Figure 5. Redevelopment Areas & 1/4 Mile C-Line Station Area

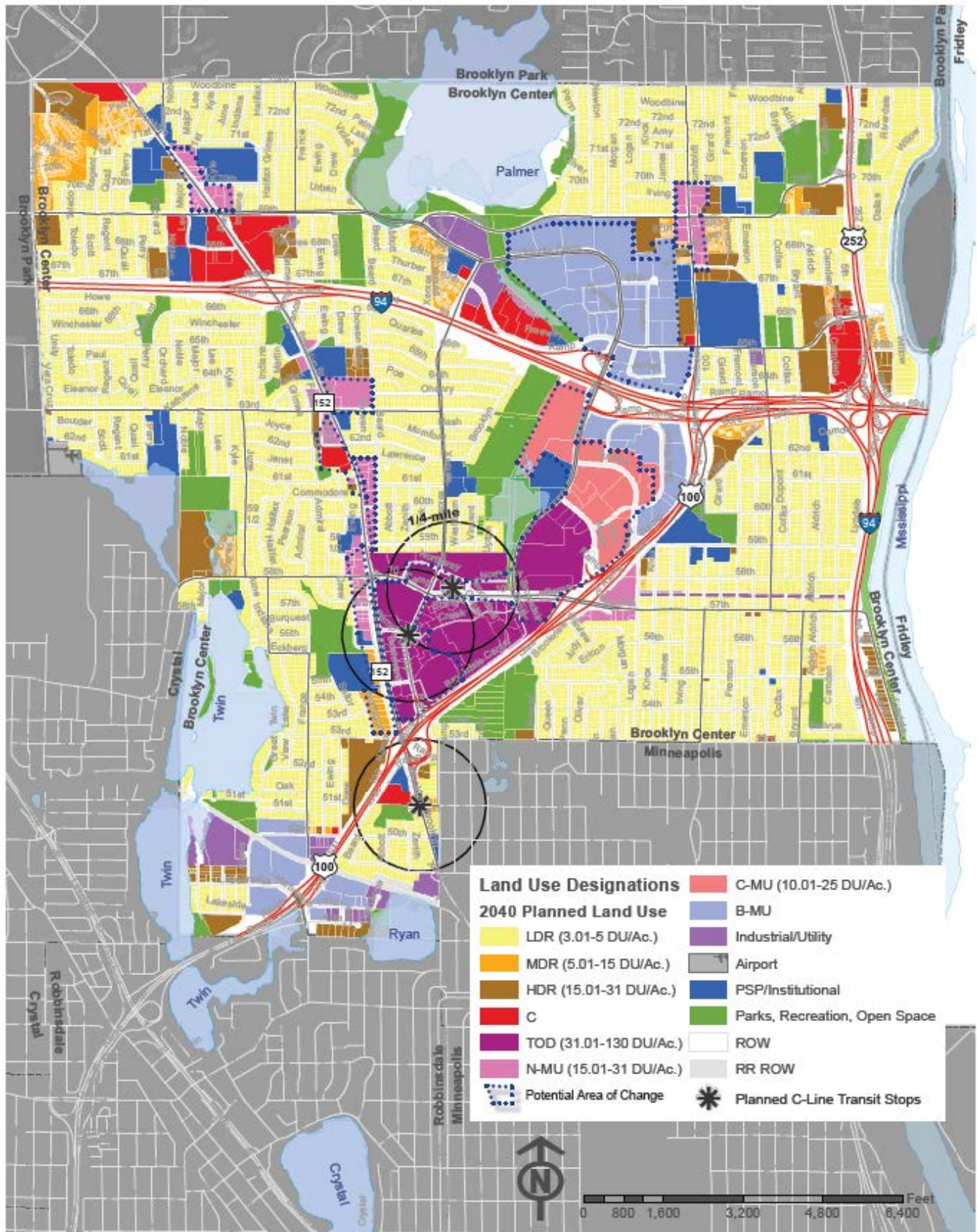


Figure 6. Land Guided for Affordable Housing

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 <i>(units per acre)</i>	X	Expected % Residential <i>(if mixed use)</i>	=	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**



Figure 7. MRCCA Plan Approval Letter



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,

A handwritten signature in blue ink, appearing to read 'Jenny Shillcox', written over a light blue circular stamp.

Jenny Shillcox
Land Use Unit Supervisor

c: Raya Esmaili, 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