

Council Worksession

VIRTUAL meeting being
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6799 Meeting ID:
2365542887# Passcode:
04152021#
June 7, 2021

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 at <http://cityofbrooklyncenter.org/>.

- 1. Call to Order - 5:30 p.m.**
- 2. Roll Call**
- 3. Opportunity Site Infrastructure Framework Discussion**
 - a. Opportunity Site Infrastructure Framework Discussion
- 4. City Manager Position Discussion**
- 5. Adjourn**

Council Worksession

DATE: 6/7/2021

TO: City Council

FROM: Dr. Reggie Edwards, Acting City Manager

THROUGH: N/A

BY: Meg Beekman, Community Development Director

SUBJECT: Opportunity Site Infrastructure Framework Discussion

Background:

In April 2019, the City renewed a Preliminary Development Agreement with Alatus for 35 acres of the 80-acre Opportunity Site. The agreement outlined roles and responsibilities for each party, which included the City taking the lead on master planning for the site, in partnership with Alatus, and incorporating the larger 80-acre Opportunity Site into the master plan. Alatus for their part in the agreement was tasked with implementing an initial phase of development and continuing their work to bring a development forward.

Throughout 2019, the City, along with its consultant team, worked to develop the Opportunity Site Master Plan. This was a multi-phased approach that involved a combination of technical assessment, initial community engagement, feasibility analysis, and further community engagement to continue to refine the plan.

The scale and reach of community engagement on this project has exceeded that of any past effort in the City's history; however, the intent with this project is to ensure that the outcomes truly benefit the residents of Brooklyn Center, and this necessitates a much deeper, more inclusive engagement strategy.

From the beginning, the engagement approach was intended to support this vision through an in-depth, inclusive process that connected with diverse groups and views throughout the city.

Principles guiding this approach included:

- Consistency with city goals and policies, including the new city comprehensive plan.
- Ensuring the development provided direct access and benefits for city residents.
- Authentic engagement to connect people with the decision-making process.
- Meaningful opportunities to influence outcomes for the plan and the site.
- Transparency in decision making, to build trust and accountability.

While these principles have remained, the approach to engagement has evolved and changed since then, in response to feedback on effectiveness, and changes in external conditions.

The City is working with NEOO Partners on a public engagement strategy that includes contracting with community partners to lead deeper and more meaningful engagement with community, and the creation of a citizen advisory taskforce to distill the engagement results and create a community benefits plan for the development. Staff will present the community partner proposals and present a revised timeline for the engagement work at the June 14 City Council meeting.

Master Plan

A master plan is a big picture, values-driven plan that informs future development of an area. Master plans do not provide details on specific development projects. Typically master plans consist of two primary components; 1) a set of physical infrastructure frameworks that comprise the physical layout of the area with roads, parks, trails, stormwater, land use and utilities, and 2) an implementation component that identifies how the physical elements will be delivered and what they are intended to achieve. This component may include development goals, community benefits, financial feasibility, zoning regulations, detailed infrastructure design, and short and longer-term action steps.

A draft master plan largely comprised of the physical infrastructure frameworks was completed in January 2020. This was based on early engagement efforts, the City's comprehensive plan, the geographic context of the site, and the physical realities of the redevelopment areas. The intention at that point was to move into an engagement phase to develop the implementation component of the plan. This process was slowed due to the pandemic and then further delayed by civil unrest, but is being re-engaged under an engagement strategy developed by NEOO Partners, and in collaboration with community partners.

In the interim, a traffic study was conducted, based on the draft master plan, and a regional stormwater plan was developed for the site. One of the next steps to complete the implementation component of the master plan is to develop more refined designs for the roads, streetscapes and utilities. Refined designs are needed to complete cost estimates and stormwater planning, and to develop an implementation plan for the public improvements.

In addition, Three Rivers Park District has committed to providing a 4-acre "mini-regional park", within the development area. They have amended their parks and trails master plan to include the project and have included it in their 2024 CIP. They will begin an engagement and planning process for the park later in 2021.

MNDOT holds approximately 5 acres of right of way adjacent to Highway 100 and in the middle of a highly visible area within the redevelopment plan. This ROW is for John Martin Drive and connects to the John Martin Drive access and bridge over Highway 100, which is also owned by MNDOT. The draft master plan calls for the closure of this access and bridge, and for MNDOT to vacate that ROW, allowing it to be incorporated into a future development area. At present, MNDOT has expressed hesitation to move ahead with any review of that ROW, due to a future 2026 Highway 100 improvement that may need stormwater capacity. Staff has been working with MNDOT to ensure they understand that the highest and best use of that land is not a stormwater pond, nor is waiting to determine MNDOT's potential future need for the land acceptable. These conversations are ongoing.

The EDA controls approximately 44 of the 80-acre Opportunity Site area. The balance of land is privately owned by various parties. Nearly all of those properties are for sale, or have willing sellers. Staff has received numerous inquiries from parties interested in acquiring these parcels. Interest includes redevelopment concepts, as well as reuse concepts. Generally, proposed concepts are for uses that do not align with the draft master plan. This is not surprising since the draft master plan calls for a significant re-visioning of the area, to intensify the land use, bring new infrastructure and amenities to the site, and deliver outcomes that the market would not be able to deliver on its own without city support.

The concern is that absent a vision for the site, the City has limited ability to ensure that any reuse or redevelopment of private property within the Opportunity Site aligns with what the City wants to achieve on the site. Without an adopted framework for future redevelopment, it is more difficult for staff to convey the City's vision and provide direction to property owners and prospective buyers.

The 2040 Comprehensive Plan identifies future land uses of Transit Oriented Development and Commercial

Mixed Use; however, the zoning for the site allows auto-oriented retail and commercial uses, which are not in alignment with the vision. A moratorium on new development was put into place in August 2019, and expired in August 2020. The City does not have the ability to put into place another moratorium.

Infrastructure Framework

In order to complete the Opportunity Site Master Plan, and specifically the implementation component, Staff is seeking direction from the City Council on the physical infrastructure components of the draft master plan. These consist of four elements:

- Land use
- Parks and Open Space
- Stormwater
- Access and Connectivity

The purpose of the work session discussion this evening is to provide an overview of these four elements, and get direction from Council. Each component is described in more detail in the sections below.

Based on the discussion, Staff is proposing that the City Council take action to approve the infrastructure framework at a future meeting. The approval of an infrastructure framework is needed in order to provide guidance on the draft master plan, and to facilitate the completion of the implementation component. In addition, guidance from Council is needed to progress and facilitate discussions with Three Rivers Park District and MNDOT. An approved infrastructure framework would also allow staff to articulate the City's vision for the site, and put staff in a better negotiating position when talking with existing property owners and prospective interested parties.

The sections below outline the vision and outcomes for each infrastructure element.

Land Use

"Downtown Brooklyn Center will feature building and development patterns that are mixed, sustainable, and connective - creating nodes of mixed use activity and neighborhoods for people to live and enjoy at any stage of life."

Land uses within the Opportunity Site are intended to allow for a mix of uses, including those supportive of or oriented around transit, pedestrian and bicycle facilities, and that support local job creation and business growth. Land uses of this nature were informed by the 2040 Brooklyn Center Comprehensive Plan, and community input on the need for living-wage jobs, increasing the City's tax base, and providing opportunities to diversify Brooklyn Center's economy and housing. The final land use policy direction will be supported by an implementation plan, which will be imbedded within the final Opportunity Site Master Plan as well as with new zoning districts in an updated City zoning code.

Transit Oriented Development District (TOD)

The majority of the Opportunity Site will be guided for Transit Oriented Development (TOD). TOD supports opportunities for transit-supportive and transit-oriented land uses that also facilitate pedestrian and bicycle use. The TOD district requires intensities and patterns of development that support vibrant pedestrian activity, and discourages land uses and development patterns that could decrease walkability or interfere with future growth of transit-oriented development and transit ridership. The district promotes sustainable urban places that include places to live, work, shop, and recreate locally, reduces reliance on automobiles,

and encourages the use of public transit. The district fosters job creation and economic growth in proximity to transit and provides residents with new housing and lifestyle choices with more nearby amenities and social interaction spaces.



Southeast Segment

For the approximately 20-acre segment located in the southeast of the Opportunity Site, three land use options are being explored. Each is being assessed as to their viability, support of community goals, and alignment with the larger Master Plan vision. A series of initial pros and cons are provided for additional consideration.



Option 1 | Regional Recreation Attraction

An initial concept for the southeast segment was the introduction of a major recreation attraction, to establish a regional destination within the City. An attraction of this nature would anchor and drive activity for the surrounding Opportunity Site, providing a significant draw, and create more market interest in the area. An attraction of this nature would need to provide year-round indoor and outdoor opportunities for public activities and gathering, meeting a well-known public need. If designed well, the attraction could connect to surrounding neighborhoods via sidewalks and trails, promoting overall Opportunity Site accessibility. Such a use could also provide opportunities to meet community recreation needs; however, a significant source of customers would need to be drawn from the broader region.

To be viable, the attraction would almost certainly need to be privately owned and operated, but with public

accessibility. Discounted rates for Brooklyn Center residents could be pursued to promote local benefit.



Southeast Segment: Regional Recreation Attraction	
Pros	Cons
<ul style="list-style-type: none"> ·Would present a major destination and activity center for the Opportunity Site and City ·Promote year-round healthy recreation for residents and visitors ·Could provide needed community indoor and/or outdoor gathering space(s) ·Address a need for entry-level jobs ·Could support local and regional connectivity and sustainability goals, especially with any outdoor recreation features ·Present opportunities for placemaking and establishing unique community destinations reflective of the many ethnicities that make up Brooklyn Center ·Single site owner simplifies coordination around roadways, utilities, stormwater, and related infrastructure 	<ul style="list-style-type: none"> ·Unknown timeline or prospective attraction ·Typically requires high upfront cost of construction & management ·Recreation jobs are generally limited, low paying, and seasonal – unlikely to offer a large number of living-wage jobs or advancement opportunities ·Forecasted for very high traffic demands, which would require several traffic mitigation efforts in/around the Opportunity Site ·Such users are few and the pandemic may have impacted the market demand for such a facility

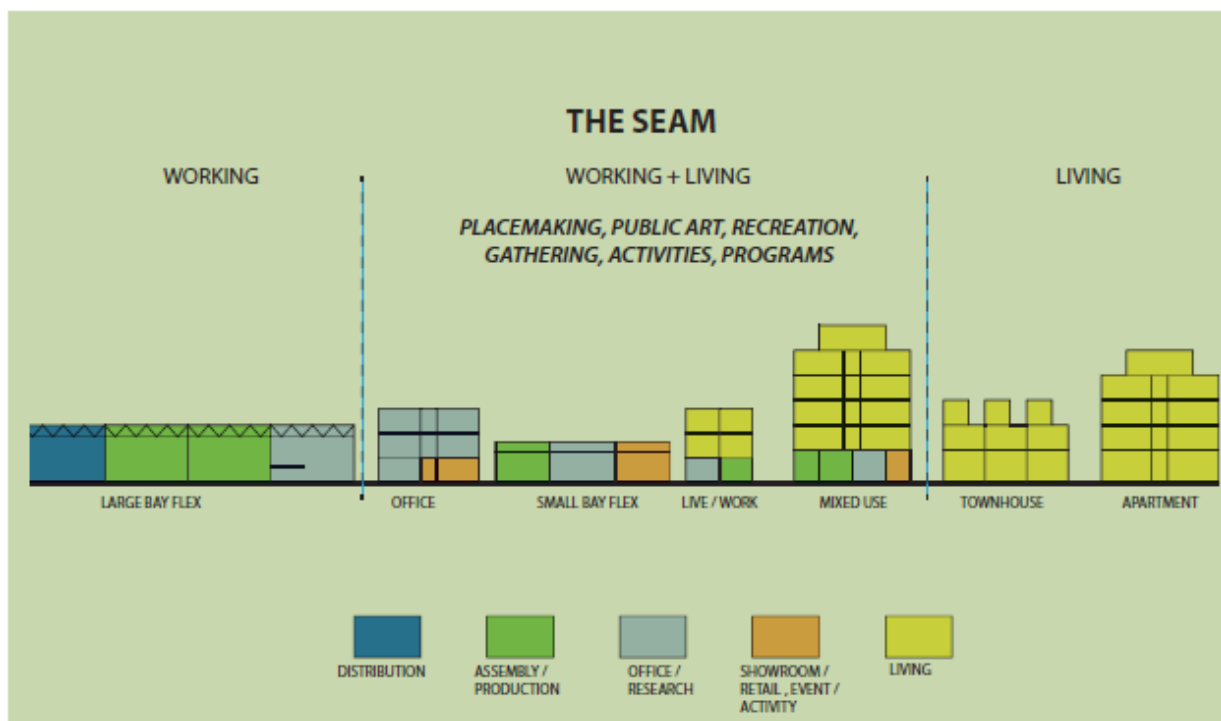
Option 2 | Business Mixed Use

Business Center Options for the southeast segment has since evolved to include the concept of a mixed business- and manufacturing-oriented land use concept. Leveraging adjacent access to major highways and great visibility, this designation which would allow for a business center with manufacturing and business production alongside supportive retail/services to encourage a more dynamic and connected experience for the public, employees, and business owners. The resulting manufacturing, assembly, production, repair, and distribution uses would co-locate small-scale retail uses into an appropriately scaled, integrated district. This concept does not guide for significant residential uses, but may allow for limited live-work opportunities.



Introducing industrial type uses to the Opportunity Site would not come without challenges, each of which would require a comprehensive strategy of mindful site design, supportive programmatic and/or policy systems, and sustainability guidance to mitigate potential issues. Approaches being explored include:

- Sustainability guidance to promote environmental stewardship, closed-loop material/waste systems, and leveraging national momentum around sustainable manufacturing practices.
- In contrast to traditional large buffers and use separation, a “neighborhood seam” would be sculpted between the TOD and Business Mixed Use districts, integrating multimodal access and scaled gathering spaces to promote natural transitions and accessibility. Similarly, mixing uses within the district reduces business system footprints and business costs.
- Require higher-than-average thresholds of impervious surfaces and green infrastructure throughout the district to promote sustainability and mitigate stormwater runoff.
- Local hire and job training programs to support local living wage jobs and ensure capitol is recirculated back into the local community.
- Affordable rental spaces to promote startup and business needs of all sizes.
- Building orientation that keeps trucking away from residential areas, and visually hidden.



Pros	Cons
<ul style="list-style-type: none"> ·Directly responds to an expressed community need for living wage jobs, while presenting opportunity for local hire programs. ·Would provide flexible working spaces for businesses to grow and expand ·Could provide affordable, flexible space for local businesses in need of boutique manufacturing and warehouse/distribution - opportunity to develop a business-focused incubator ·Leverages strong market demand for this type of use, which also would allow for stronger design and performance standards for projects ·Low infrastructure costs regularly produces a net-positive tax base ·With integrated uses come opportunities to establish a unique district identity, reflecting the rich cultural entrepreneurialism of the many ethnicities that make up Brooklyn Center. ·Retail locations along the edge of the district present opportunities for placemaking and public gathering spaces. ·Co-locating residential uses near and within the district reduces transportation needs, promotes access for workers, supports local retail, and creates general district vibrancy. ·Significantly reduces traffic forecasts compared to a regional recreation attraction, requiring minimal-to-no mitigation efforts ·Located near several regional and state-wide routes - Hwy 100 and I-94/694 – offering strong distribution connectivity ·Leverages interest of existing area property owner that wishes to redevelop their property 	<ul style="list-style-type: none"> ·Industrial and manufacturing jobs traditionally carry higher waste production and energy needs ·Integrative land use models oriented around industrial are not well established ·Noise, light, and related impacts would need to be well understood with mitigating measures put in place ·Potential pollution effects would need to be well understood with mitigating measures put in place ·Establishing closed-loop systems requires heavy coordination and management ·Would risk attracting heavy-shipping interest, and require coordination of shipping routes around the Opportunity Site - this can be mitigated with strong zoning that regulates the scale and type of business uses which would be permitted. ·Phased buildout could complicate coordination of roadways, utilities, stormwater, and related infrastructure

Option 3 | Transit Oriented Development

A third option would be to continue use of the TOD designation. Guiding the area for TOD would ensure uniformity of urban form and mix of uses with the rest of the Opportunity Site, and present the most straight-forward land use option. Such a designation however would decrease opportunities to establish a unique activity center and destination within this segment. It would also make more it more difficult to establish an employment center with business growth opportunities. Further, residential projects along Hwy 100 may prove to be less than desirable for developers and residents, and may require screening or other buffers.

Southeast Segment Concept: Transit Oriented Development	
Pros	Cons

- Greatest flexibility in allowable land uses
- Would provide opportunities for additional residential units to the city
- Continuity of neighborhood form and density with rest of Opportunity Site
- Promote continued support for transit services, and multi-model connectivity within and around the Opportunity Site

- Wouldn't support the creation of an area destination or employment center
- Proximity to Hwy 11 may deter residential development
- Doesn't leverages interest of existing area property owner that wishes to increase jobs, or regular industrial development inquires
- Unknown traffic impacts, as the TOD concept for this area has not yet been studied
- Unknown stormwater and utility impacts, as the TOD concept for this area has not yet been studied

Staff is seeking direction from the City Council on land use for the southeast 20 acres of the site.

Open Space

"Downtown Brooklyn Center will feature a system of open spaces, streets, trails and pedestrian areas that promotes healthy living, gathering, social gathering, and environmental responsibility."

The infrastructure framework includes a network of parks and plazas, connected by sidewalks and trails. A new neighborhood park is located on the north side of the site, connected by a garden street to a 4-acre micro regional park that will be managed by Three Rivers Park District on the south side. Pocket parks and plazas are planned throughout to create places for people to gather and recreate.



Some of these open spaces and plazas will be privately owned and maintained, with public access granted through easements. Other elements of the open space plan will be new publicly owned spaces that will be maintained by the City. This will require careful planning to ensure that these spaces can be maintained in an efficient and cost effective manner.



The framework identifies the following outcomes for the open space plan:

- 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.

Stormwater

“A green and active stormwater system that provides health, recreational, and environmental benefits to all”

A regional stormwater plan has been developed for the Opportunity Site, based on the draft plan. The regional system is designed to manage stormwater for the entire site. Infiltration is planned through neighborhood raingardens, streets designed with storm water best practices, and larger detention areas. Stormwater would be carried primarily in a linear greenway that runs through the site adjacent to a regional trail.



Development projects would provide infiltration enhancements on their sites and connect to the regional system. As part of the implementation plan, a build-out plan and fee system needs to be developed to ensure that the regional stormwater system will be built in a cohesive manner and can be paid for.

A regional stormwater system benefits the City by allowing more intensive use of developable land and creating more value. Further, by utilizing innovative best practices for stormwater and going above and beyond the minimum standards, the regional stormwater plan will be eligible for state funding to support its build-out.

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.”

The infrastructure framework identifies a hierarchy of roadways, sidewalks and trails that connect both within the site as well as to bring people easily into the site. The roadways and their approximate locations are a critical component to the infrastructure framework because they create a series of pedestrian-scaled blocks that will make up the urban form of the site and dictate where development can occur.

Each roadway is categorized by type. The different types of roadways dictate their function and purpose within the development. Some roads will be designed to carry through-traffic and thus more vehicles, while

others are designated as neighborhood streets, and will be designed for lower traffic.

A garden street connects the site north to south and is envisioned as a low traffic, “shared” street, with pocket parks and ample traffic calming devices. The garden street elevates the role of the pedestrian and bicyclist, while minimizing the role of vehicles. This street is similar to those seen in places such as Amsterdam, where they are designed as residential streets that discourage cut-through traffic. Studies have shown that these types of streets are safer for people and promote social wellbeing for neighborhoods.



Outcomes of the access and connectivity framework are:

- 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 chose.

This roadway network represents road types that do not currently exist in the City. Because the goals for the area include a denser development pattern, on-street parking will very likely be part of the design, as well as integrated sidewalk and trail features. Ample streetscaping, including street furniture, lighting and landscaping, all will require extensive maintenance. As part of the implementation plan, it will be necessary to understand what the maintenance requirements will be and how this will be accomplished. For example, new equipment and practices may be needed to effectively plow and remove snow.

Some of the streets shown on the plan may be privately owned and maintained, while others will be new public streets. Determining who will be responsible for building and maintaining the street network will be a critical component of the implementation plan. In some cases, depending on the development timing, new street sections may need to be constructed in advance of a particular development phase. Planning for this, and how it will be paid for, will also be needed.

The exact location of the streets within the master plan are less important than their typologies. For example, depending on how the former Target site redevelops, the streets in that area may adjust a bit; however, their function will remain constant.

Next Steps

Staff is seeking direction from the City Council on the physical infrastructure framework elements. Most especially, the framework of Land Use requires additional discussing and direction.

Based on the discussion, staff will make any needed revisions to the infrastructure framework, with the goal of bringing it back to a future Council meeting for approval. Once approved, staff will continue the process

of developing the implementation component of the Master Plan. This will include a robust engagement effort as well as designing and planning for the open space, stormwater, utility and access plans.

Budget Issues:

None at this time

Inclusive Community Engagement:

Extensive community engagement has occurred in varying degrees over the last three years on this site. Additional engagement is planned and will be presented at the June 14 City Council meeting.

Antiracist/Equity Policy Effect:

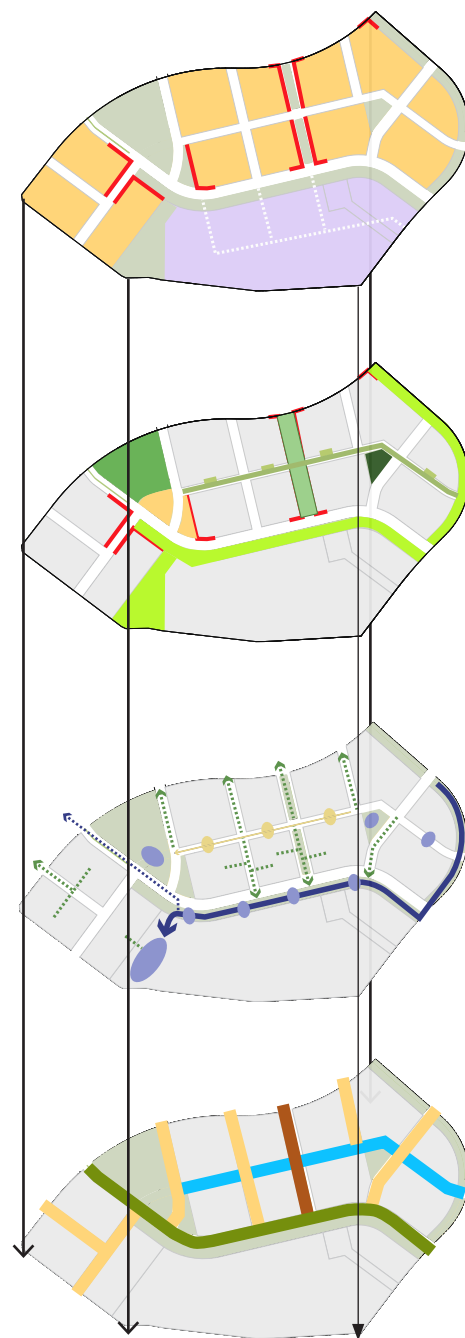
The draft master plan framework has been developed from its inception with an equity lens, focused on producing equitable outcomes and mitigating displacement risks. The infrastructure framework provides the foundation upon which the implementation portion of the plan can be developed, which will identify a community benefits plan to ensure these outcomes take place.

Strategic Priorities and Values:

Targeted Redevelopment

ATTACHMENTS:

Description	Upload Date	Type
Framework	6/4/2021	Backup Material



Downtown Brooklyn Center Framework Plan

Brooklyn Center, MN
Draft Report as of June 4, 2021

Prepared for:
City of Brooklyn Center

Prepared by:
Cunningham Group Architecture, Inc.

Cunningham



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The City recognizes that historically, development patterns have resulted in disparate impacts, particularly on communities of color. These disparities have resulted in harm; such as displacement and exclusion from the benefits of new investment. The city endeavors to reverse these disparities and enhance equitable outcomes by working towards a more responsible means of advancing development



1. Introduction

Introduction

Brooklyn Center is a City of the Future.

The population is rich with diversity from around the world. The large number of children and youth will be future leaders in the years to come.

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 jobs, shopping and services.

But the transition from past to future is not without challenges. For the city, it means transitioning spaces and places built for a previous era, that no longer meet current needs. For the people, it means addressing past and current practices that exclude some people from benefitting from progress and opportunity, particularly people of color, people with low-incomes, and renters. This includes addressing the potential for displacement and gentrification in the city.

The Opportunity Site project can't meet every need. But it can help. For the city, this means creating a new place that strives to meet the needs of residents and workers, adds value to the community, and becomes a source of community pride. For the people, this means creating an accountable process that addresses past problems and provides transparency, accountability, and benefit to existing residents of the community.



Purpose of this Plan

This document sets clear high level direction for the community vision for redevelopment and how the physical structure of the area must change in order to enable this change.

This Framework Plan has two sections :

- 1. Background and Vision for Redevelopment
- 2. Four Frameworks

This document is not a full Master Plan. Adoption and acceptance of this document sets the direction for a fully developed Master Plan and it allows City Staff and officials to have discussions with developers and property owners while a full Master Plan is in development.

Community Values Expressed in the Plan



Diversity and inclusivity



Affordability



Health and Wellness



Fiscal Responsibility



Flexibility



Community Pride



Environmental Sustainability



Local Benefit



Counteracting Displacement

Guiding Principles

Four guiding principles emerged from the community workshops that reinforce a sense of community pride in Brooklyn Center



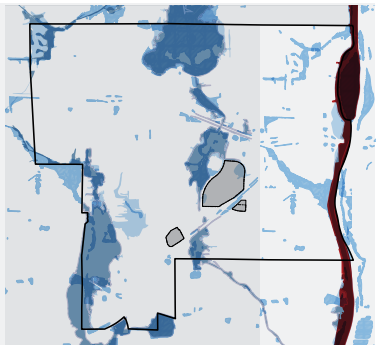
Overall Vision for a New Downtown Brooklyn Center

Downtown Brooklyn Center...

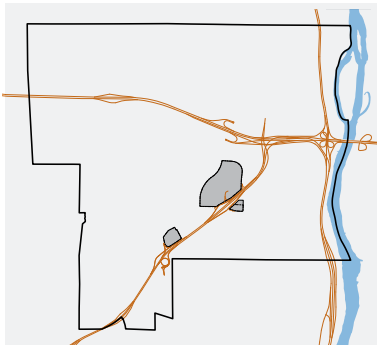
- Will be a place that represents all of what Brooklyn Center is and can become.
- People will choose to invest their time and energies in Downtown Brooklyn Center as much for what it is as for what it is near.
- It will contain a mix of uses that appeal to both current and future residents, entrepreneurs, and visitors of Brooklyn Center.
- It 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.
- It will be a place that nurtures local businesses while also attracting new businesses that appeal locally and regionally.
- It 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.

The Opportunity Site and its Surroundings

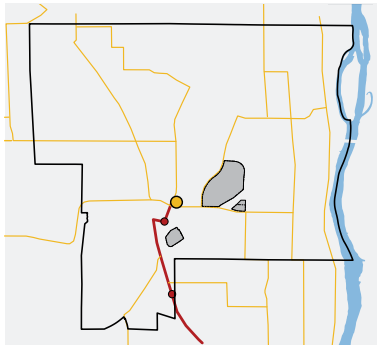
Brooklyn Center in the Region



Natural Systems
The Opportunity site is located a mile from the Mississippi River and adjacent to Shingle Creek. Both are part of regional recreational systems that are significant amenities.

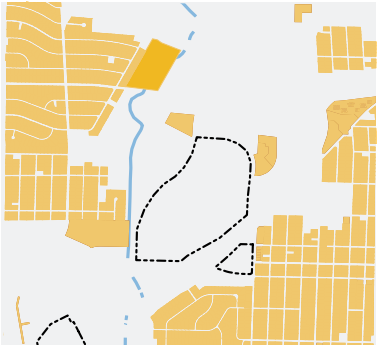


Highways
The Opportunity Site is located along major freeways and highways. It is easily accessible from throughout the region. This Plan recommends a combination of local and regional attractions that benefit from the Sites location and access.

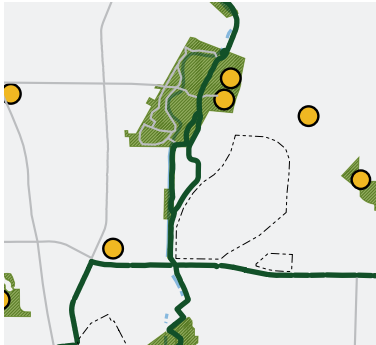


Transit
Metro Transit recently opened the C and D Bus Rapid Transit (BRT) Lines - both which terminate at a charging and layover station adjacent to the Opportunity Site. This Plan recommends relocating the station in the Opportunity Site and making it part of a mobility hub that serves the area.

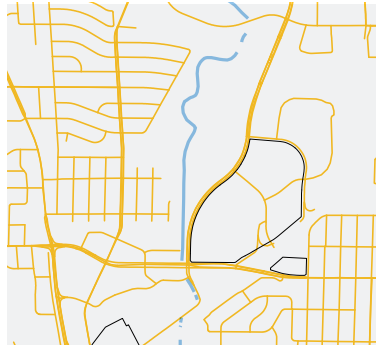
The Opportunity Site in Brooklyn Center



Neighborhoods
The area was developed in the 1960's when land uses were strictly separated. As a result, the site is separated from neighborhood by large parks and highways.



Trails
The Site is located at the junction of two regional trails which connect to the Mississippi River to the east, and large parks and lakes to the west north and south. The Plan recommends leveraging these assets and routing the trail through the Site.



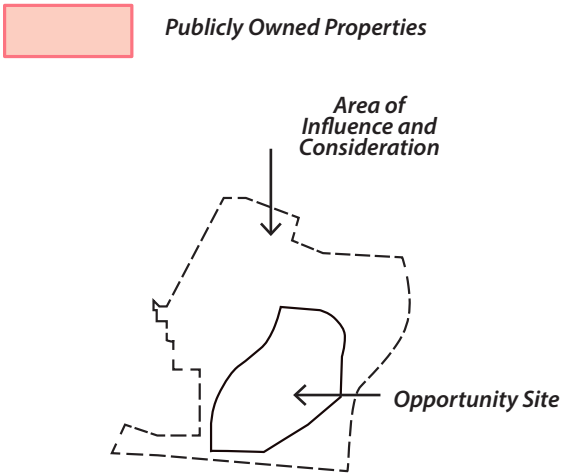
Local Roads
The Site has few local roads serving it and through it. Redevelopment of the Site will require considerable new infrastructure in order for it to be redeveloped

Publicly Owned Properties in the Opportunity Site



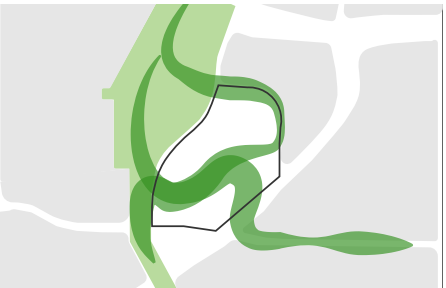
With approximately 40% of the Opportunity Site publicly owned, the City can leverage its influence on future redevelopment. By undertaking a public engagement the City can guide redevelopment in a manner that reflects the wishes, desires, and needs of the Community.

As property owner and driver of the Master Plan, redevelopment of the Opportunity Site can deliver substantially more public benefits than if the redevelopment was exclusively privately driven.

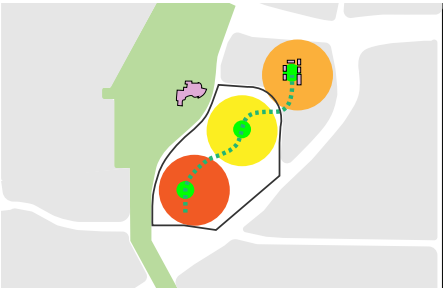


The Opportunity Site is approximately 100 acres. Approximately 40% (shown in red) of it is publicly owned. While this study focuses on the Opportunity Site, it took into consideration a significantly larger area because of its close relationship to the Opportunity Site.

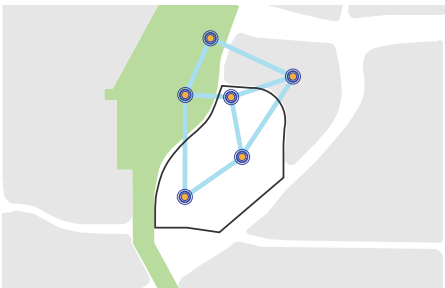
Concepts that Organize The Site



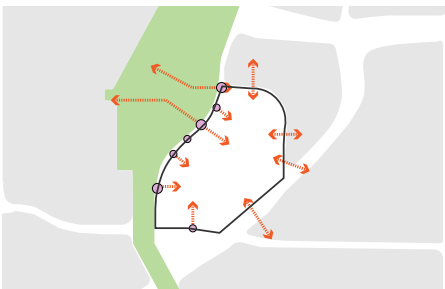
1 Trail and park connections to the expansive regional system



2 A spine to organize neighborhoods



3 Community Anchors to create a core to Brooklyn Center



4 Local connections to make access to Downtown easy



Four Frameworks

Four Frameworks

TODAY

Land Use

The Opportunity Site is a former retail district that is currently occupied with a collection of uses that don't reinforce each other in a meaningful way. Much of the land is vacant and underused



Open Space

The Opportunity Site is adjacent to regional trails, as well as a large City Park - however there are no parks open spaces, or direct connections to regional trail within the Opportunity Site



Stormwater

The Opportunity Site is almost completely impervious with buildings and parking lots. Rainwater that falls on the site is piped to Shingle Creek, picking up contaminants and sediment along the way. It is out of compliance with local, watershed, and regional requirements



Transportation

The Opportunity Site is easy to get to due to its strong regional access, however it lacks an internal street system, pedestrian connections, and bike facilities to encourage redevelopment.



TOMORROW

Downtown Brooklyn Center will feature building and development patterns that are mixed, sustainable, and connective - creating nodes of mixed use activity and neighborhoods for people to live and enjoy at any stage of life.

Open Space

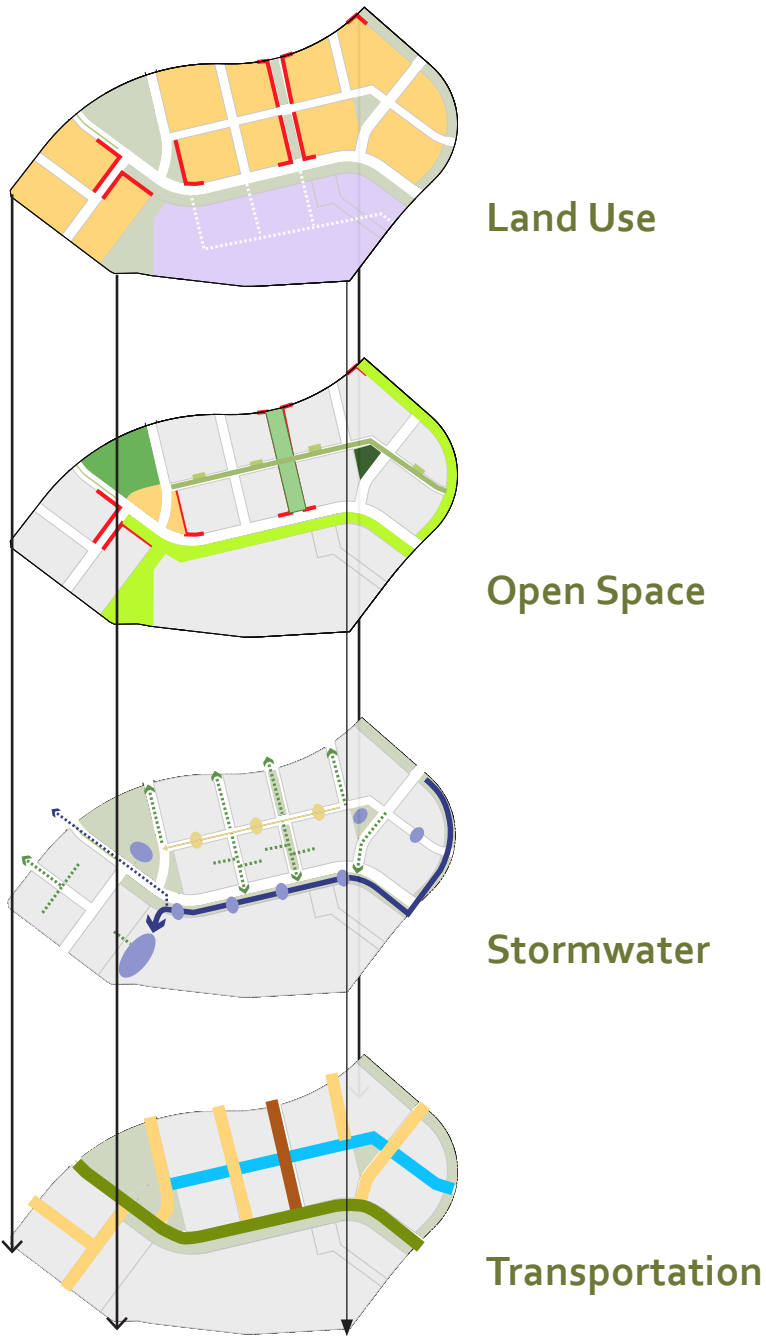
Downtown Brooklyn Center will feature system of open spaces, streets, trails and pedestrian areas that promotes healthy living, gathering, social gathering, and environmental responsibility.

Stormwater

A green and active stormwater system that provides health, recreational, and environmental benefits to all

Transportation

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.



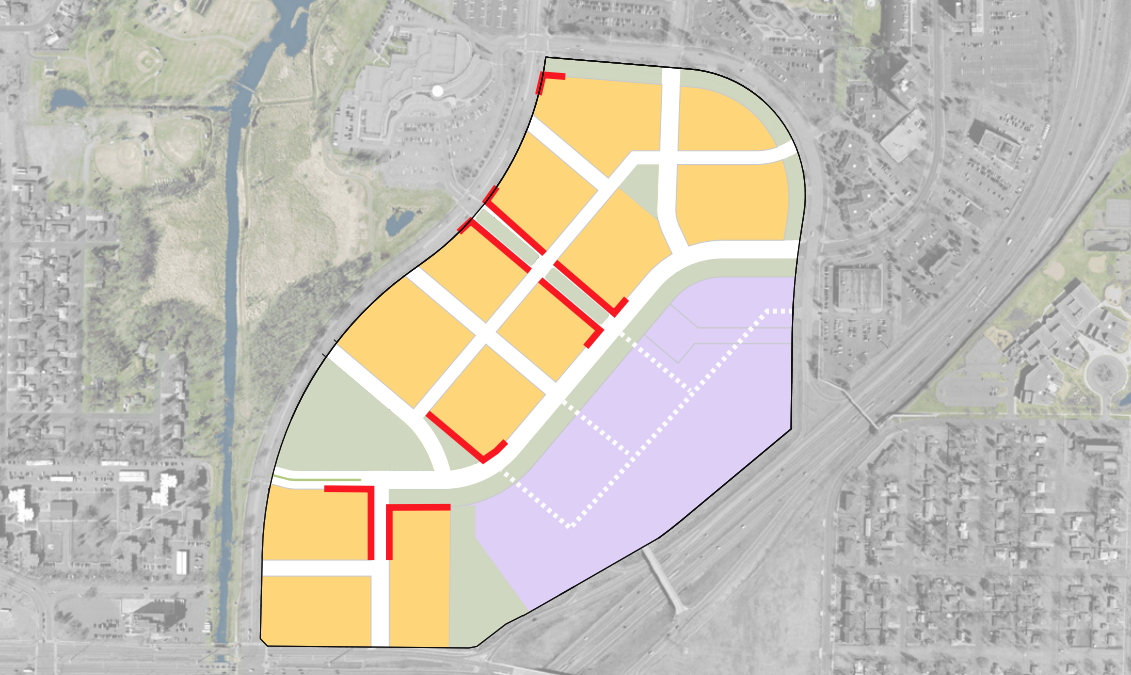
Land Use

Downtown Brooklyn Center will feature building and development patterns that are mixed, sustainable, and connective - creating nodes of mixed use activity and neighborhoods for people to live and enjoy at any stage of life.

Outcomes

- New market rate and affordable housing designed to be walkable, neighborly, and welcoming.
- New neighborhoods with neighborhood parks and amenities at their core and a “garden street” linking them.
- Commercial development that supports local living wage jobs.
- An entrepreneurial market to incubate and accelerate local businesses.

Framework




- Transit Oriented Development
 - Business Mixed Use
 - Active Uses Such as Retail
- descriptions on following pages

Land uses allow for developments supportive of or oriented around transit, pedestrian and bicycle facilities, and that support local job creation and business growth. Land uses of this nature were informed by the 2040 Brooklyn Center Comprehensive Plan, and community input on the need for living-wage jobs, increasing the City’s tax base, and providing opportunities to diversify Brooklyn Center’s economy and housing. The final land use policy direction will be supported by an implementation plan, which will be imbedded within the final Opportunity Site Master Plan as well as with new zoning districts in an updated City zoning code.


Features

Buildings and Spaces for an Entrepreneurial Downtown



Brooklyn Center has an entrepreneurial population with a high percentage of first and second generation Americans, the community boasts small home grown businesses in retail, food, and professional services. The Framework Plan creates buildings and spaces for these activities to flourish. An **Entrepreneurial Market** will provide in house marketing, financial, and mentor support while also offering access to customers in a market hall. In addition, plazas will be designed with kiosks, food trucks, and other opportunities for pop up retail.

Housing for all Stages of Life

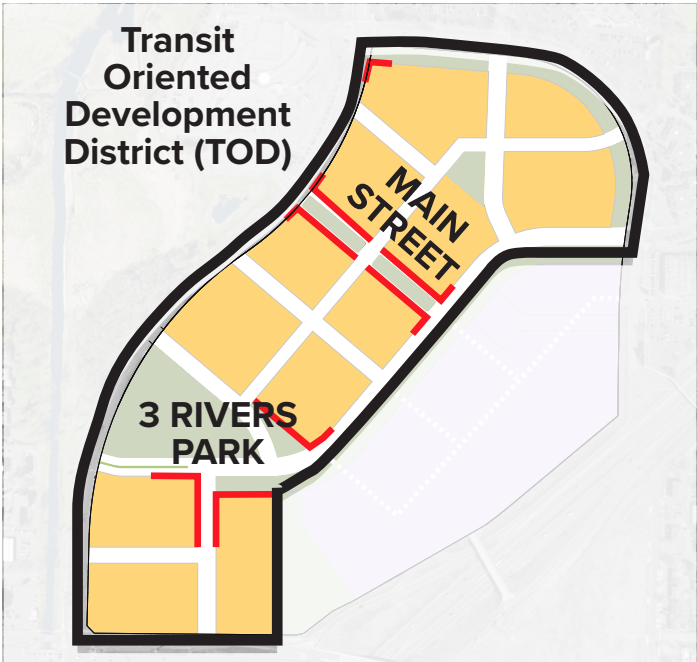


Brooklyn Center lacks the full range of housing options. As a result, some residents are forced to look for housing outside the City as they move through different phases of life. The Opportunity Site will include apartments and townhouses that are both Market rate and Affordable. Efforts will also be made to provide ownership housing across the income levels as well.

Land Use (Continued)

Transit Oriented Development District (TOD)

TOD supports opportunities for transit-supportive and transit-oriented development, as well as land uses that support pedestrian and bicycle use. The TOD district requires intensities and patterns of development that support vibrant pedestrian activity, and discourages land uses and development patterns that could decrease walkability or interfere with future growth of transit-oriented development and transit ridership. The district promotes sustainable urban places that include places to live, work, shop, and recreate locally, reduce reliance on automobiles, and encourage the use of public transit. The district fosters job creation and economic growth in proximity to transit and provides residents with new housing and lifestyle choices with more nearby amenities and social interaction spaces. This will be the guidance for the majority of the Opportunity Site.



Main Street



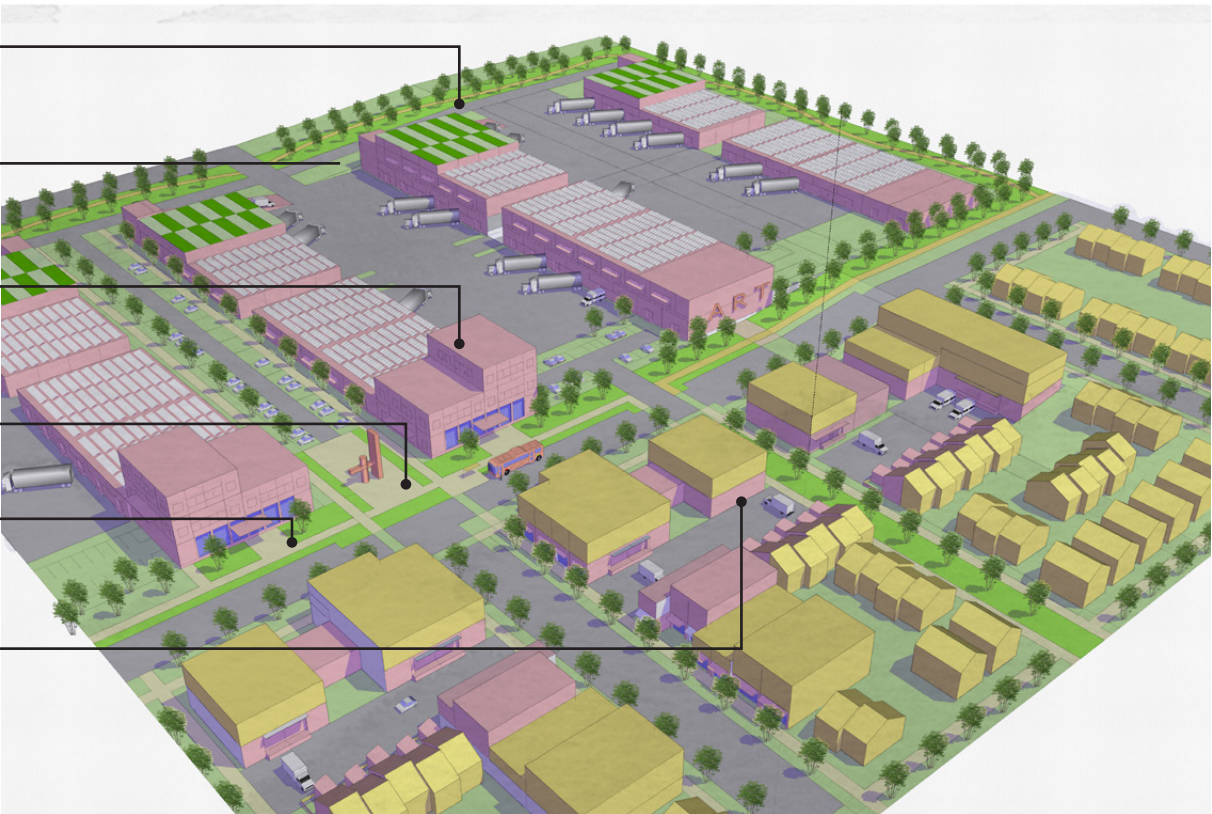
Three Rivers Park

Land Use (Continued)

Business Mixed Use (MX-B1)

The MX-B1 designation guides land for a mix of business and light industrial uses with allowance for 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. This guidance will apply to an employment district adjacent to the highway, providing proximity to the TOD core, while still managing freight traffic and impacts effectively.

- Rooftop community solar and micro grid
- Pervious pavement to encourage infiltration
- Businesses with public interface located at activity nodes that face the neighborhood
- Clear and simple pedestrian connections to the neighborhood
- Green edge for stormwater, trails, habitat public art and other shared amenities
- Smaller scale employment uses in the neighborhood - maker spaces, live work units



Benefits

- » Living wage jobs with low barrier to entry
- » Jobs that are matched to the skills of the neighborhood
- » Higher than average job density (minimum 25 jobs/acre)
- » Local hiring and local job development
- » Incubator / Accelerator / Collaboration space for small business and start ups
- » Net Positive tax base
- » Workforce development and training
- » Local and distinctive business mix that share resources
- » Businesses that complement existing industrial base
- » Employee base supports local retail and restaurants
- » Back room inventory and logistics for local retail
- » Potential event space for community gathering



Open Space

Downtown Brooklyn Center will feature system of open spaces, streets, trails and pedestrian areas that promotes healthy living, gathering, social gathering, and environmental responsibility.

Outcomes


- 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.

Framework




Features

Three Rivers Urban Bridging Park



The Three Rivers Park District will establish their first “**urban bridging**” park in Brooklyn Center. In an effort to introduce inner ring communities such as Brooklyn Center to its vast park resources throughout Hennepin County, the District endeavors to build 3-4 acre parks in the underserved communities. These parks will serve as a “bridge” to the more natural parks in the county. The District will fund, build, manage, maintain, and program these parks specifically for Brooklyn Center residents.

An “Inside Out” City



The Framework Plan contains parks, plazas, and open spaces designed to encourage gathering, socializing, and cultural expression. The spaces will be welcoming, accessible, and inclusive. they will draw indoor activities to the outdoors. **The pulse of the City will be on display throughout the year in these spaces.** Special consideration will be given to designing spaces that are active throughout the year. The spaces and activities will change with the seasons.

Stormwater









A green and active stormwater system that provides health, recreational, and environmental benefits to all

Outcomes

Downtown will feature a stormwater system that manages rainwater throughout the District while also serving as a health, recreational, and aesthetic amenity for residents and visitors.

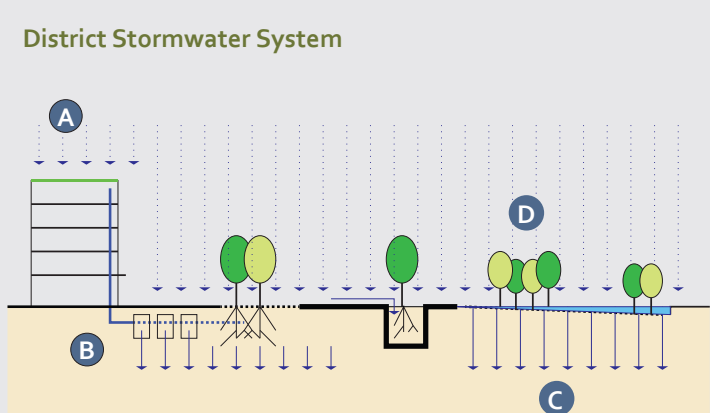
Framework



-  Urban Green Streets
-  Greenway and treatment train
-  Neighborhood Rain Gardens
-  Larger detention areas
-  **A** Green Streets with Urban Stormwater
-  **B** A Garden Street with Rain gardens and Parklets
-  **C** Linear Stormwater parks and greenways along the edge of the large greenspace
-  **D** Ponding areas

Features

District Stormwater System



A Blue Green Roofs use rain water to irrigate plants on roofs and on site.

B Pavers and soil cells filter runoff and encourage root growth

C Soil cells with impermeable liners keep polluted water from infiltrating

D A diverse mix of salt tolerant and winter hardy plants reduce heat island effects and enhance human comfort

Shared Stacked Green infrastructure



Stormwater will be integrated with the design of the area so it has multiple functions. Instead of relying on expensive “hard” infrastructure to move rainwater to areas lakes and rivers, rainwater will be harnessed and used as a resource. For example, the linear greenway that filters water before it percolates into the soils will also serve as a regional bike trail.

In areas where stormwater is underground, it will be stored and used for irrigation, with the excess returning to the groundwater aquifer.

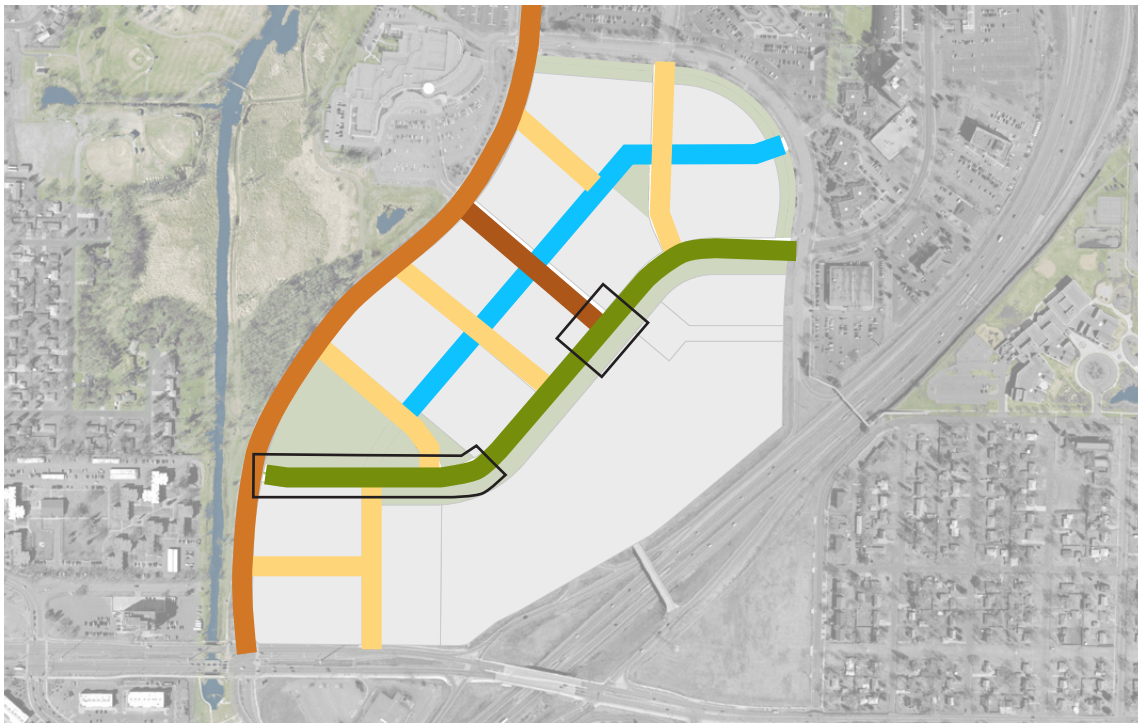
Access and Connectivity

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.

Outcomes

- 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 chose.

Framework



- Shingle Creek Parkway
- Main Street
- Garden Street
- Parkway
- Neighborhood Street

Features

Garden Street



A “Garden Street” will be the primary pedestrian spine through the development. The Garden Street will be a narrow residential space lined with townhouses and small apartments. It will be a primarily pedestrian zone, though bicyclists and slow speed cars would be permitted, primarily to access residential parking areas. The Garden Street will contain small play spaces, gardens, and other residential amenities.

Slow Zones



Slow Zones are segments of streets that are specifically designated and designed for slower traffic than otherwise similar streets in the City. The Framework Plan will designate areas around the Three Rivers Park and at the terminus of John Martin Drive as Slow Zones. This will improve the quality of the adjacent spaces, create a safer environment for all users, and enable pedestrians to easily cross the street.

Mobility Hub?
Integrating Regional Trails